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General Information

Location: SYLT DEU
ICAO/IATA: EDXW / GWT
Lat/Long: N54° 54.70', E008° 20.54'
Elevation: 52 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° E

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

Sunrise: 0445 Z
Sunset: 1804 Z

Runway Information

Runway: 06
Length x Width: 5564 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 29 ft

Runway: 14
Length x Width: 6955 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 32 ft
Lighting: Edge, ALS, REIL
Stopway: 105 ft

Runway: 24
Length x Width: 5564 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 52 ft

Runway: 32
Length x Width: 6955 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 31 ft
Lighting: Edge, ALS
Stopway: 105 ft

Communication Information

ATIS: 118.400

Sylt Tower: 122.000 Secondary

Sylt Tower: 119.750

Bremen Radar Radar: 124.075 RCO

EDXW/GWT
SYLT

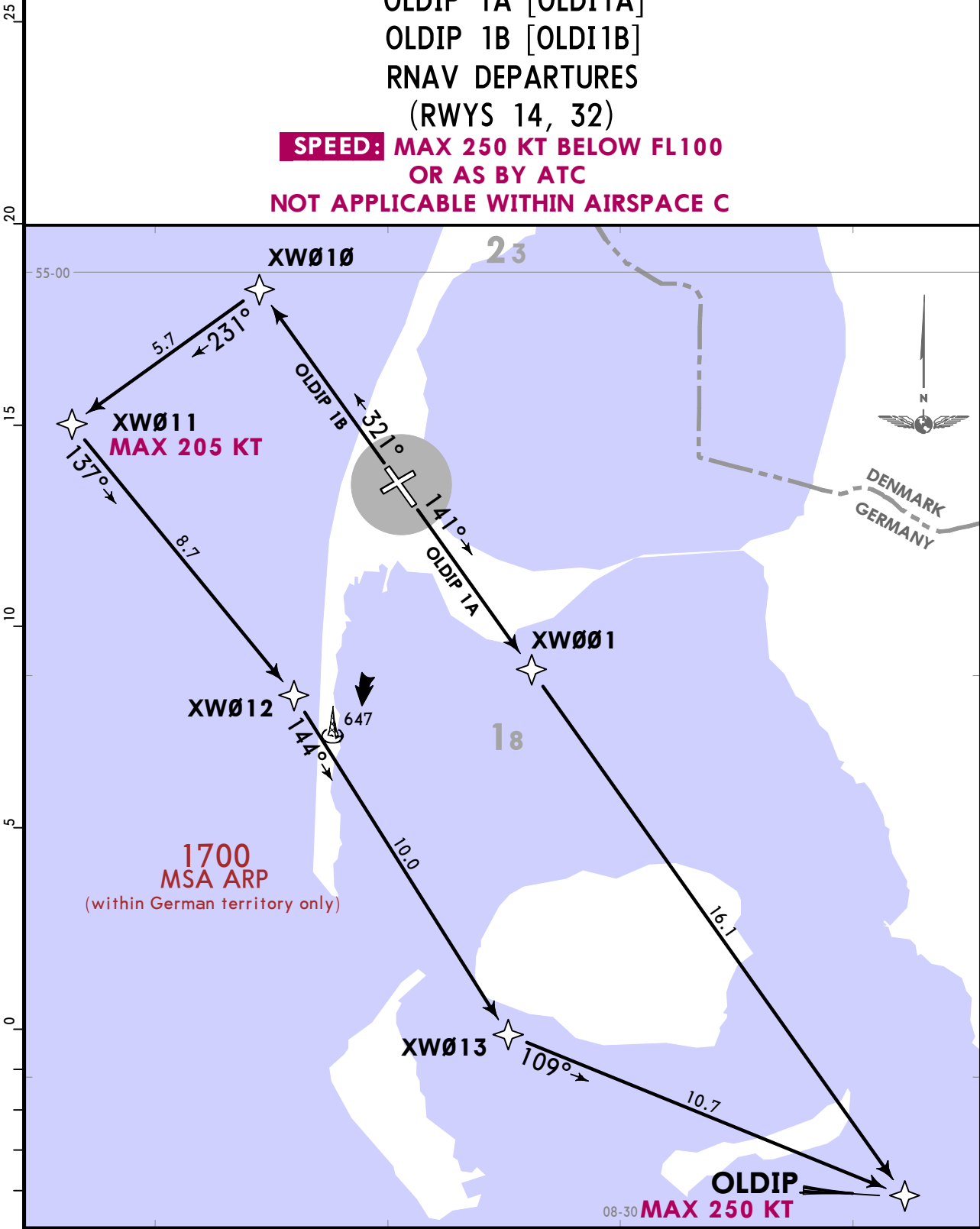
JEPPESSEN
10 MAR 23 10-3

SYLT, GERMANY
RNAV SID

BREMEN Radar (APP) 124.075	Trans alt: 5000
	RNAV 1 required RNAV (GPS, DME/DME/IRU) DME/DME without IRU not authorized
Apt Elev 52	1. Contact BREMEN Radar immediately after take-off. 2. RADAR required. 3. WARNING: Close-in obstacles. 4. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. 5. IFR profiles within airspace class E. Watch out for VFR traffic unknown to ATC.

OLDIP 1A [OLDI1A]
OLDIP 1B [OLDI1B]
RNAV DEPARTURES
(RWYS 14, 32)

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



Initial climb clearance 4000		
SID	RWY	ROUTING
OLDIP 1A	14	On 141° track to XW001, to OLDIP.
OLDIP 1B	32	On 321° track to XW010, to XW011, to XW012, to XW013, to OLDIP.

EDXW/GWT

Apt Elev 52'
N54 54.7 E008 20.5

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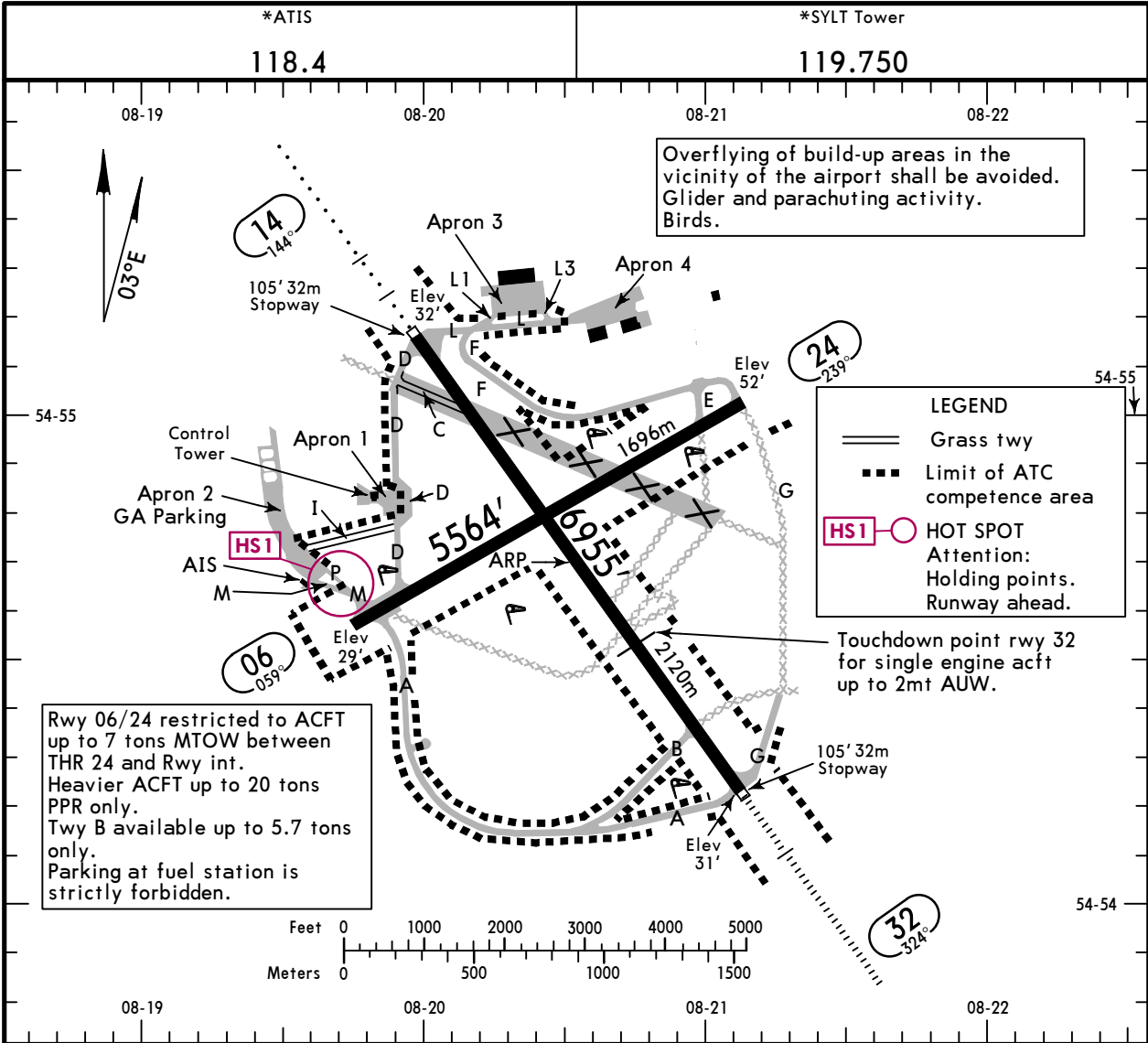
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10-9

Eff 23 Feb

SYLT, GERMANY

SYLT



ADDITIONAL RUNWAY INFORMATION									
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH
						LANDING	BEYOND		
						Threshold	Glide Slope		
06									148'
24									45m
14	HIRL	HIALS	REIL	SFL	PAPI-L (angle 3.0°)			②	148'
	32	HIRL	HIALS	SFL	PAPI-R (angle 3.0°)	①	6044'1842m		45m

① For single engine acft up to 2mt AUW, LDA:4373'(1333m).

② TAKE-OFF RUN AVAILABLE

RWY 14

From rwy head 6955'(2120m)
twy C int 5735'(1748m)

RWY 32

From rwy head 6955'(2120m)
twy B int 5991'(1826m)

Std/State		TAKE-OFF	
RL or RCLM	RL	Adequate Vis Ref	
DAY	NIGHT	DAY	NIGHT
R/V400m		R/V500m	NA

NOISE ABATEMENT PROCEDURE

Running of APU is restricted to start-up and shut-down procedures on all aprons. GPU is available on request.

EDXW/GWT

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10 FEB 23

10-9Y

Eff 23 Feb

EASA AIR OPS

SYLT, GERMANY

SYLT

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
14		
RNAV (LPV)	282' (250')	R550m / 1000m
RNAV (LNAV/VNAV)	327' (295')	R600m / 1000m
RNAV (LNAV)	410' (378')	R800m / 1000m
32		
ILS	231' (200')	R500m / 1000m
RNAV (LPV)	231' (200')	R500m / 1000m
RNAV (LNAV/VNAV)	281' (250')	R550m / 1000m
RNAV (LNAV)	400' (369')	R800m / 1000m

CIRCLE-TO-LAND ❶	MDA(H)	VIS
	620' (569')	1000m

❶ Not authorized West of apt & to rwy 06.

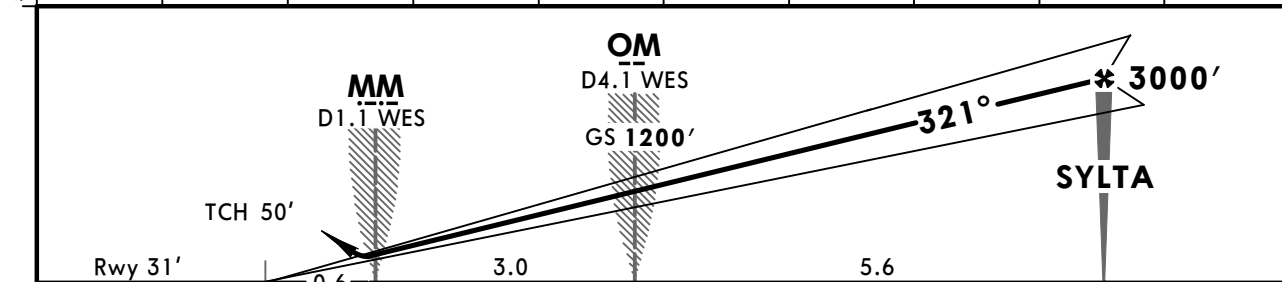
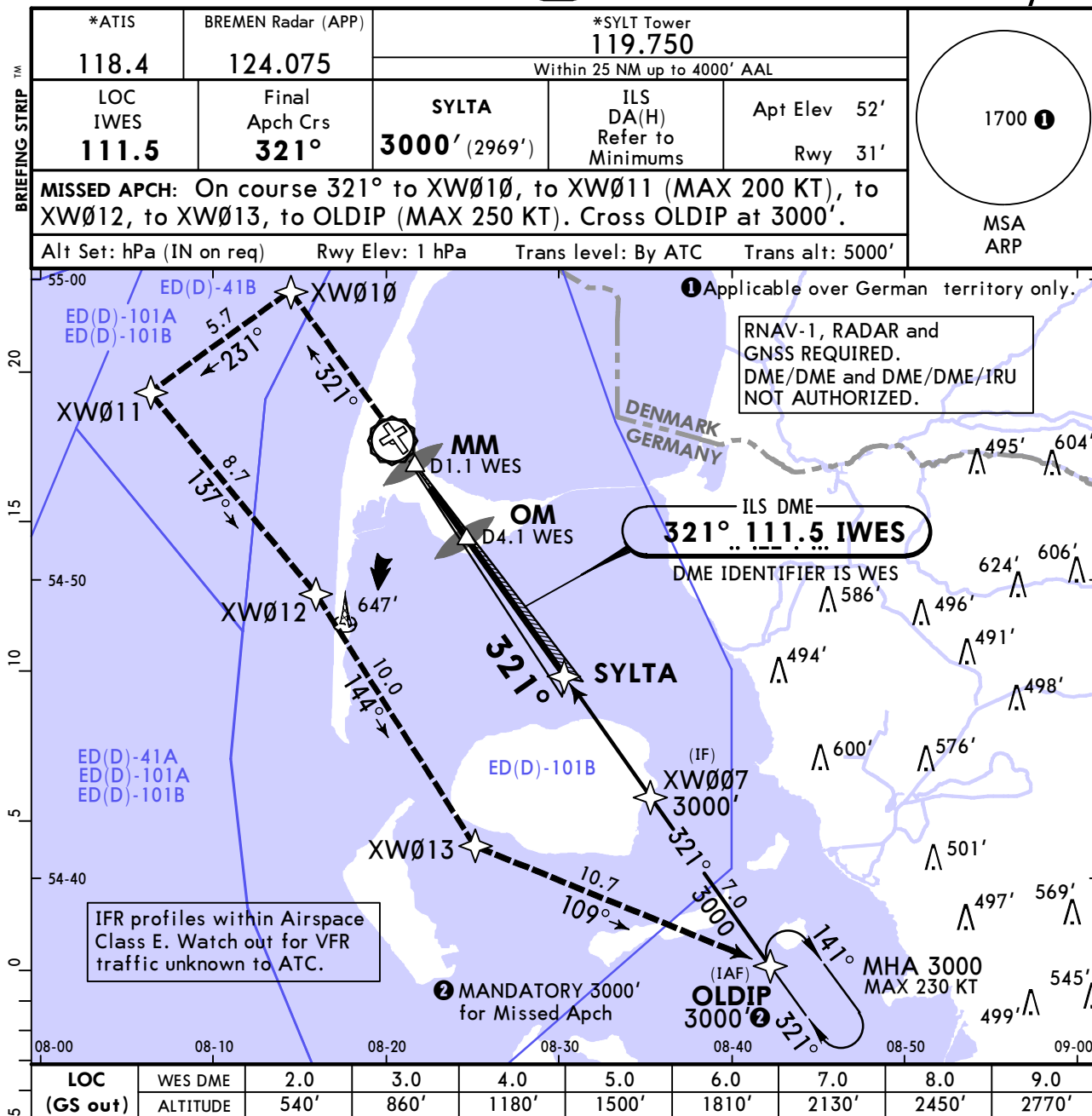
TAKE-OFF RWY 06, 14, 24, 32		
RL or FATO lights & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
R400m	❷ R400m	R/V800m

❷ Or rejected take-off distance whichever is the greater.

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SYLT, GERMANY
ILS Rwy 32



Gnd speed-Kts	70	90	100	120	140	160	HIALS	PAPI	XW010 on 321°
GS	3.00°	372	478	531	637	743	849		

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) ABC: **231'** (200') D: **240'** (209')

FULL

ALS out

A	B	C	D	Max Kts	MDA(H)	
				100	620' (569')	V1500m
				135	650' (599')	V1600m
				180	750' (699')	V2400m
				205	760' (709')	V3600m

R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure, MSA, Apt elev, minimums.

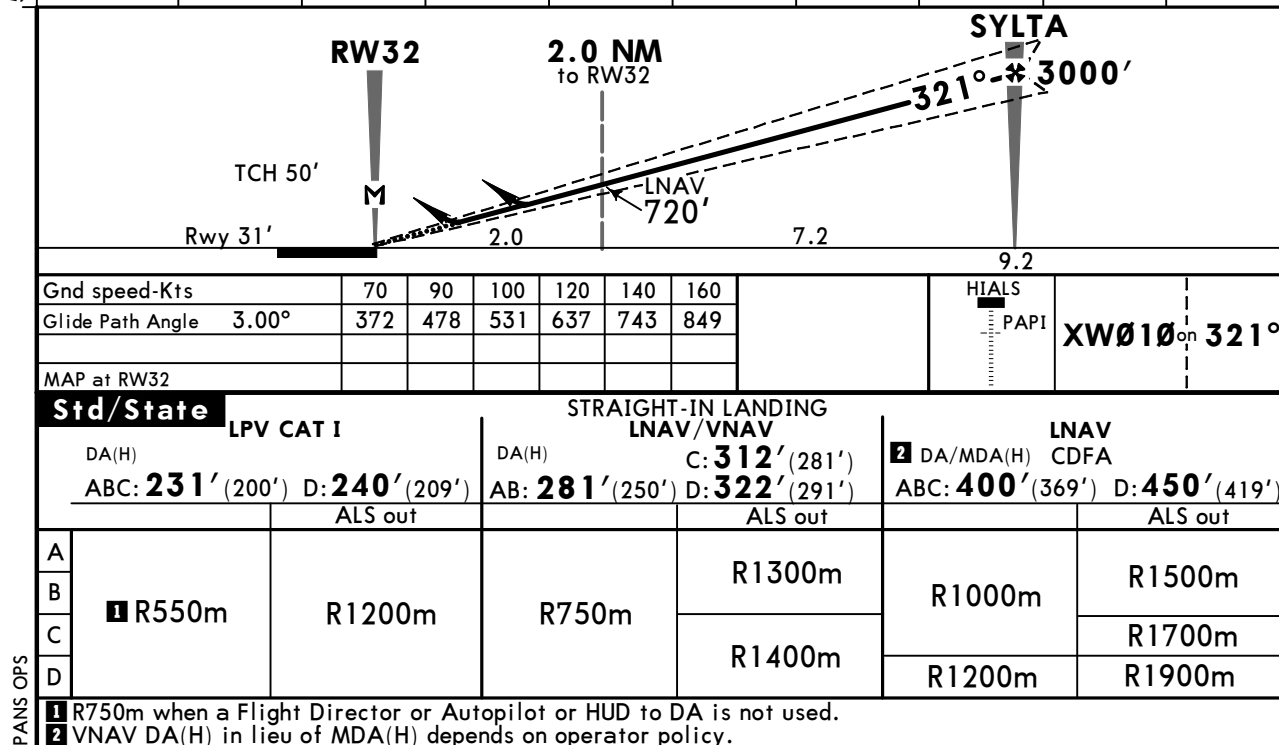
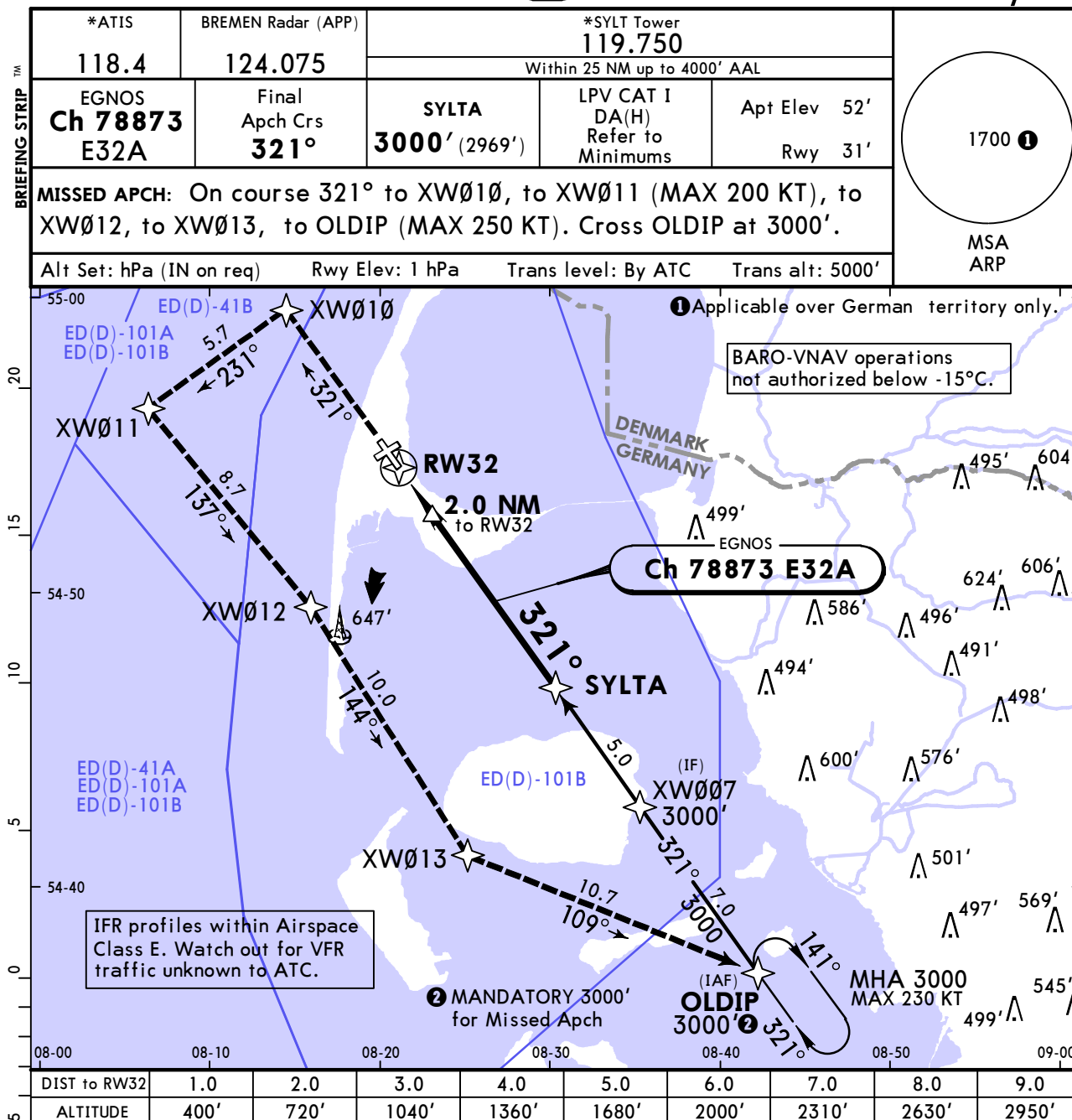
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SYLT, GERMANY
RNP Rwy 32



CHANGES: Missed approach speed restriction withdrawn.

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SYLT, (SYLT - EDXW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EDXW

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 Bueckeberg, 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.