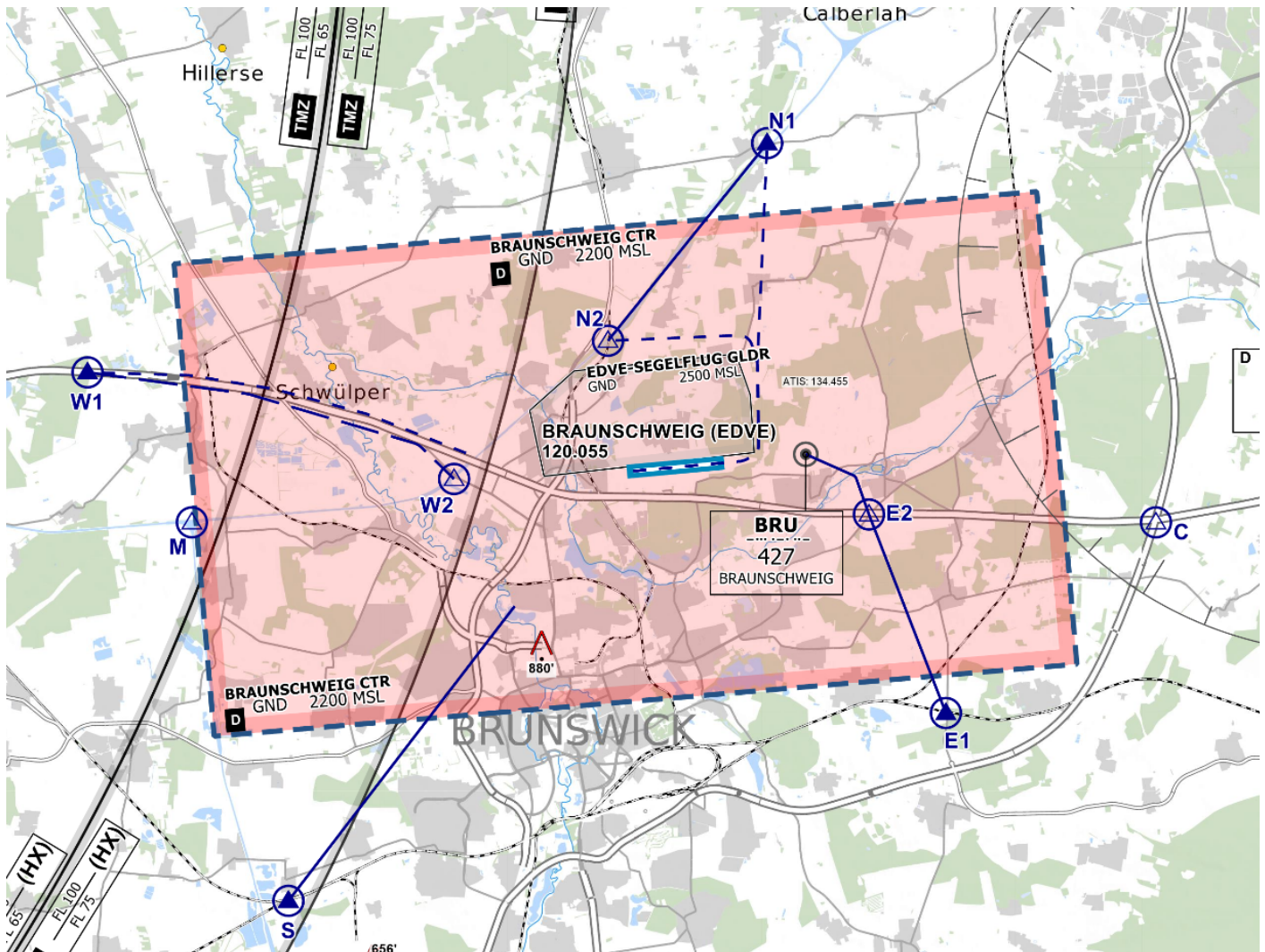


Tower

Braunschweig Tower is responsible for all arriving and departing traffic. The top level of the airspace D control zone is 2200ft MSL. Above this altitude and around the CTR airspace E covers the area within responsibility of Bremen Radar (Hannover Approach). A Para jumping Area up to FL100 is directly above the airport.



Controlzone and VFR Reporting Points of Braunschweig Airport - © openflightmaps.org

Runway and Airport

Braunschweig Airport has a 7546ft (2300m) long single runway (08 / 26) with no Low-Visibility equipment, as well as a grass glider strip north of the main runway. The airport features an apron area south of the runway with a main terminal building and various company facilities.

The area limit of ATC competence, which is shown on some charts, is not applicable on VATSIM, as we do not simulate airport operators. Because VATSIM has the Top-Down principle, IFR Clearances shall be given by the tower, contrary to real-life procedures, where IFR Clearances are given by Bremen Radar.

Departures

All IFR Departures need a Departure-Release from Bremen Radar! *

Coordinate early enough on TeamSpeak, as you might get a delay time, e.g. at EDDV events.

* If traffic permits, Radar can give a "*general departure release until further notice*". In that case the tower doesn't need to ask for each departure separately.

Departure Holding points are C (08) and A (26). Airliners usually also backtrack while lining up via C. Intersections D and B are only used to vacate the runway after landing.

Spacing: Departures shall be separated with a minimum of 3 nm or wake turbulence separated, whichever is greater. When two aircrafts have the same SID waypoint the separation shall be increased to 5 nm or wake turbulence separation whichever is greater.

Auto-Handoff: Pilots shall contact Bremen Radar immediately after take-off without a specific handoff.

Arrivals

Unless a pilot request a specific location (e.g. facilities at Taxiway H or F), they should get a taxi instruction leading to the Apron south of C with a stand of choice. Example: "*Taxi to stand of choice via A and C*"

VFR

Braunschweig offers 4 routes in and out of the CTR at max. 2000ft. Only the outer Waypoints are mandatory reporting points.

VRP	N1	E1	W1	S
NAV	Wedesbüttel north-west of the field	North of Cremlingen close to A39 intersection	A2 east of Peine	Trainline Intersection at Groß Gleidingen

VFR Routes

Route	Runway 08 Arrival	Runway 08 Departure
November	N1 -> N2 (Traffic Circuit 08)	direct N1
Echo	E1 -> E2 or directly into right Traffic Circuit 08	right Turn E2 -> E1 (or direct E1)
Sierra	S -> right Base 08	right Turn direct S
Whiskey	W1 -> W2 (following A2)	N2 -> W1 (north of Glider area)
Route	Runway 26 Arrival	Runway 26 Departure
November	N1 -> right Base 26	W2 -> right Turn N1 (avoid glider area)
Echo	E1 -> E2 -> Final 26	direct E1
Sierra	S -> Traffic Circuit 26	direct S
Whiskey	W1 -> N2 (right Traffic Circuit 26)	W2 -> W1 (following A2)

Early break-out to the North is NEVER approved due to glider area! Use W2/N2 accordingly.

Helicopters

Helipad: The Helipads are not in use. They are turned off via NOTAM for years now. All Helicopters air-taxi to the runway.

Police and Rescue helicopters: Expect Lower Saxony's state police helicopters from the Base in Gifhorn or Hannover (Bundespolizei, Callsign Phoenix) as well as possible crossings from Christoph Niedersachsen (CHX86).

Low Visibility

As Braunschweig has no special low visibility equipment, Pilots need to adhere to the minimum RVR according to their approach charts. Departures are possible unless RVR is lower than 300m.

Ground



Parking

Terminal: Braunschweig features one main terminal building at the center part of the Airport. Various company facilities and hangars are based at the main taxiway C.

Airliner Stands: On the main apron in front of the terminal building.

General Aviation: The GAT is east of the Terminal on the main apron with enough space for some GA aircrafts. The Fuel station is west of the Terminal via taxiway G.

Volkswagen Air Service: via Taxiway E/G.

Deutsche Luft- und Raumfahrt: DLR has it's own apron reachable via taxiway F.

Aerodata (Nav Checker): Hangars West of H - including a King Air maintenance center.

Business Aviation Center: - via taxiway K east of F, also referred as Kroschke. On pilot request only, due to outdated sceneries.

De-Icing: No special positions. De-Icing can be ordered at your current stand.

Taxiways

The area limit of ATC competence, which is shown on some charts, is not applicable on VATSIM, as we do not simulate airport operators. Tower maintains control over all ground activities. The main taxiways A-D are suitable for Class C aircrafts. Class D not yet confirmed.

Taxiway	Notes
A, C	Main Taxiway and Holding Points for departure
B, D	usually not used for departure, vacate only
H	Aircraft may only be towed and requires prior approval
L + M	Gras Taxiway only for instructed users (L = between Runway and Gliderstrip)
F	DLR private Apron
K	Business Aviation Center Kroschke (East of F)

Delivery

VATSIM has the Top-Down principle, therefore IFR Clearances shall be given by the tower, contrary to real-life procedures, where these are given by Bremen Radar. Delivery Service is responsible for all departing flights under IFR. In Braunschweig (and at all other airports of RG Bremen), filed flight plans are generally checked and corrected with regard to the following criteria. To be considered are:

- requested flight level (RFL) even/odd
- restrictions for certain destinations/SIDs
- rough validity of a flight plan

Initial climb clearance: The initial climb clearance at Braunschweig Airport is 4000ft on all published departure procedures. The altitude shall be entered as cleared altitude (CFL) in an appropriate list or tag.

SIDs and Restrictions

Destination	SID	Flightlevel	Remark
EDDF	all	odd, max. FL230	LoA
EDDW	all	even, max. FL100	Sectorization
EDDH	all	odd, max. FL090	Sectorization
EDDV	all	max. FL100	coordinate with Bremen Radar
all	other SIDs	Semicircular rules	0° - 179° odd FL, 180° - 359° even FL

SID	26	08	Climb
BATEL	6G	5U	4000ft
DIRBO	8T	7U	4000ft
HLZ HEHLINGEN	7T	7U	4000ft
DLE LEINE	7T	7U via SID	4000ft
NIE NIENBURG	8T	7U via SID	4000ft
NORTA	8T via SID	6U via SID	4000ft
POVEL	7W via SID	5U	4000ft

All SIDs can be flown with RNAV and NON-RNAV capabilities.

Specials

Vectored departures: The use of vectored departures requires prior coordination with the responsible radar station. An initial altitude to climb shall be provided.

IFR local flights: IFR local flights are coordinated with the responsible radar controller, who may instruct a different departure procedure, possibly vectored departures.