

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For EDVE
- Terminal Charts For EDVE
- Revision Letter For Cycle 16-2023
- Change Notices
- Notebook

General Information

Location: BRAUNSCHWEIG-WOLFSBURG DEU
ICAO/IATA: EDVE / BWE
Lat/Long: N52° 19.16', E010° 33.53'
Elevation: 296 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0440 Z
Sunset: 1751 Z

Runway Information

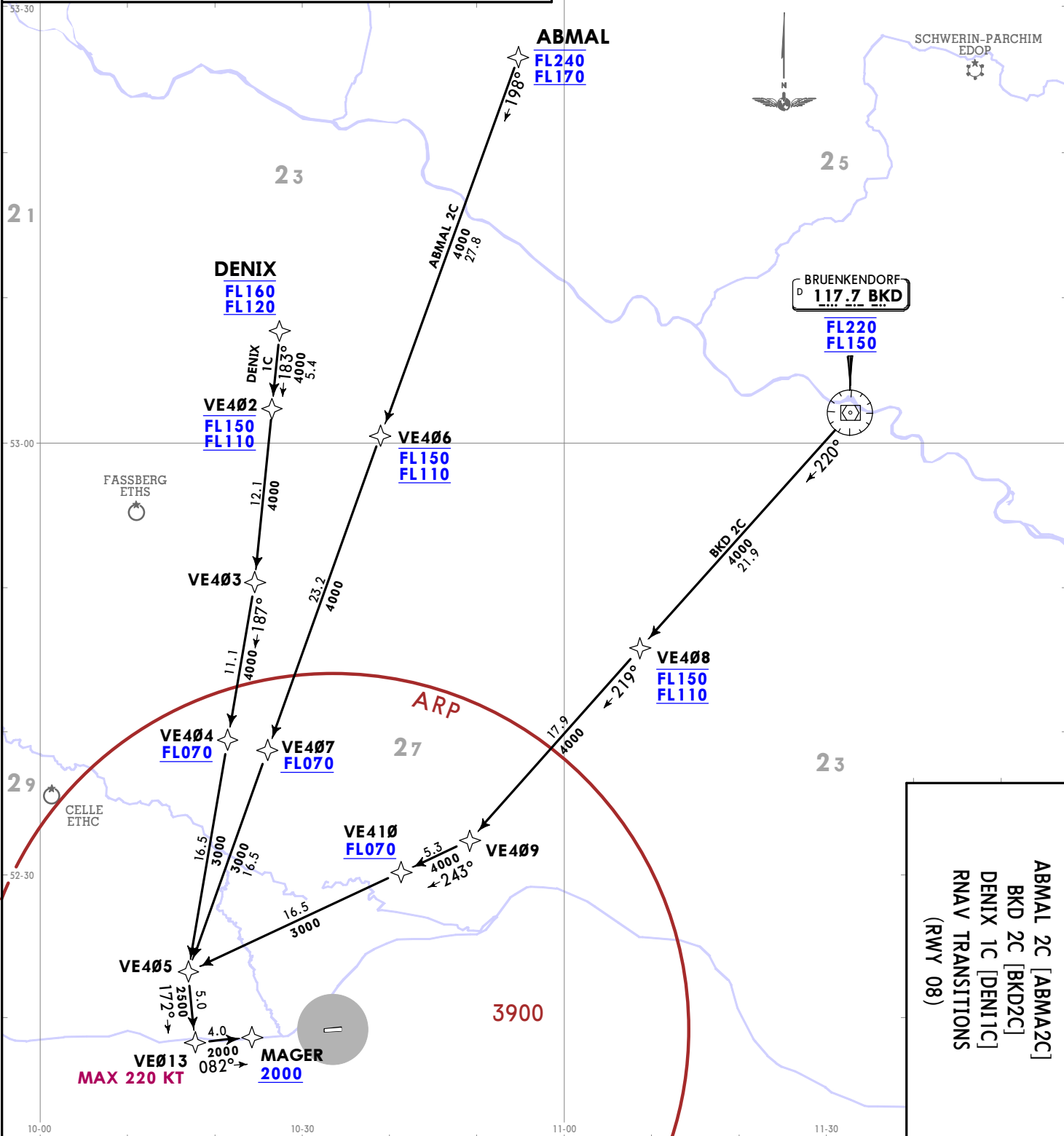
Runway: 08
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 274 ft
Lighting: Edge, ALS, REIL
Displaced Threshold: 984 ft

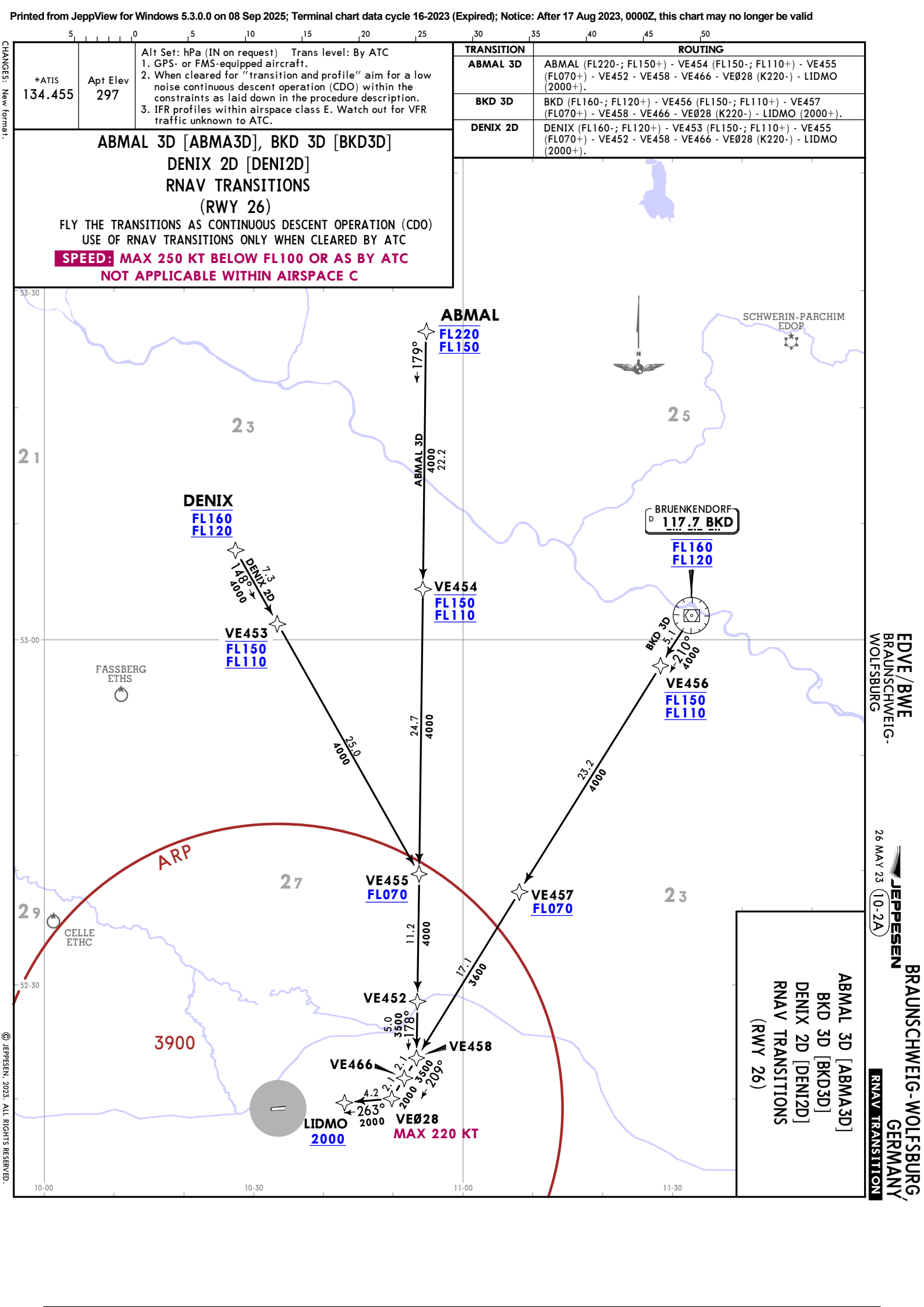
Runway: 26
Length x Width: 7546 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 288 ft
Lighting: Edge, ALS, REIL

Communication Information

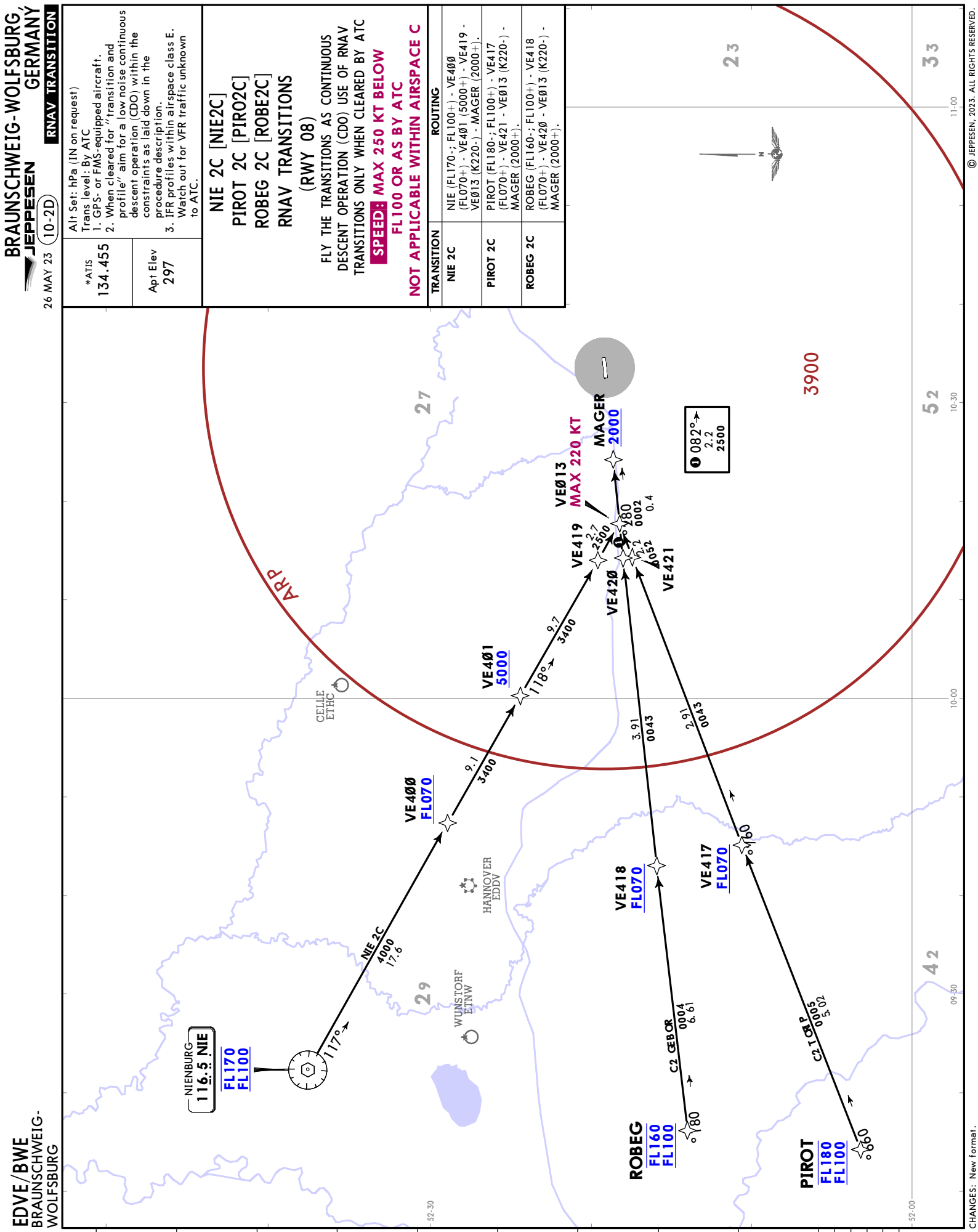
ATIS: 134.455
Braunschweig Tower: 120.055
Bremen Radar Radar: 131.330 RCO

ABMAL 2C [ABMA2C], BKD 2C [BKD2C]
DENIX 1C [DENI1C]
RNAV TRANSITIONS
(RWY 08)
FLY THE TRANSITIONS AS CONTINUOUS DESCENT OPERATION (CDO)
USE OF RNAV TRANSITIONS ONLY WHEN CLEARED BY ATC
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C









NIE 2D [NIE2D]
PIROT 2D [PIRO2D]
ROBEG 2D [ROBE2D]
RNAV TRANSITIONS
(RWY 26)
FLY THE TRANSITIONS AS CONTINUOUS
DESCENT OPERATION (CDO) USE OF RNAV
TRANSITIONS ONLY WHEN CLEARED BY ATC
**SPEED: MAX 250 KT BELOW
FL100 OR AS BY ATC**
NOT APPLICABLE WITHIN AIRSPACE C



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

JEPPESSEN

26 MAY 23

10-2F

BRAUNSCHWEIG-WOLFSBURG,
GERMANY

RNAV STAR

*ATIS
134.455

Apt Elev
297

Alt Set: hPa (IN on request) Trans level: By ATC

RNAV-1 or RNP-1 or A-RNP equivalent
GPS required
DME/DME, DME/DME/IRU not authorized

IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

BRUNKENDORF 8B (BKD 8B) [BKD8B]

ULSEN 4B [ULSE4B]

RNAV ARRIVALS

(RWY 08)

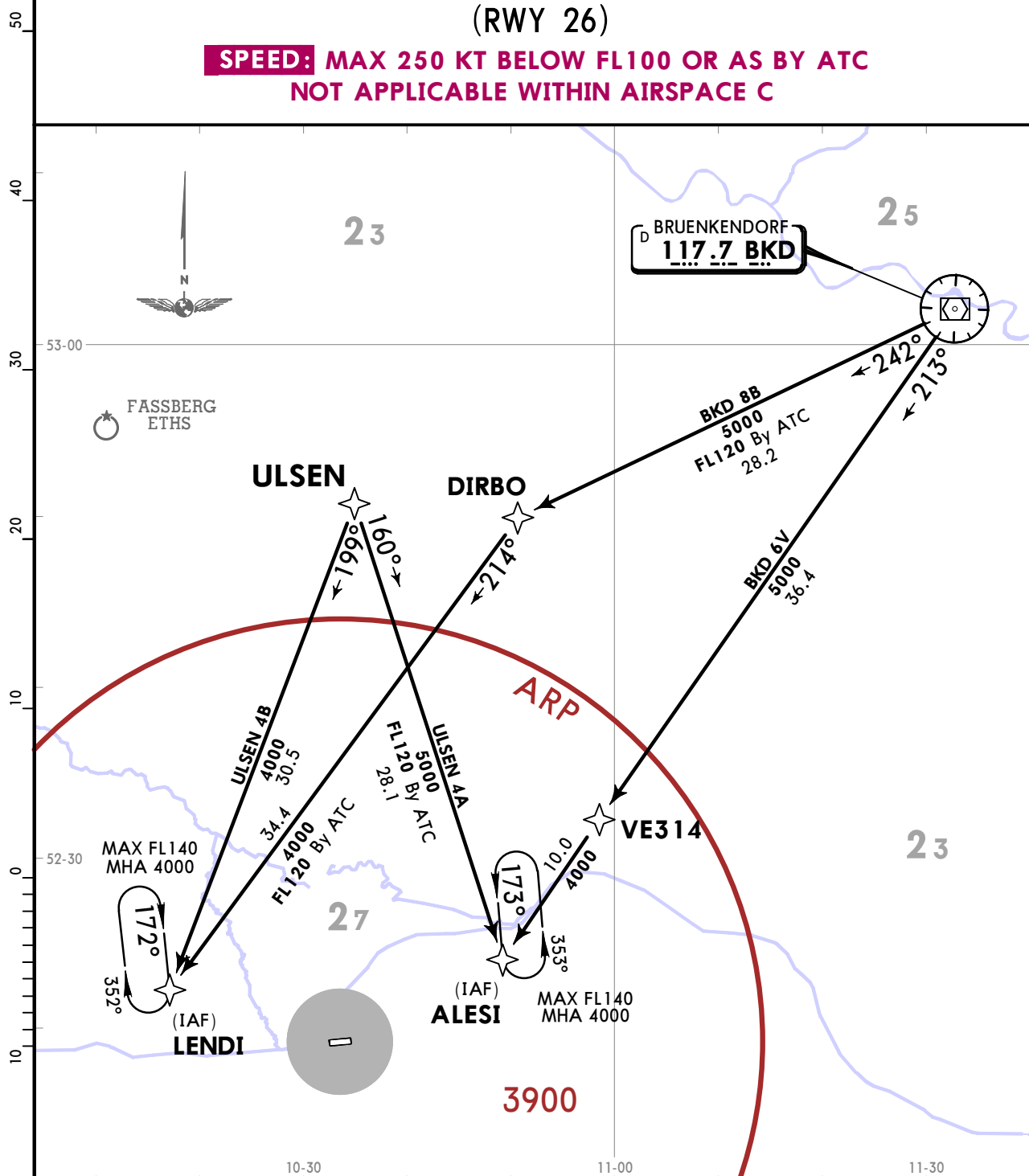
BRUNKENDORF 6V (BKD 6V) [BKD6V]

ULSEN 4A [ULSE4A]

RNAV ARRIVALS

(RWY 26)

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C**



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

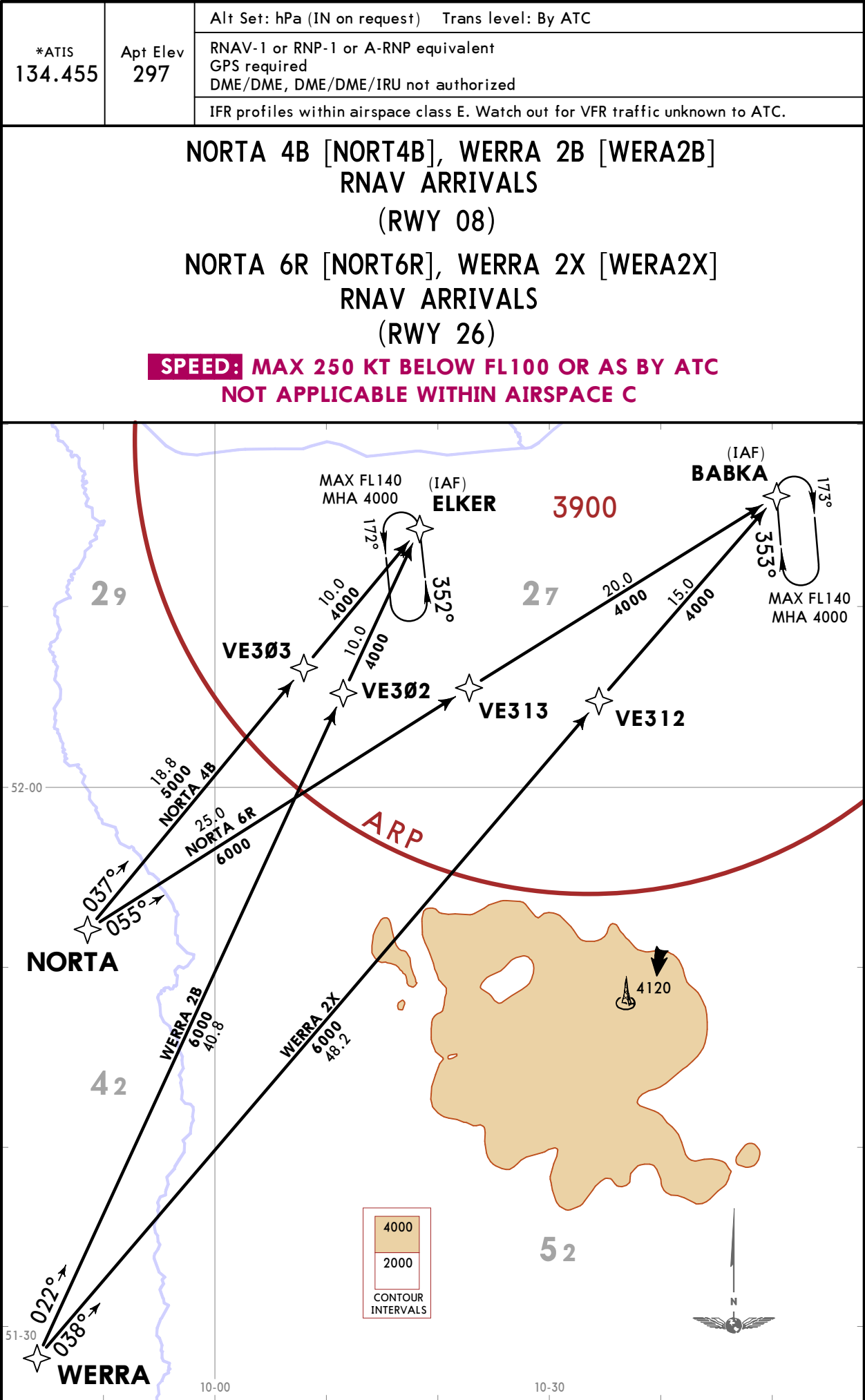
JEPPESEN

26 MAY 23

10-2H

BRAUNSCHWEIG-WOLFSBURG,
GERMANY

RNAV STAR



**EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG**

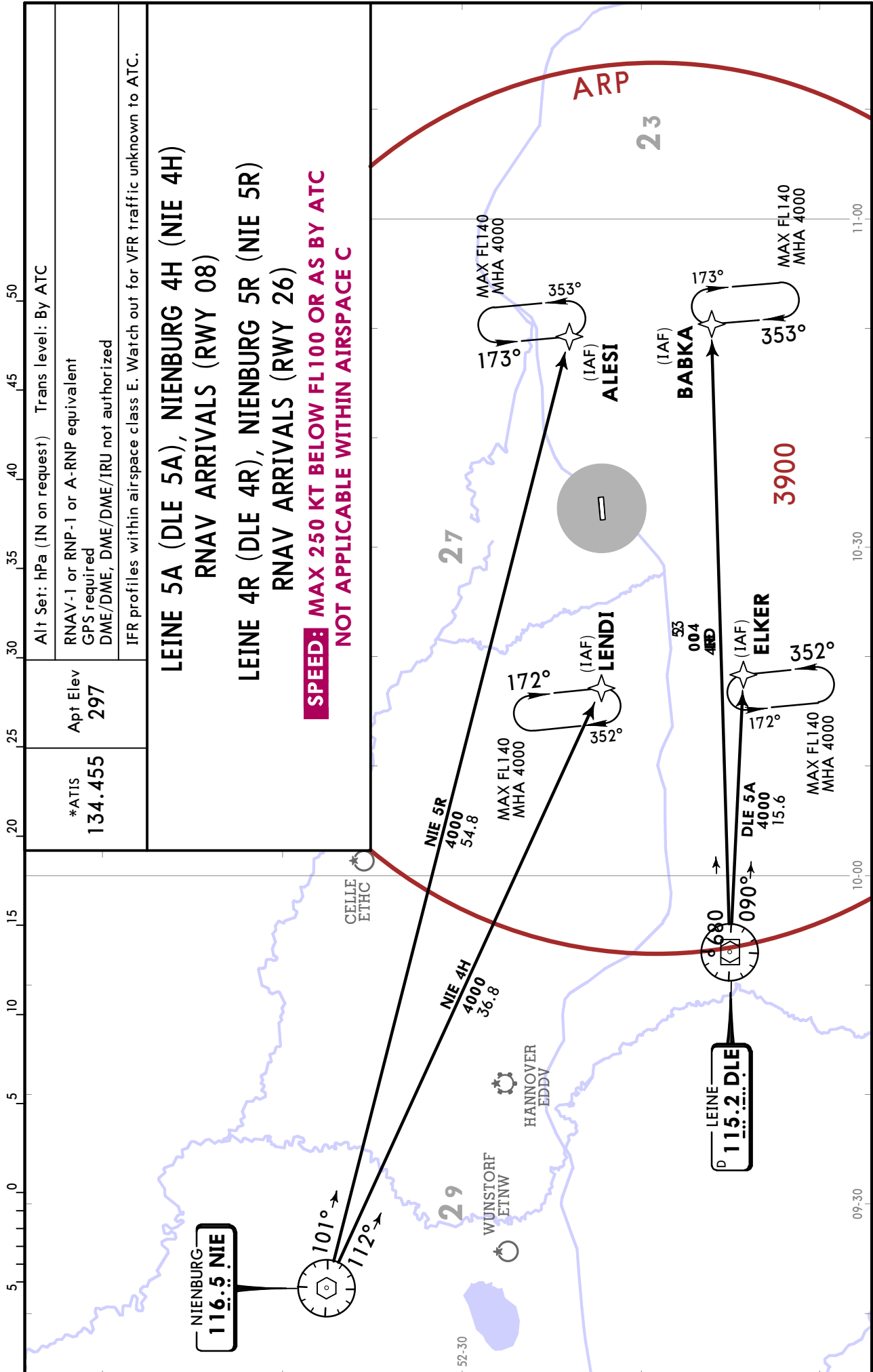
**BRAUNSCHWEIG-WOLFSBURG,
EN GERMANY**

RNAV STAR

26 MAY 23

JEPPESEN

(10-2J)



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG



JEPPesen

26 MAY 23

10-2K

BRAUNSCHWEIG-WOLFSBURG,
GERMANY

STAR

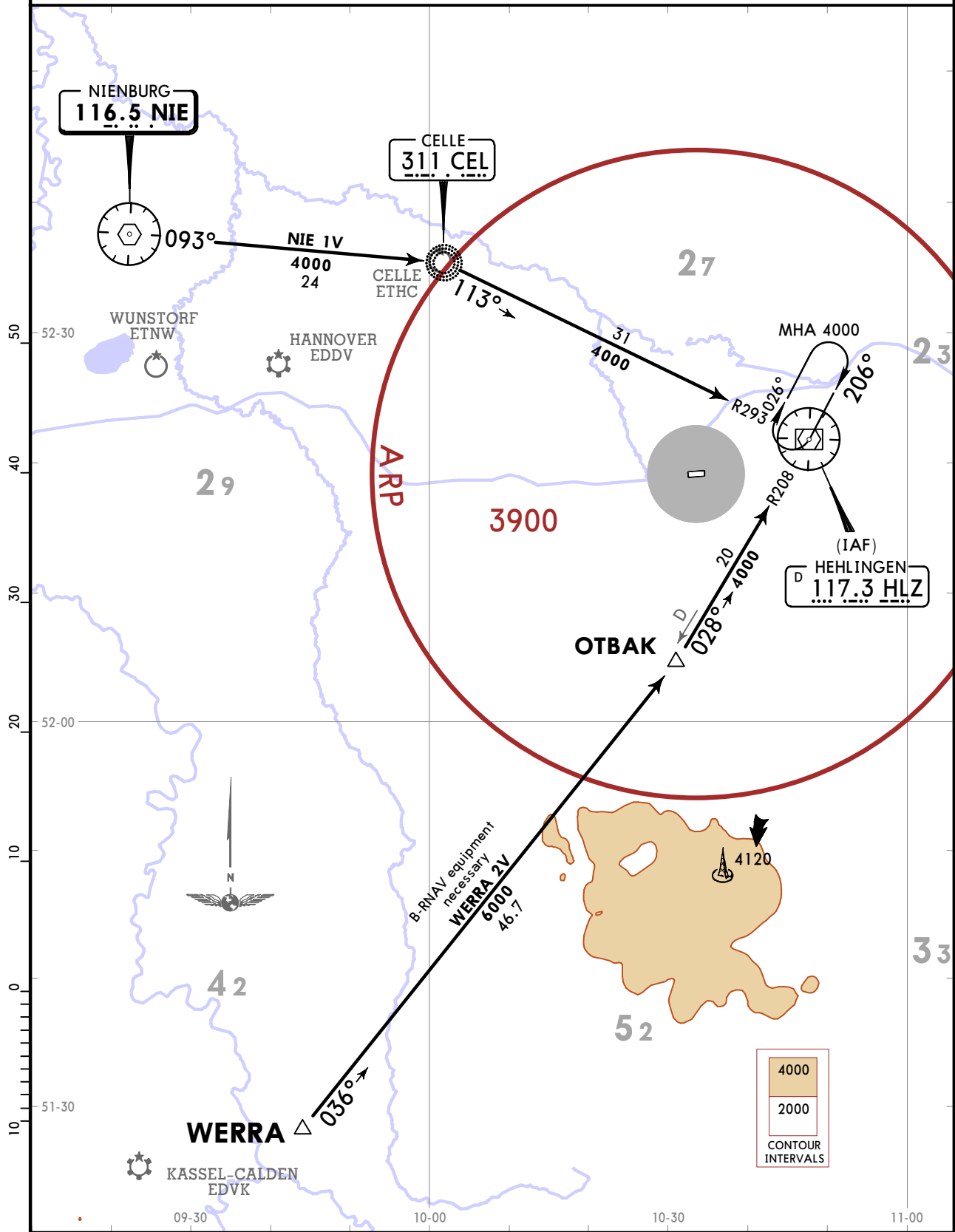
*ATIS
134.455

Apt Elev
297

Alt Set: hPa (IN on request) Trans level: By ATC
IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

NIENBURG 1V (NIE 1V) [NIE1V], WERRA 2V [WERA2V]
ARRIVALS
(ALL RWYS)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



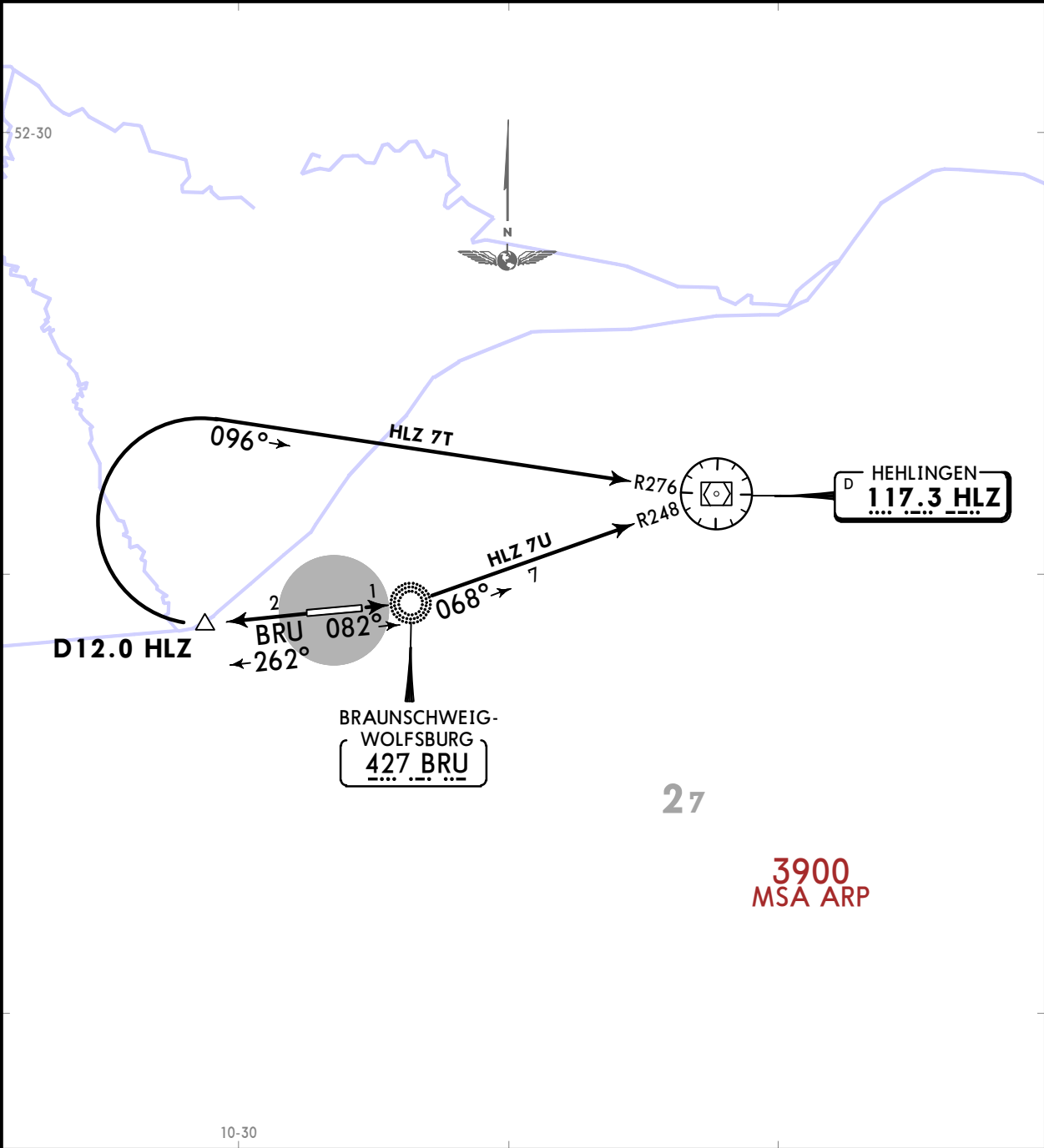
EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

JEPPESSEN
26 MAY 23 (10-3A)

BRAUNSCHWEIG-WOLFSBURG,
GERMANY
SID

BREMEN Radar (APP) 131.330	Trans alt: 5000 1. Contact BREMEN Radar immediately after take-off. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory. 3. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.
Apt Elev 297	

HEHLINGEN 7T (HLZ 7T)
HEHLINGEN 7U (HLZ 7U)
DEPARTURES
(ALL RWYS)
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



Initial climb clearance 4000		
SID	RWY	ROUTING
HLZ 7T	26	On 262° bearing from BRU to D12.0 HLZ, turn RIGHT, intercept HLZ R276 inbound to HLZ.
HLZ 7U	08	Direct to BRU, turn LEFT, intercept HLZ R248 inbound to HLZ.

EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

**BRAUNSCHWEIG-WOLFSBURG,
GERMANY**

SID

26 MAY 23

(10-3B)

JEPPESSEN

Initial climb clearance 4000		
SID	RWY	ROUTING
DLE 7T	26	On 262° bearing from BRU to D12.0 HLZ, turn LEFT, intercept DLE R078 inbound to DLE.
DLE 7U	08	Direct to BRU, turn LEFT, intercept DLE R073 inbound to DLE.
NIE 8T ②	26	On 262° bearing from BRU to D12.0 HLZ, turn RIGHT, intercept 315° bearing to CEL, turn LEFT, intercept NIE R093 inbound to NIE.
NIE 7U ①	08	Direct to BRU, turn LEFT, intercept 300° bearing to CEL, turn LEFT, intercept NIE R093 inbound to NIE.
When passing ① 1800 / ② 2000 BRNAV equipment necessary.		

BREMEN Radar (APP)

131.330

Apt Elev

297

Trans alt: 5000

- Contact BREMEN Radar immediately after take-off.
- SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
- IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

LEINE 7T (DLE 7T), LEINE 7U (DLE 7U)

NIENBURG 8T (NIE 8T), NIENBURG 7U (NIE 7U)

DEPARTURES (ALL RWYS)

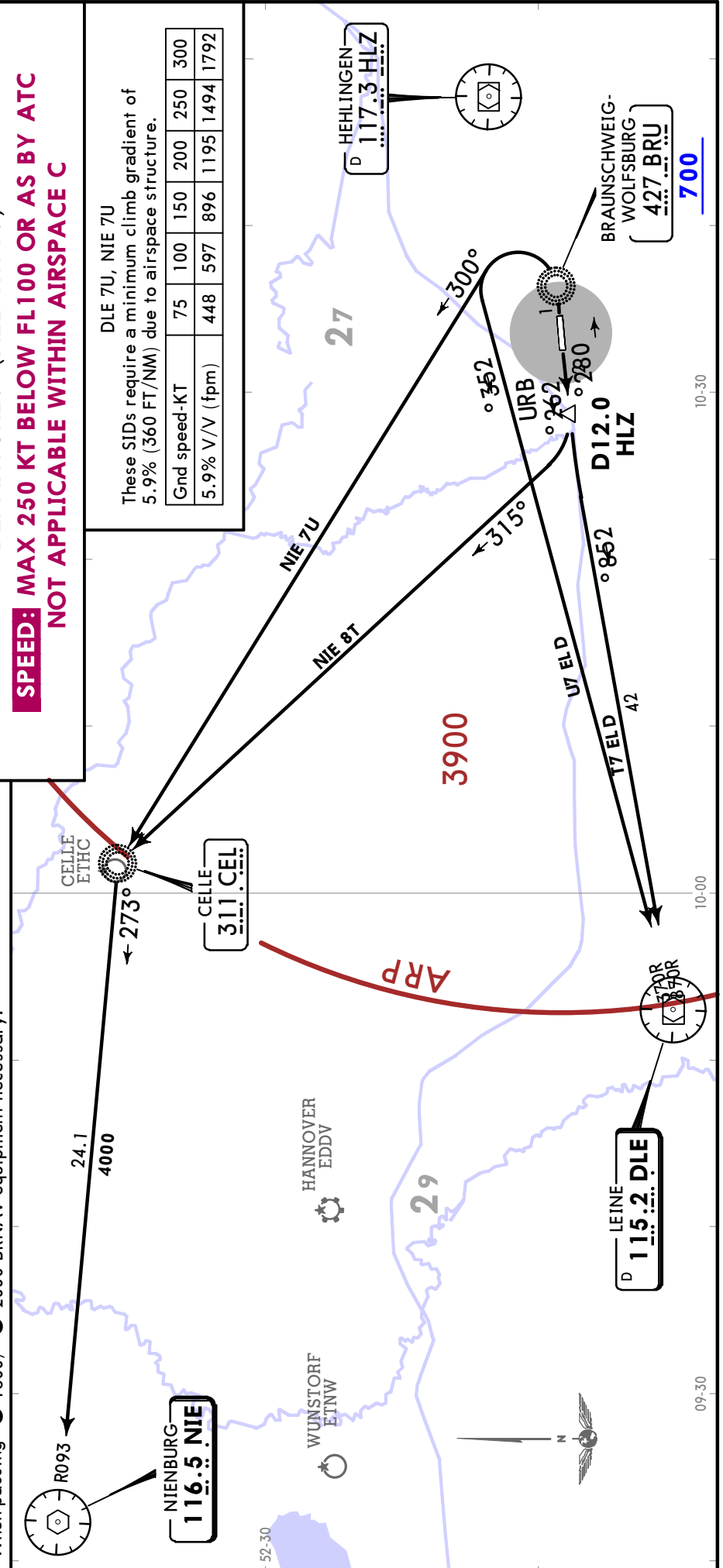
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT APPLICABLE WITHIN AIRSPACE C

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792

DLE 7U, NIE 7U

These SIDs require a minimum climb gradient of 5.9% (360 FT/NM) due to airspace structure.



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

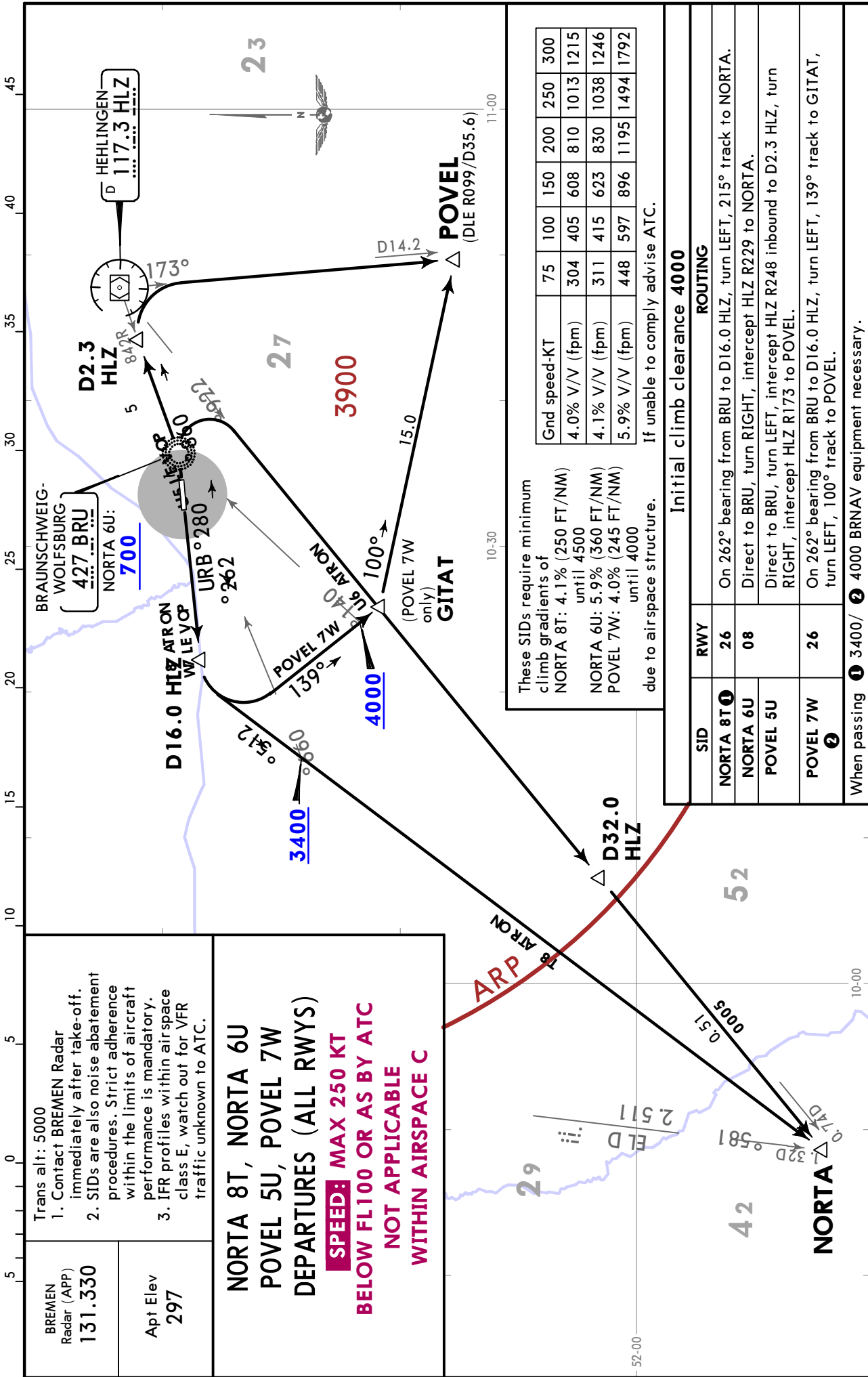
26 MAY 23

10-3C

JEPPESSEN

BRAUNSCHWEIG-WOLFSBURG,
GERMANY

SID



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

26 MAY 23 (10-3D)

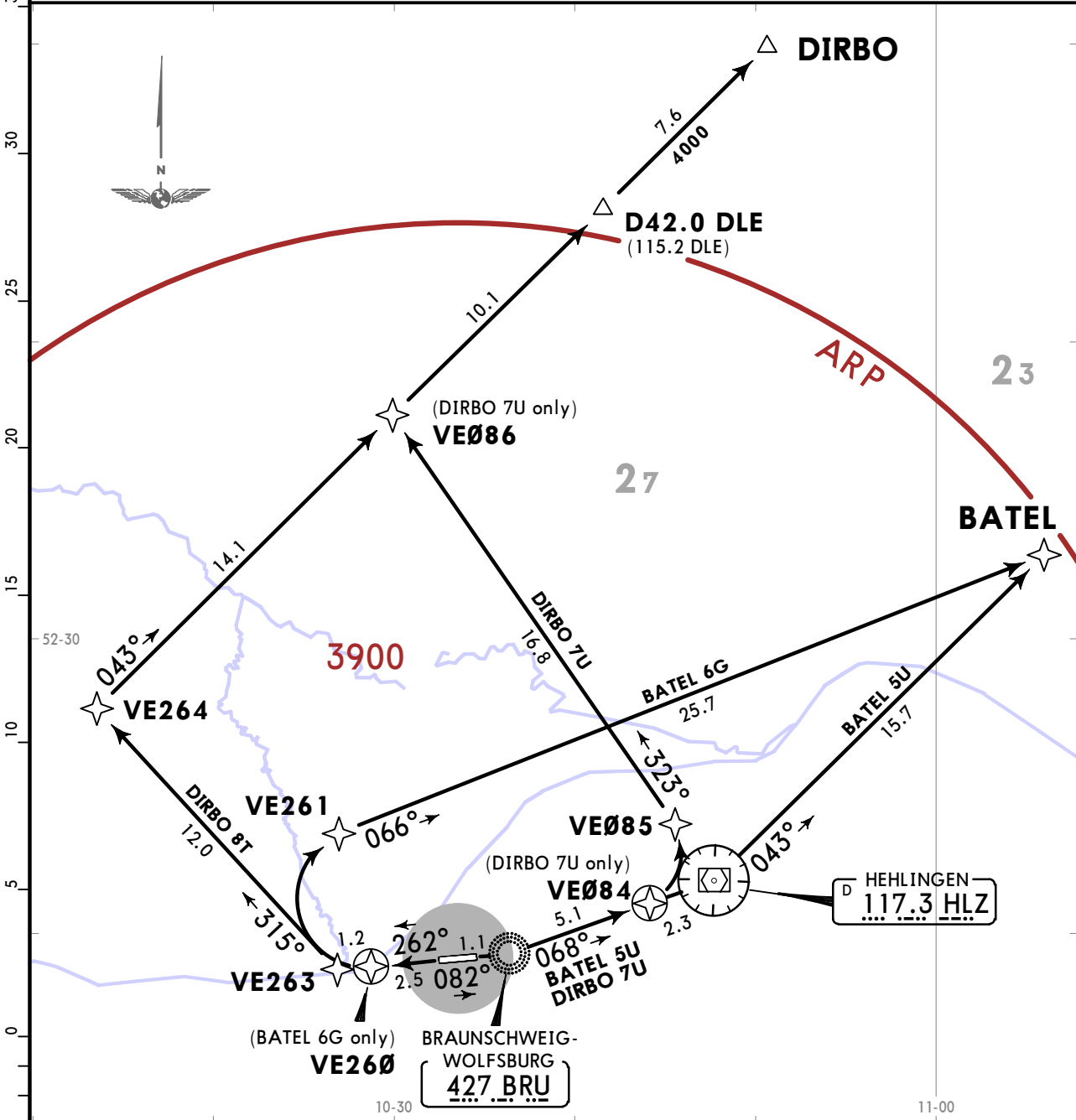
BRAUNSCHWEIG-WOLFSBURG,
GERMANY
RNAV SID (OVERLAY)

BREMEN
Radar (APP)
131.330
Apt Elev
297

- Trans alt: 5000
1. Contact BREMEN Radar immediately after take-off.
 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
 3. IFR profiles within airspace class E, watch out for VFR traffic unknown to ATC.

BATEL 6G [BATE6G], BATEL 5U [BATE5U]
DIRBO 8T [DIRB8T], DIRBO 7U [DIRB7U]
RNAV DEPARTURES (OVERLAY 10-3)
(ALL RWYS)

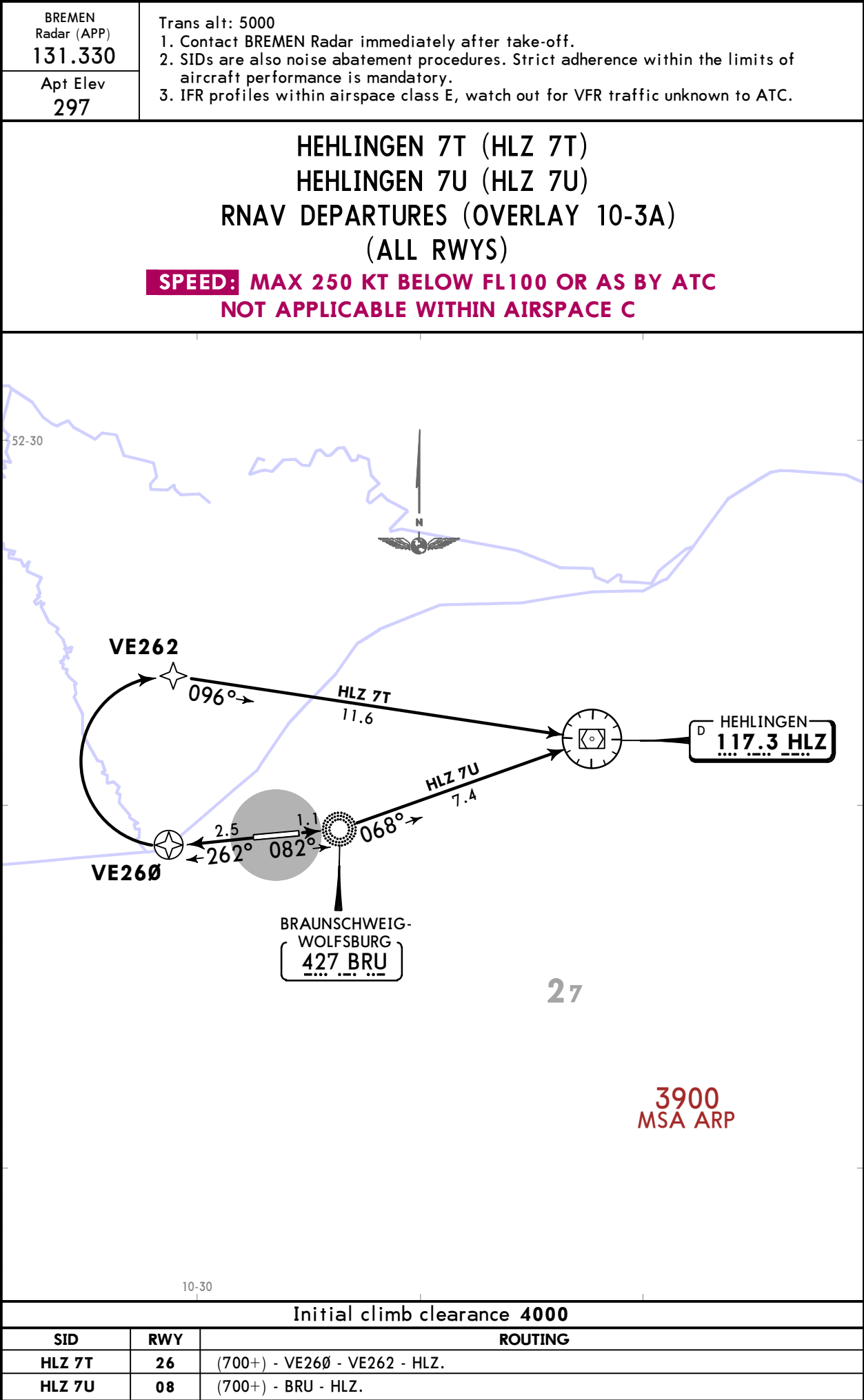
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC
NOT APPLICABLE WITHIN AIRSPACE C



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

26 MAY 23 (10-3E)

BRAUNSCHWEIG-WOLFSBURG,
GERMANY
RNAV SID (OVERLAY)



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

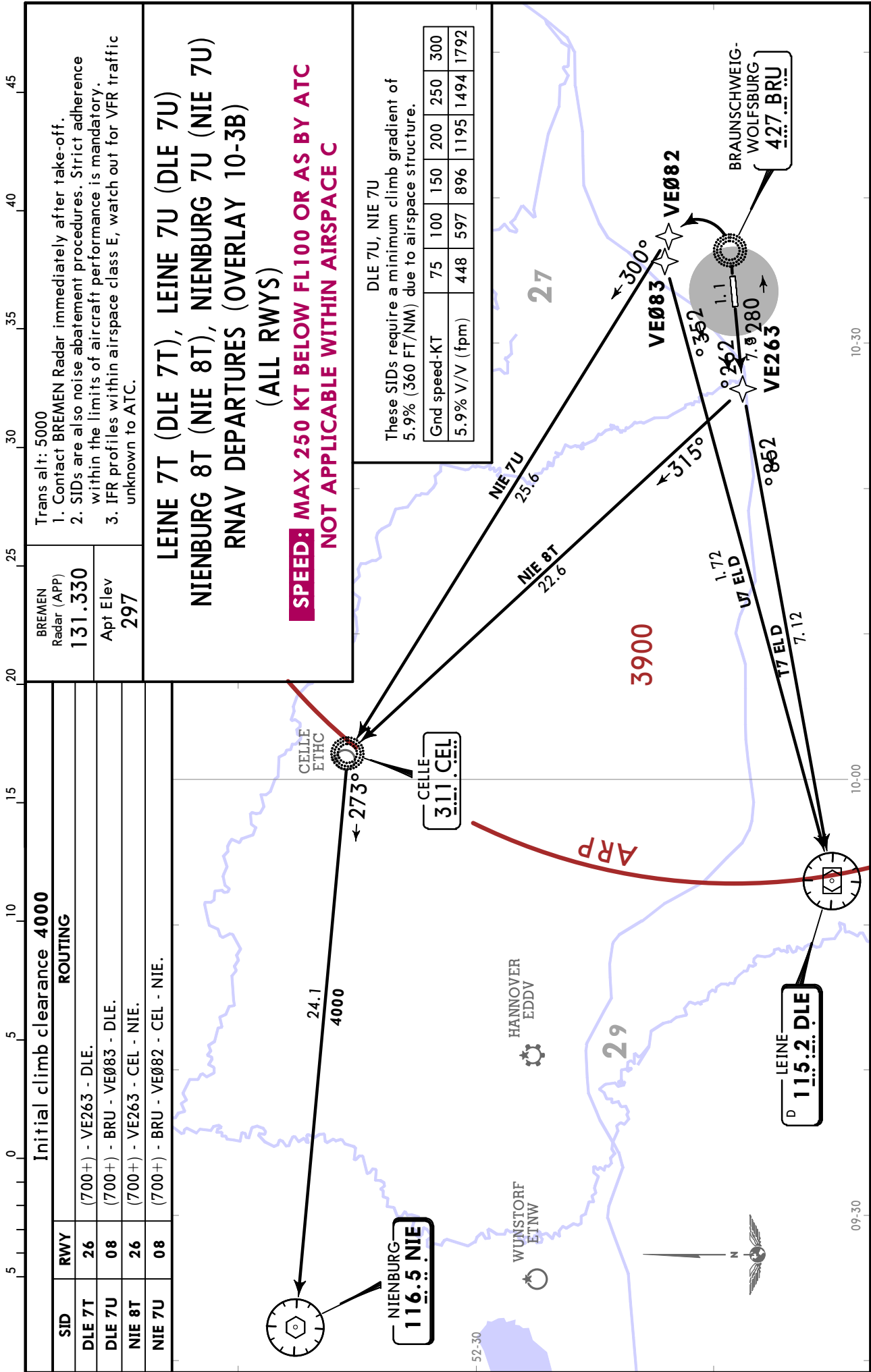
26 MAY 23

10-3F

JEPPESSEN

BRAUNSCHWEIG-WOLFSBURG
GERMANY

RNAV SID (OVERLAY)



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

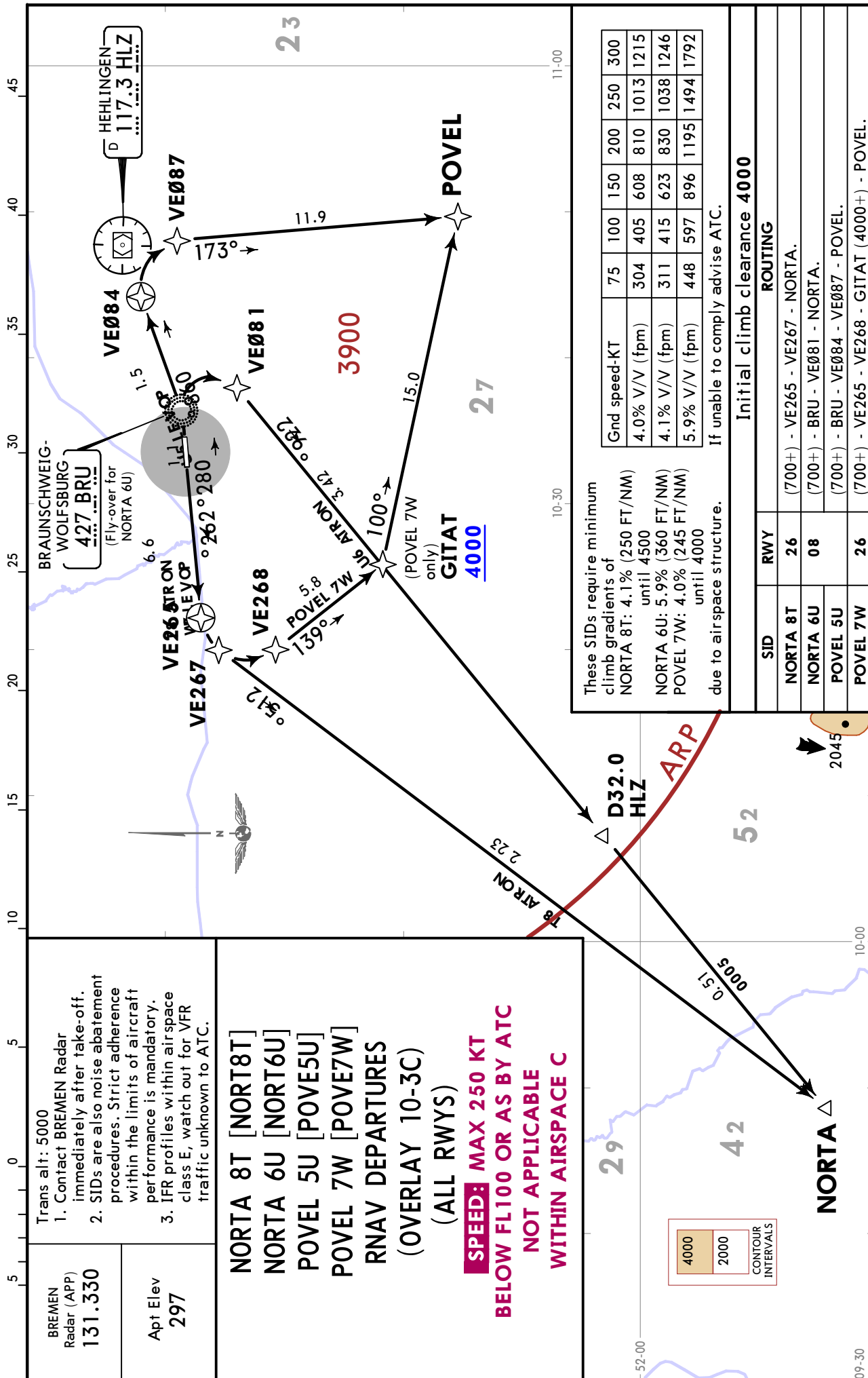
26 MAY 23

10-3G

JEPPESSEN

BRAUNSCHWEIG-WOLFSBURG,
GERMANY

RNAV SID (OVERLAY)



EDVE/BWE



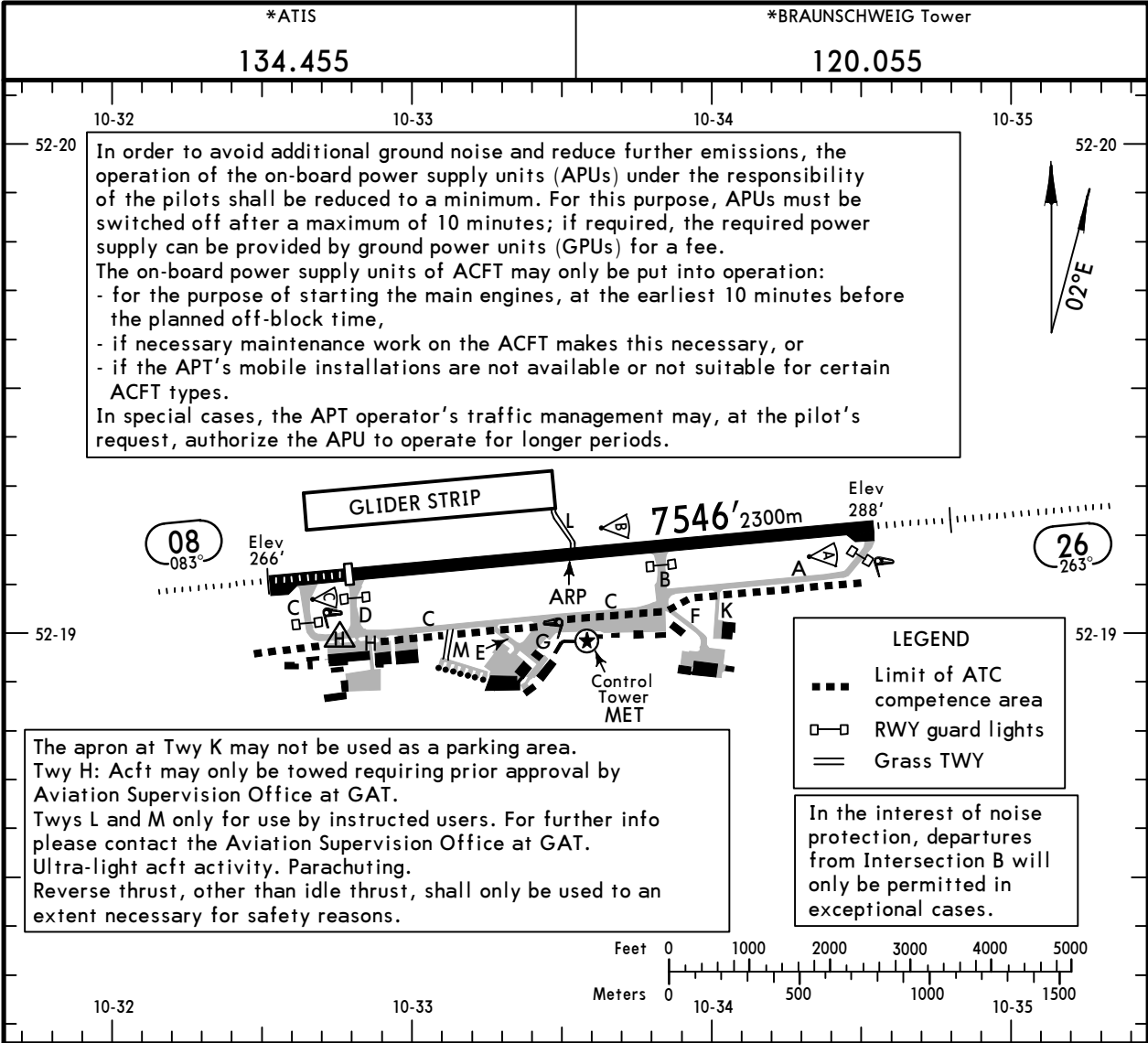
JEPPesen BRAUNSCHWEIG-WOLFSBURG, GERMANY

Apt Elev 296'

16 DEC 22 (10-9)

BRAUNSCHWEIG-WOLFSBURG

N52 19.2 E010 33.5

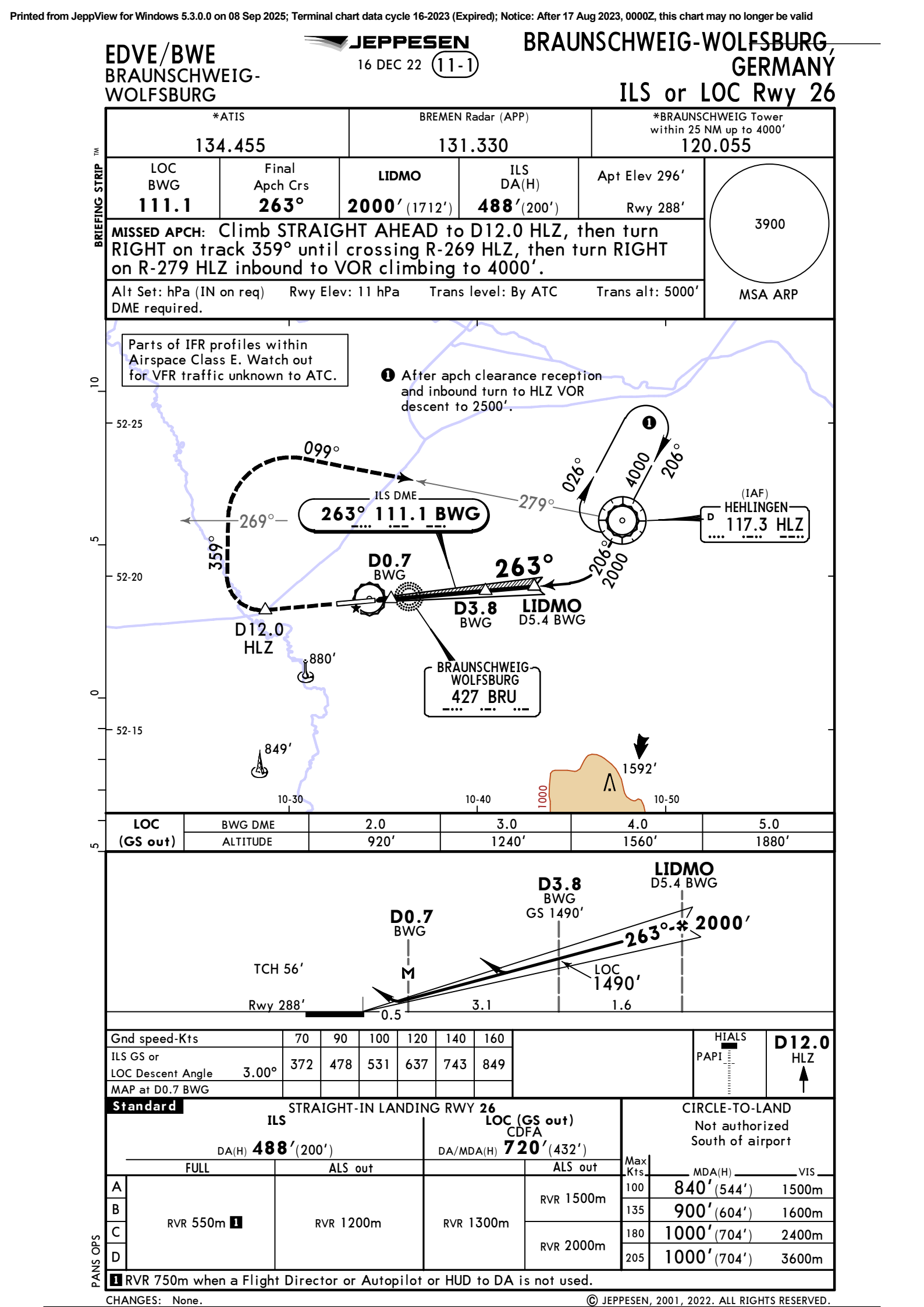


ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08	HIRL HIALS SFL PAPI-L (angle 3.0°) RVR	6562' 2000m		1	148' 45m
26			6574' 2004m		

1 TAKE-OFF RUN AVAILABLE

RWY 08:	From rwy head	7546' (2300m)	RWY 26:	From rwy head	7546' (2300m)
	twy C int	7152' (2180m)		twy B int	4921' (1500m)
	twy B int	2690' (820m)			

Standard TAKE-OFF			
Low Visibility Take-off			
Day: RL & RCLM Night: RL		Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	RVR 300m	400m	500m
B			
C			
D			



EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

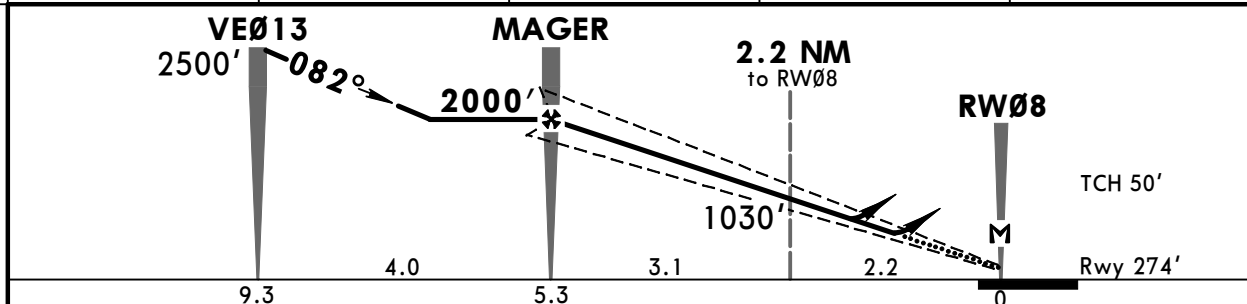
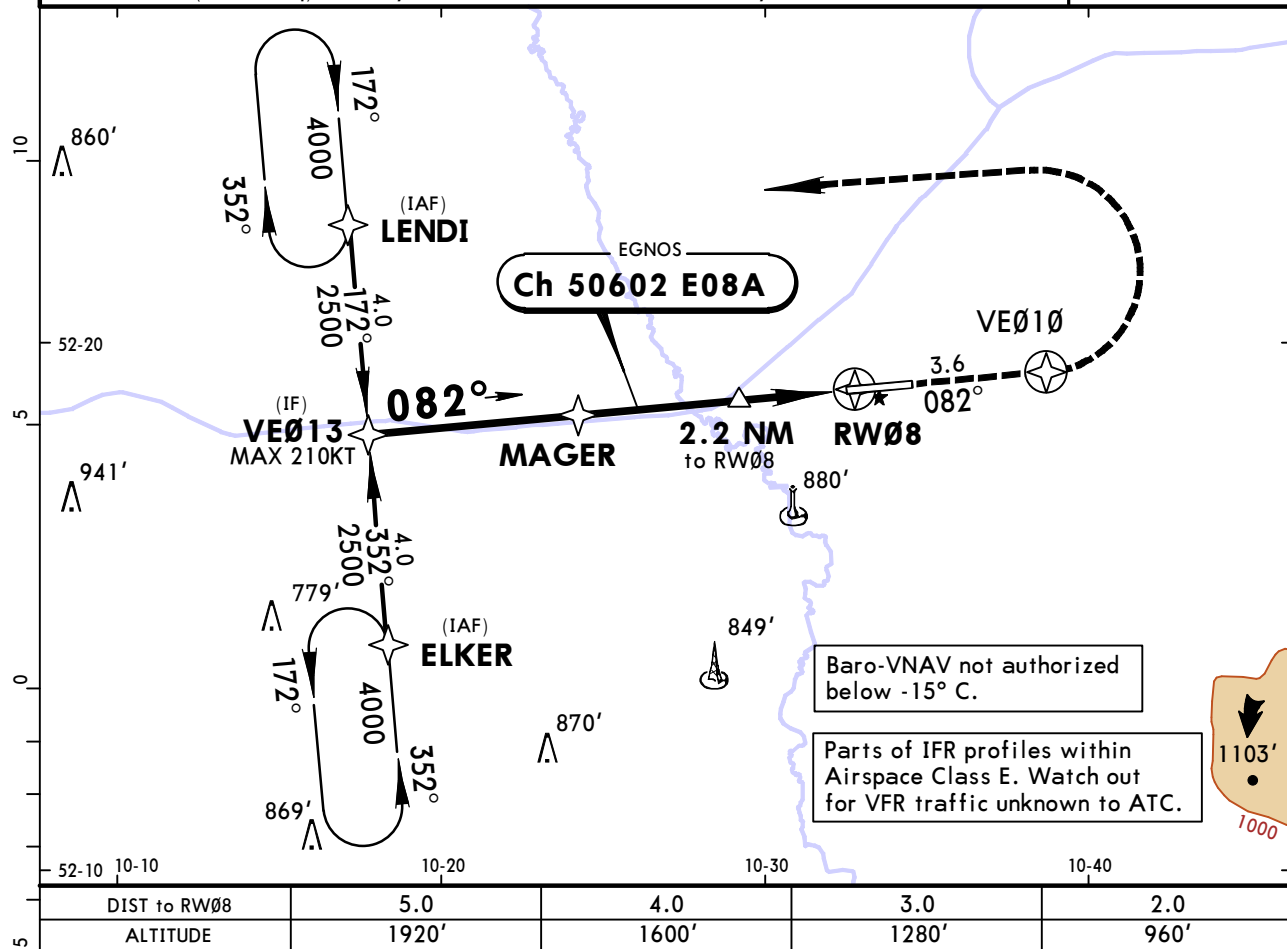
JEPPESSEN
15 JAN 21 (12-1)

BRAUNSCHWEIG-WOLFSBURG
GERMANY
RNP Rwy 08

BRIEFING STRIP

*ATIS 134.455		BREMEN Radar (APP) 131.330		*BRAUNSCHWEIG Tower within 25 NM up to 4000' 120.055	
EGNOS Ch 50602 E08A	Final Apch Crs 082°	Minimum Alt MAGER 2000'(1726')	LPV DA(H) 674'(400')	Apt Elev 297' Rwy 274'	3900
MISSED APCH: Climb on track 082° to VEØ1Ø, then turn LEFT direct to LENDI climbing to 4000'.					
Alt Set: hPa (IN on req)		Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'	

MSA ARP



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	VEØ1Ø ↑
Glide Path Angle 3.00°	372	478	531	637	743	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RWØ8								

Standard		STRAIGHT-IN LANDING RWY 08					
LPV		LNAV/VNAV				LNAV CDFA	
DA(H) 674' (400')		DA(H) A: 526' (252') B: 536' (262')		C: 546' (272') D: 556' (282')		DA/MDA(H) 670' (396')	
		ALS out		ALS out		ALS out	
A	RVR 1100m	RVR 1500m		RVR 1300m		RVR 1500m	
B		RVR 750m		RVR 1400m		RVR 1100m	
C				RVR 1800m			
D				RVR 1800m			

CHANGES: LPV minimums.

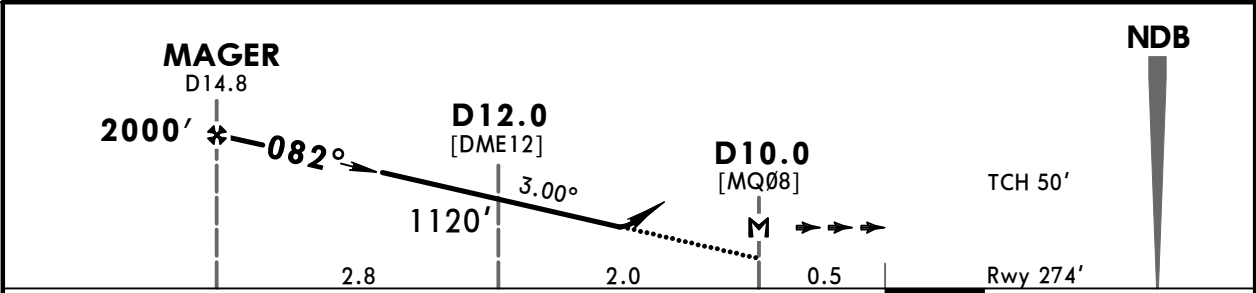
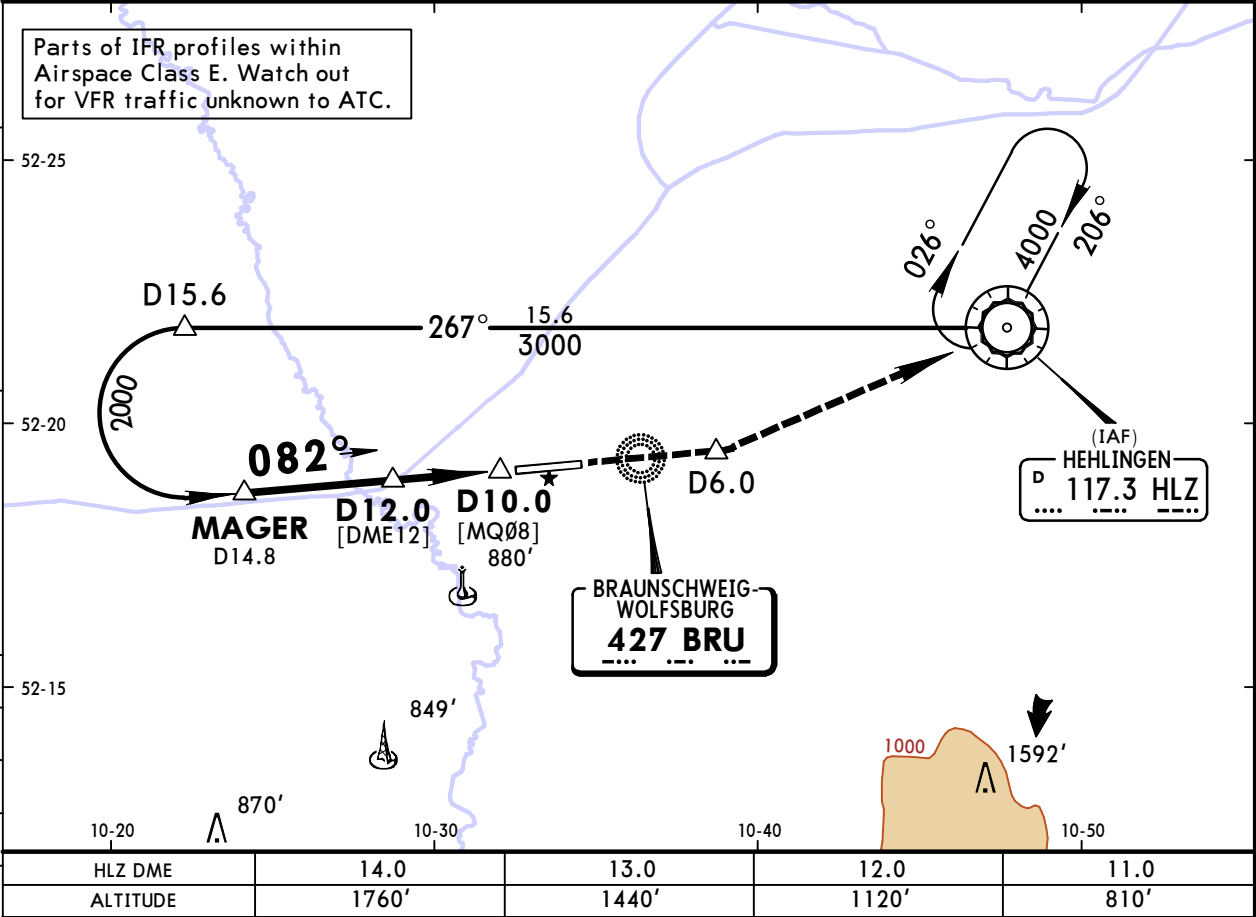
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EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

JEPPESSEN
15 JAN 21 **(16-1)**

BRAUNSCHWEIG-WOLFSBURG
GERMANY
NDB Rwy 08

*ATIS 134.455		BREMEN Radar (APP) 131.330		*BRAUNSCHWEIG Tower within 25 NM up to 4000' 120.055	
NDB BRU 427	Final Apch Crs 082°	Minimum Alt MAGER 2000'(1726')	DA/MDA(H) 810'(536')	Apt Elev 297' Rwy 274'	3900 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to D6.0, then turn LEFT to VOR climbing to 4000'.					
Alt Set: hPa (IN on req) DME required.		Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 5000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D6.0 ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D10.0								

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 08			Not authorized South of airport		
CDFA					
DA/MDA(H) 810' (536')					
ALS out			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	840' (543')	1500m
B			135	900' (603')	1600m
C	RVR 1700m	RVR 2400m	180	1000' (703')	2400m
D			205	1000' (703')	3600m

CHANGES: MSA. Minimums.

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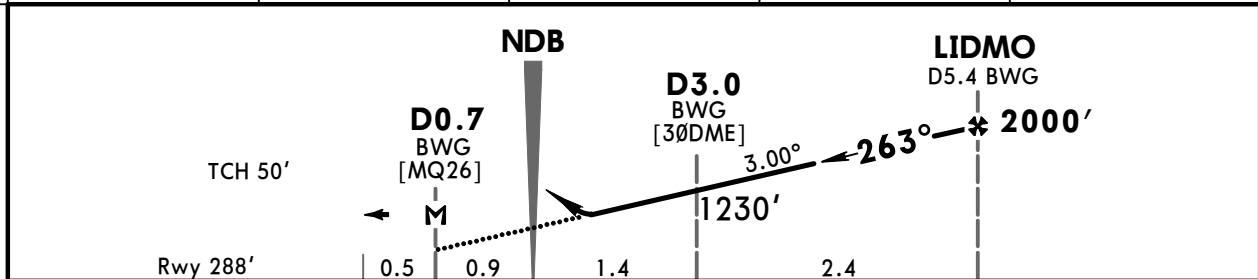
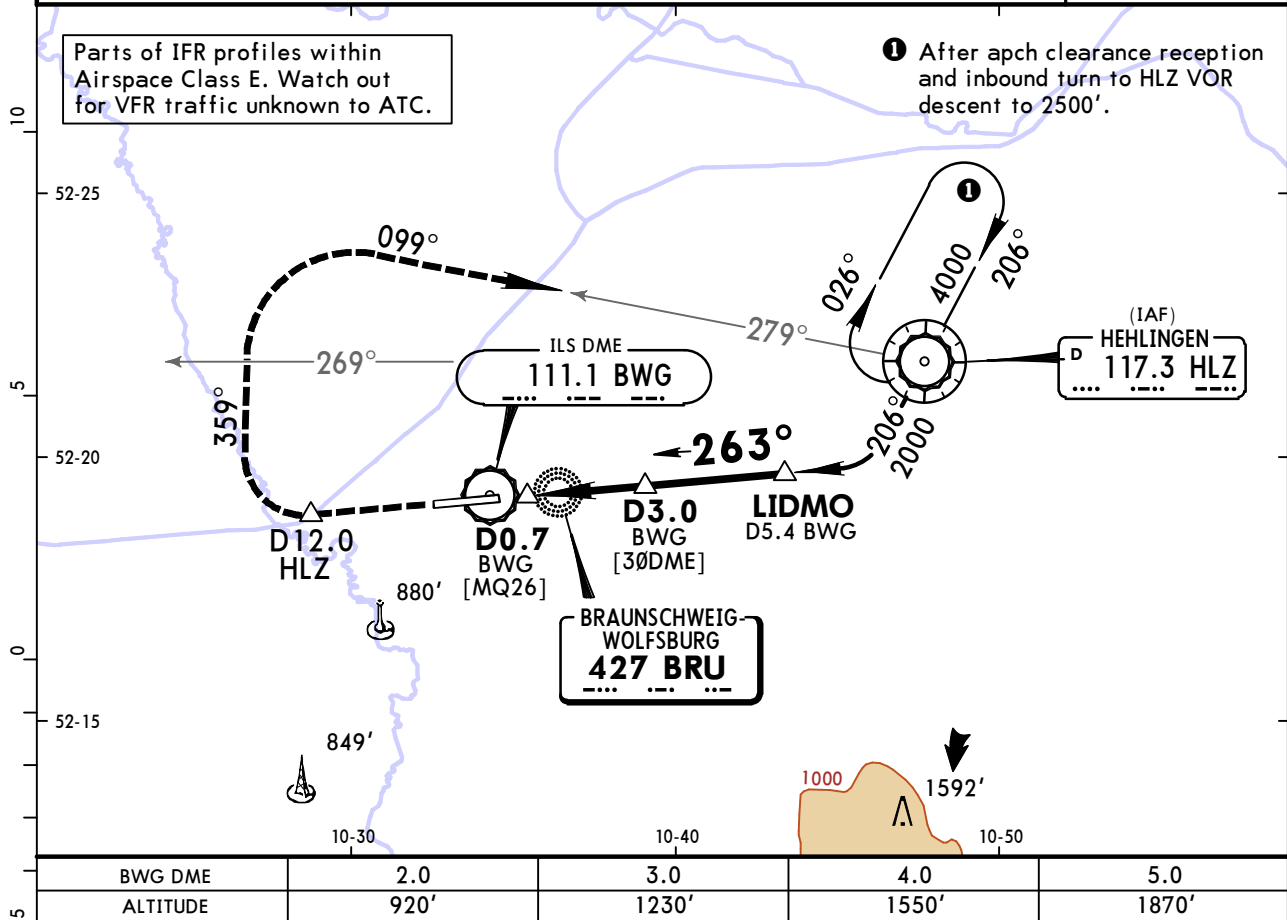
EDVE/BWE
BRAUNSCHWEIG-
WOLFSBURG

JEPPesen
15 JAN 21 **(16-2)**

BRAUNSCHWEIG-WOLFSBURG
GERMANY
NDB Rwy 26

BRIEFING STRIP™

*ATIS 134.455		BREMEN Radar (APP) 131.330		*BRAUNSCHWEIG Tower within 25 NM up to 4000' 120.055	
NDB BRU 427	Final ApcH Crs 263°	Minimum Alt LIDMO 2000' (1712')	DA/MDA(H) 840' (552')	Apt Elev 297' Rwy 288'	3900 MSA ARP
MISSED APCH: Climb STRAIGHT AHEAD to D12.0 HLZ, then turn RIGHT on track 359° until crossing R-269 HLZ, then turn RIGHT on R-279 HLZ inbound to VOR climbing to 4000'.					
Alt Set: hPa (IN on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 5000' DME required.					



MAP at D0.7 BWG						
MAP at D0.7 BWG						

PANS OPS	Standard			STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND		
				CDFA			Not authorized South of airport		
				DA/MDA(H) 840' (552')					
				ALS out					
				RVR 1500m					
A							Max Kts	MDA(H)	VIS
B							100	840' (543')	1500m
C							135	900' (603')	1600m
D							180	1000' (703')	2400m
							205	1000' (703')	3600m

CHANGES: MSA. Circling minimums.

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Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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BRAUNSCHWEIG-WOLFSBURG, (BRAUNSCHWEIG-WOLFSBURG - EDVE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDVE

Chart Change Notices for Country DEU

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Monchengladbach to Moenchengladbach.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: 20210326
End Date: No end date

Use of SID RNAV OVERLAY: Pilots of GPS/FMS-RNAV-equipped aircraft should, if possible, use the defined supplementary GPS/FMS/RNAV procedures which are published as "OVERLAY" to a conventional procedure. Please refer also to ATC Germany pages for additional information.

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Location/airport name changed from Buchel to Buechel, Buckeburg to Bueckeburg, Norvenich to Noervenich.

Type: Gen Tmnl
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Jeppesen charted take-off minimums are determined according to the available RWY lights. In Germany, Low Visibility Procedures (LVP) are only available for the following airports: EDDB, EDDC, EDDE, EDDF, EDDG, EDDH, EDDK, EDDL, EDDM, EDDN, EDDP, EDDR, EDDS, EDDV, EDDW, EDFH, EDHI, EDHL, EDJA, EDLN, EDLP, EDLV, EDLW, EDMA, EDNY, EDQM, EDSB, EDTL, EDTY, EDVE, EDVK. All other German airports are not approved for Low Visibility Take-off Operations (LVTO) with an RVR below 400m because of missing LVP.