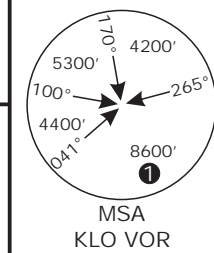


Valid for flight simulation use only - do not use for real life navigation

Swiss Radar LSAS_CTR 128.05	ZURICH Arrival LSZH_APP   LSZH_W_APP 131.15   118.0	ZURICH Departure LSZH_DEP 125.95	Apt Elev 1416'	Alt Set: hPa (IN on request) Trans level: by ATC Trans alt: 7000'
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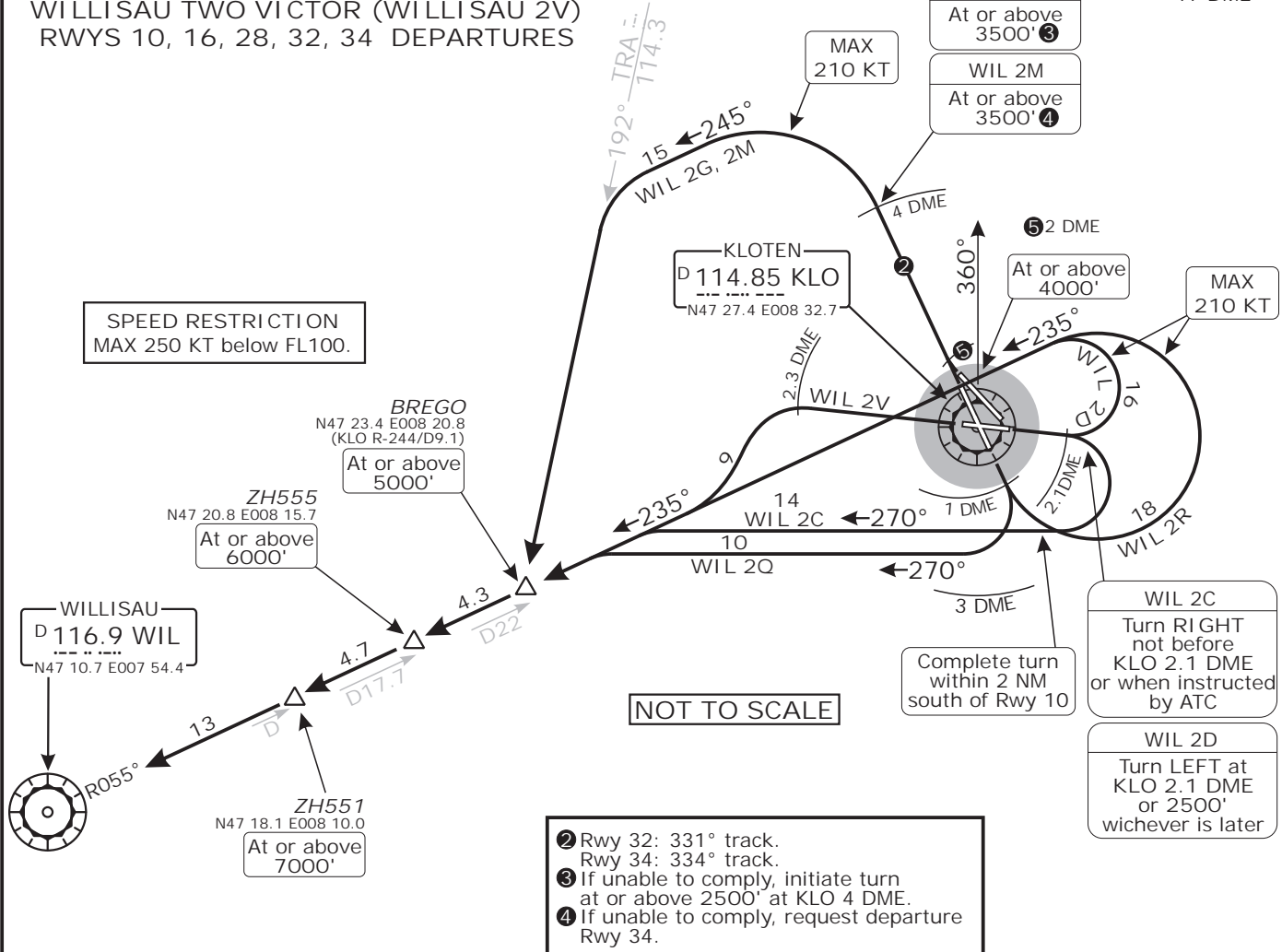
1 5900' within 17 DME

WILLISAU TWO CHARLIE (WILLISAU 2C)  
WILLISAU TWO DELTA (WILLISAU 2D)  
WILLISAU TWO GOLF (WILLISAU 2G)  
WILLISAU TWO MIKE (WILLISAU 2M)  
WILLISAU TWO QUEBEC (WILLISAU 2Q)  
WILLISAU TWO ROMEO (WILLISAU 2R)  
WILLISAU TWO VICTOR (WILLISAU 2V)  
RWYS 10, 16, 28, 32, 34 DEPARTURES

WIL 2G  
At or above 3500' 3

WIL 2M  
At or above 3500' 4

SPEED RESTRICTION  
MAX 250 KT below FL100.



NOT TO SCALE

- 2 Rwy 32: 331° track.  
Rwy 34: 334° track.
- 3 If unable to comply, initiate turn at or above 2500' at KLO 4 DME.
- 4 If unable to comply, request departure Rwy 34.

WIL 2C  
Turn RIGHT not before KLO 2.1 DME or when instructed by ATC

WIL 2D  
Turn LEFT at KLO 2.1 DME or 2500' whichever is later

Initial climb clearance 5000'

SID	RWY	ROUTING
WIL 2C <small>FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY</small>	10	Straight ahead, short VISUAL RIGHT turn not before KLO 2.1 DME or when instructed by ATC, complete turn within 2 NM south of runway 10 and maintain visual ground contact up to 4400', 270° track, intercept WIL R-055 inbound to WIL.
WIL 2D		Straight ahead to KLO 2.1 DME or 2500', whichever is later, turn LEFT, intercept WIL R-055 inbound to WIL.
WIL 2G	34	334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, intercept WIL R-055 inbound to WIL.
WIL 2M	32	Straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT 245° track, intercept TRA R-192 to BREGO, intercept WIL R-055 inbound to WIL.
WIL 2Q <small>FOR PROPELLER AIRCRAFT IN VISUAL CONDITIONS ONLY</small>	16	Straight ahead, short VISUAL RIGHT turn not before KLO 1 DME or when instructed by ATC, complete turn within KLO 3 DME and maintain visual ground contact up to 4000', 270° track, intercept WIL R-055 inbound to WIL.
WIL 2R		Straight ahead, - if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX 210KT) at 2400' or KLO 2.4 DME, whichever is earlier, earliest turning point KLO 1 DME, intercept WIL R-055 inbound to WIL.
WIL 2V	28	Straight ahead to KLO 2.3 DME, turn LEFT, intercept WIL R-055 inbound to WIL.

CHANGES: App frequency