EDXW - Sylt Airport

Overview

> **Before staffing this airport for the first time:**
>
> Obtain a successful grade at the self enrollment Moodle course: **EDXW - Sylt-Westerland Tower**.

Sylt Airport on the German Island Sylt in the North Sea is located 2km east of the main city Westerland. It mostly features summer seasonal scheduled traffic to major German cities as well as general aviation and gliding.

Main Operations

Condor	Düsseldorf
easyJet	Berlin
Eurowings	Düsseldorf, Stuttgart
Lufthansa	Frankfurt, München
Rhein-Neckar Air	Mannheim, Kassel
Swiss	Zürich
Sylt Air	Hamburg

Sylt ATC Stations

Station	Station ID	Login	Frequency	Remark
ATIS	--	EDXW_ATIS	118.400	--
Tower	XWT	EDXW_TWR	119.750	--
Sector Eider East	EIDE	EDWW_E_CTR	124.075	covered by ALR if not staffed
Sector Aller	ALR	EDWW_A_CTR	126.325	covered by EIDW if not staffed
Sector Eider West	EIDW	EDWW_W_CTR	120.225	

General Information

EDXW is an unrestricted airport of the **Bremen FIR** and part of the S1 minor program. Controllers on the vACC Germany Controller Roster are allowed to control at this Airport with their S2 or higher rating after checking these Standard Operational Procedures and obtaining a successful grade at the respective Moodle course: **EDXW - Sylt-Westerland Tower**.

Tower position does not have to track aircrafts.

Quicksheet

EDXW Quicksheet

AIRAC: 2411, 31.10.2024

STANDARD INSTRUMENT DEPARTURE (SID)*

SID RWY	OLDIP
14	1A via SID
32	1B via SID
CLIMB	4000ft

* Prior take-off clearance aircraft must be released by Bremen Radar

THERE ARE NO STARS FOR EDXW

APPROACH

RWY	32	14
TYPE	ILS / RNP	RNP
FREQ	111.5	(387 SLT)
CRS	323°	143°
IDENT	IWES	-
FAP	9.7 DME WES	EDANI

HOLDING

WAYPOINT	OLDIP	SLT
ALT	3000ft	3000ft
COURSE	323°	°234

COMMUNICATION

STATION	LOGIN	FREQ		CALLSIGN
ATIS	EDXW_ATIS	118.400		Sylt ATIS
TWR	EDXW_TWR	119.750	XWT	Sylt Tower
CTR	EDWW_A_CTR	126.325	ALR	Bremen Radar
CTR	EDWW_E_CTR	124.075	EIDE	Bremen Radar
CTR	EDWW_W_CTR	120.225	EIDW	Bremen Radar
CTR	EDWW_CTR	133.725	WC	Bremen Radar

VFR PROCEDURES

VISUAL REP POINT	NOVEMBER	LIMA	ECHO 1	ECHO 2	SIERRA 1	SIERRA 2	HOTEL	WHISKEY
DIRECTION	N	NNE	E	E	S	S	SW	S
PART OF RTE	NOVEMBER	LIMA	ECHO	ECHO	SIERRA	SIERRA	HOTEL	HOTEL
MAX ALT	2000							

PJE

ICAO	AIRPORT	FL	SPECIAL
EDXW	Westerland	-FL 100	within CTR

Tower

Sylt Tower is responsible for all arriving and departing traffic. The top level of the airspace D control zone is 2600ft MSL. Above this altitude and around the CTR airspace E covers the area within responsibility of Bremen Radar (EDWW_E_CTR, usually covered by EDWW_A_CTR or EDWW_W_CTR). Different DangerZones (ED-D) from Germany and Denmark are around and above the Airport, as well as a Para jumping Area up to FL100 directly above the airport with a landing area north of the field.
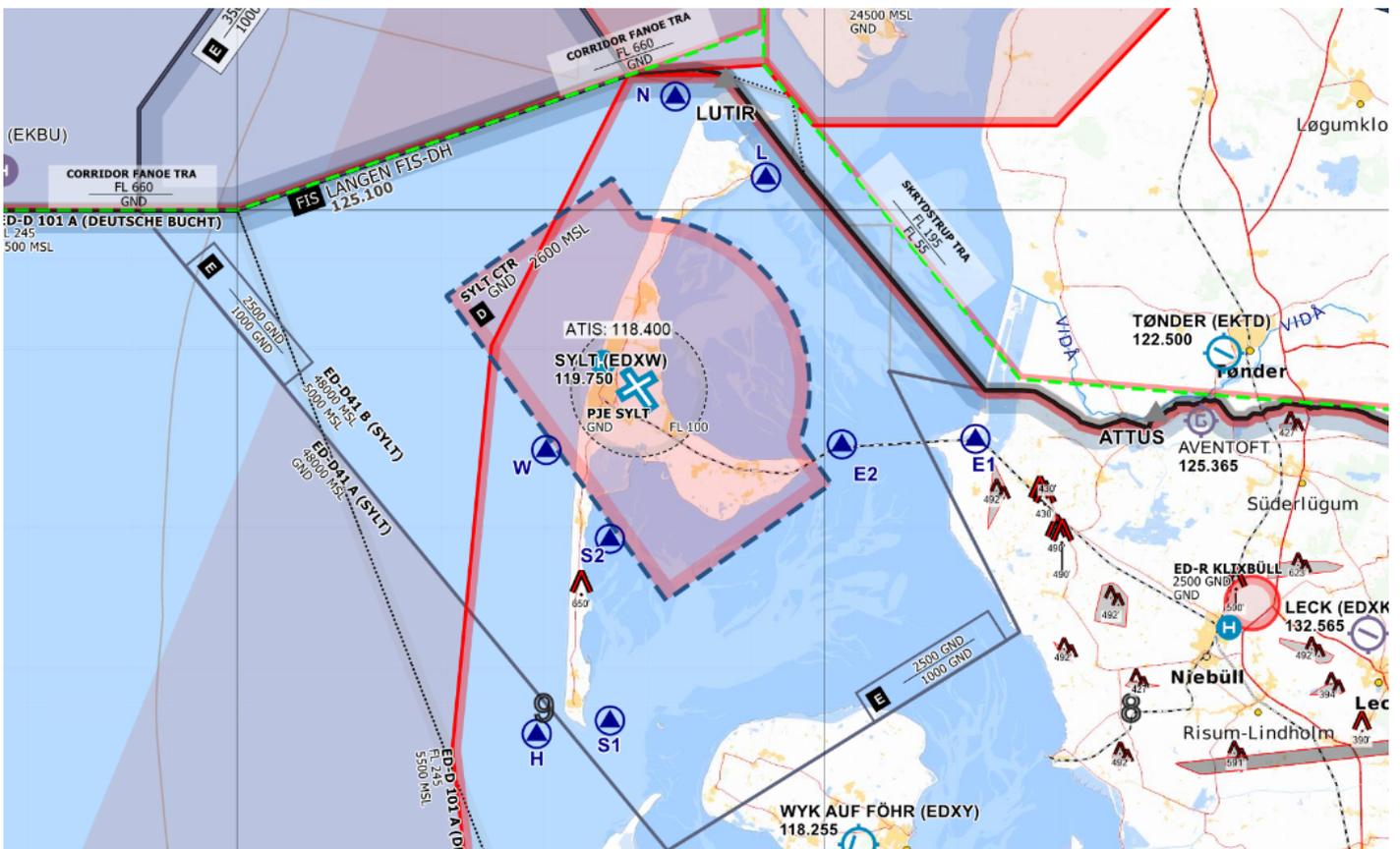
Controlzone and VFR Reporting Points of Sylt Airport - © openflightmaps.org

Runway and Airport

Sylt Airport has two crossing runways, 32/14 with 6955ft (2120m) and 06/24 5564ft (1696m). A Glider strip is located south-east of the runway cross. The main runway 14/32 is certified for RNP approaches on both sides and ILS CAT 1 on runway 32.

The airport features three apron areas. GAT west, mixed traffic north and the commercial apron in the center.

Runway 14/32

Some old sceneries still have taxiway G in the east of the field. It is advised at 14 landings to add the phrase "*vacate to the right*".

Runway 06/24

Restricted to aircrafts up to 20 tons MTOW between threshold 24 and intersecting runway 14/32.

In reality only 7 tons MTOW are allowed without coordination. Heavier aircraft up to 20 tons PPR only (prior permission required). As we do not simulate rescue and firefighting categories and local security regulations, the 20 tons MTOW can be applied anytime.

Departures

> **All IFR Departures need a Departure-Release from Bremen Radar! ***
> Coordinate early enough on TeamSpeak, as you might get a delay time, because of arriving traffic over OLDIP.

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

Spacing: Departures shall be separated with a minimum of 5 nm or wake turbulence separated, whichever is greater, because there is only one useable SID per runway config.

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 north-east), they should get a taxi instruction leading to the commercial Apron1 or general aviation Apron 2. For landing traffic 14/32, runway 06/24 can be used as taxiway as well.

VFR

Sylt offers 5 routes in and out of the CTR at max. 2000ft. All VFR Waypoints are mandatory reporting points.

VRP	N	H	S1	E1	L

NAV	North-West of the Island	South-West of the Island	South, east of Hönum	East, Trainline Intersection to the Island	North, East of List

Overflying of build-up areas in the vicinity of the airport should be avoided. For this to comply, traffic circuits should be issued in the east of the field.

Helicopters

Helipad: There are no specific Helipads but pilots should expect Taxiway I (grass strip between Tower and Apron2/GAT) for landing. Otherwise on Tower discretion. The parking area is usually on the grass between Apron1 and Apron 2

Ground

Parking

Airliner Stands: Apron 1 has three airliner stands in front of the passenger terminal
Business Jets: Apron 2
General Aviation: Apron 2 in the west of the field
Helicopters: Gras area between Apron1 and Apron 2 behind the Tower or Apron 2
Glider School: Southeast of the field (opposite east of threshold runway 34) with own parking area next to the Glider Strip.
Apron 3 + Apron 4: additional aprons, private hangars

Parking at the fuel stations is strictly forbidden.

Taxiways

Hotspot zone at taxiway M and P at holding point runway 06. M is used for outgoing and P for incoming traffic.

Taxiway B available up to 5.7 tons MTOW only.

Taxiway I is a grass strip and can be used for aircrafts up to 2 tons MTOW (echo class),
Note: not available in all sceneries, better use runway 06/24 to connect Apron 2 with taxiway D.

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.

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

SIDs

SID	14	32	Climb
OLDIP	1A (via SID)	1B (via SID)	4000ft

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.

Low Visibility Operations

At Sylt, no approaches are certified during low-visibility operations. Departures are allowed to take off if the following minima are met:

Runway	Takeoff Minima	Condition
14/32	400 m RVR	During Day
	800 m RVR	During Night