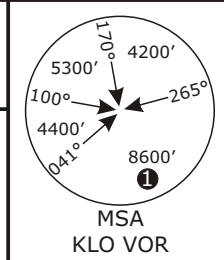


Valid for flight simulation use only - do not use for real life navigation

Swiss Radar LSAS_CTR 128.05	ZURICH Arrival LSZH_APP 120.75	ZURICH Departure LSZH_DEP 125.95	Apt Elev <b>1416'</b>	Alt Set: hPa (IN on request) Trans level: by ATC Trans alt: 7000'
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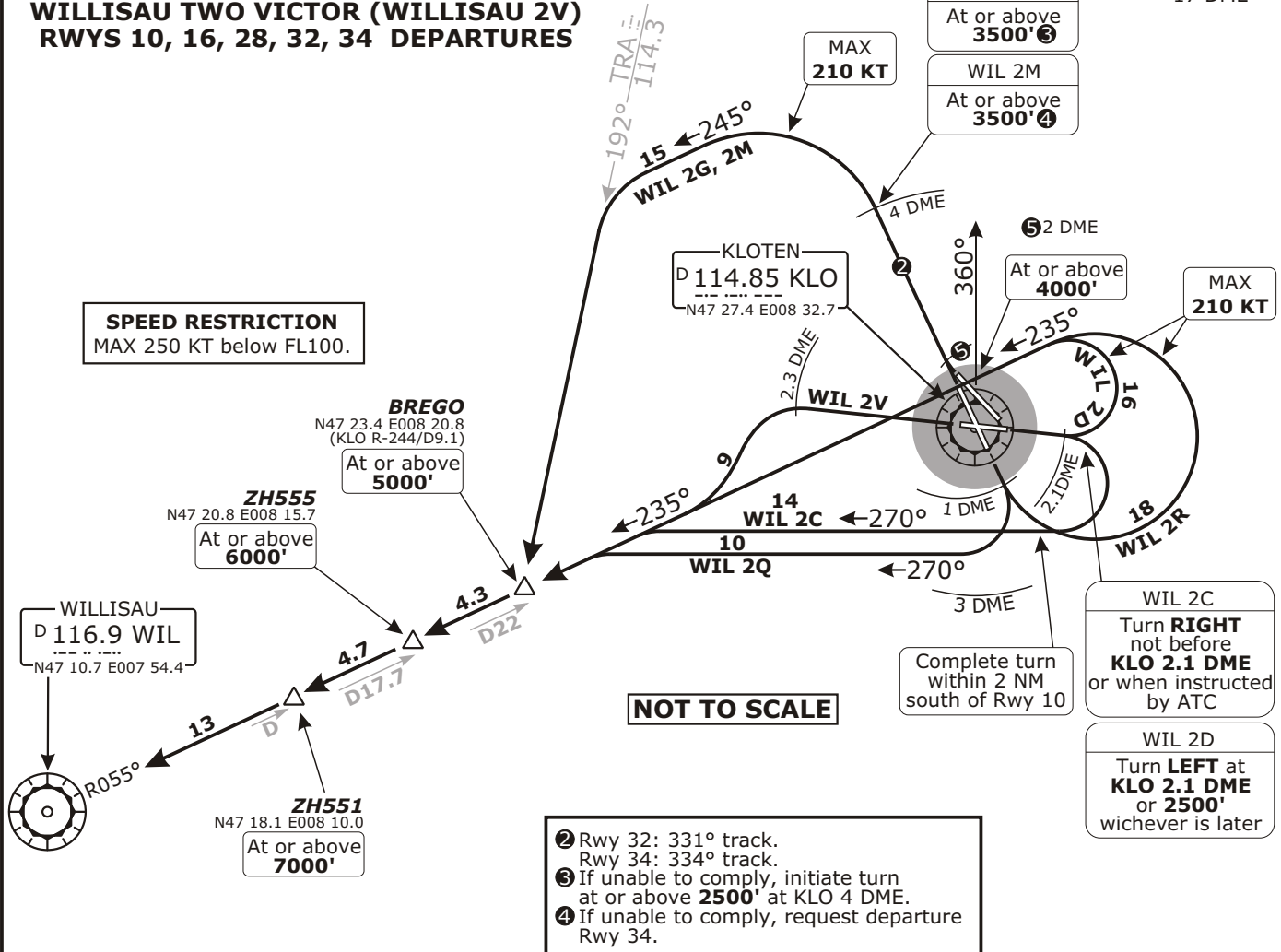
① 5900' within 17 DME

**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.



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.

**Initial climb clearance 5000'**

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

CHANGES: Chart reindexed.