

# LSZH SID - TABLE OF CONTENTS

## B-RNAV/P-RNAV SID DESIGNATION

Sorted by Designation

DEGES 1D	VEBIT 2E	SONGI 2F	GERSA 1C
DEGES 1E	VEBIT 2H	SONGI 1H	GERSA 1E
DEGES 2F	VEBIT 2N	SONGI 2L	GERSA 1H
DEGES 1H	VEBIT 2S	SONGI 2N	GERSA 1N
DEGES 2L	VEBIT 2W		GERSA 1S
DEGES 1N			GERSA 1W
DEGES 1R			
DEGES 1S			
DEGES 1W			

## TRANSITION

After DEGES

After VEBIT

After SONGI

## SID DESIGNATION

Sorted by Designation

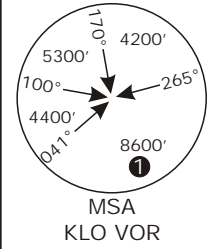
ALBIX 1C	WIL 2C	ZUE 1D
ALBIX 1D	WIL 2D	ZUE 2F
ALBIX 1G	WIL 2G	ZUE 1G
ALBIX 1M	WIL 2M	ZUE 2L
ALBIX 1R	WIL 2Q	ZUE 1M
ALBIX 1V	WIL 2R	ZUE 1R
	WIL 2V	ZUE 1V

## TRANSITION

After ZUE

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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**P-RNAV DEPARTURE**  
**DEGES ONE SIERRA (DEGES 1S) ②**  
**RWY 16 P-RNAV DEPARTURE**

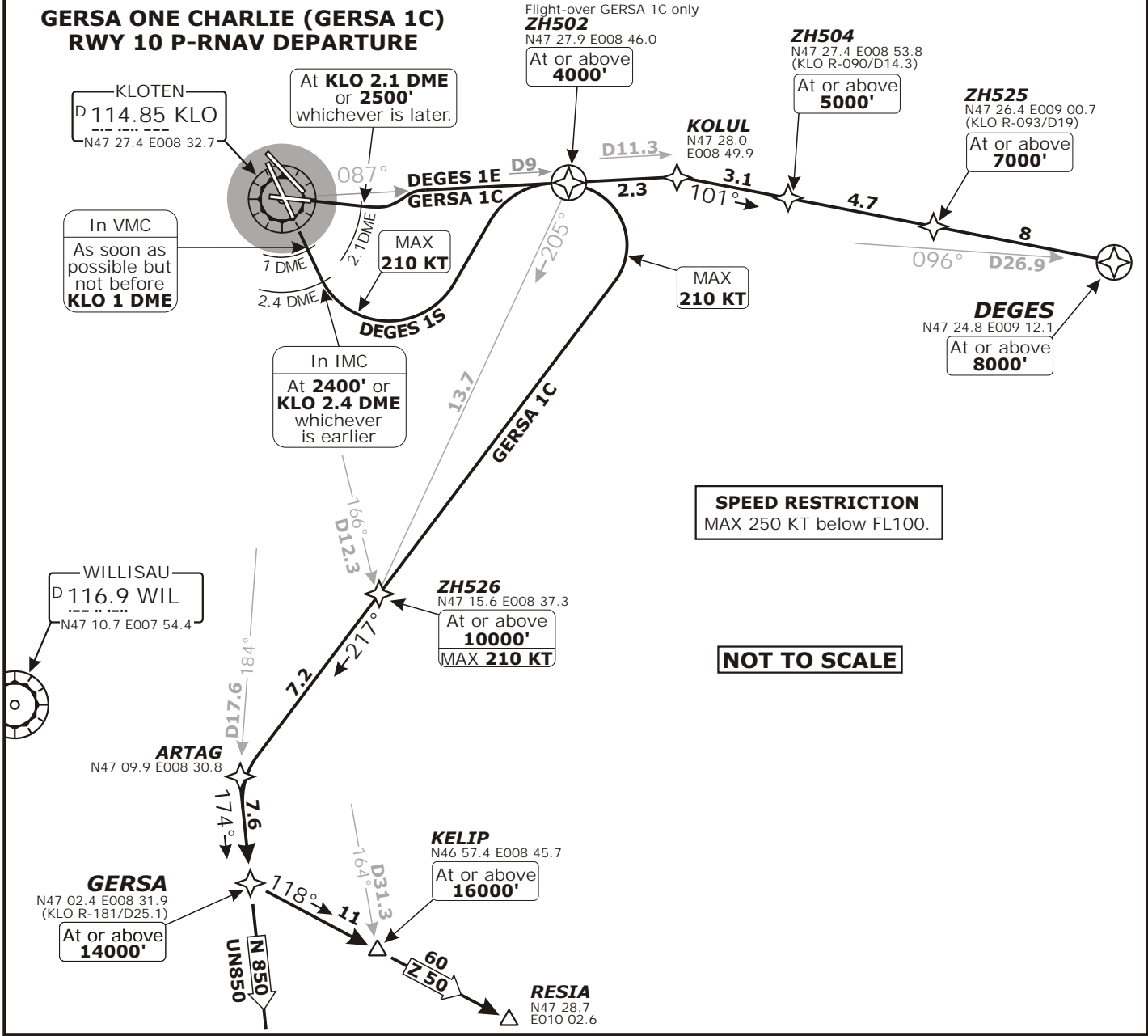
① 5900' within 17 DME

FOR ROUTE CONTINUATION AFTER DEGES REFER TO SID CHART NO. 6

**DEGES ONE ECHO (DEGES 1E) ②**  
**RWY 10 P-RNAV DEPARTURE**

② WIL DME required

**GERSA ONE CHARLIE (GERSA 1C)**  
**RWY 10 P-RNAV DEPARTURE**



**SPEED RESTRICTION**  
MAX 250 KT below FL100.

**NOT TO SCALE**

Initial climb clearance **5000'**

SID	RWY	ROUTING
<b>DEGES 1E</b>	<b>10</b>	Climb straight ahead to KLO 2.1 DME or <b>2500'</b> , whichever is later, turn LEFT, intercept KLO R-087 via ZH502 to KOLUL, ZH504 ( <b>5000'</b> +) - ZH525 ( <b>7000'</b> +) - DEGES ( <b>8000'</b> +).
<b>DEGES 1S</b>	<b>16</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 at <b>2400'</b> or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME, intercept KLO R-087 via ZH502 to KOLUL - ZH504 ( <b>5000'</b> +) - ZH525 ( <b>7000'</b> +) - DEGES ( <b>8000'</b> +).
<b>GERSA 1C</b>	<b>10</b>	Climb straight ahead to KLO 2.1 DME or <b>2500'</b> whichever is later, intercept KLO R-087 to ZH502/D9 KLO ( <b>4000'</b> +; K210-) - ZH526 ( <b>10000'</b> +; K210-) - ARTAG - GERSA ( <b>14000'</b> +).

**CONTINUATION**

**To RESIA:** Proceed along airway **Z 50**.

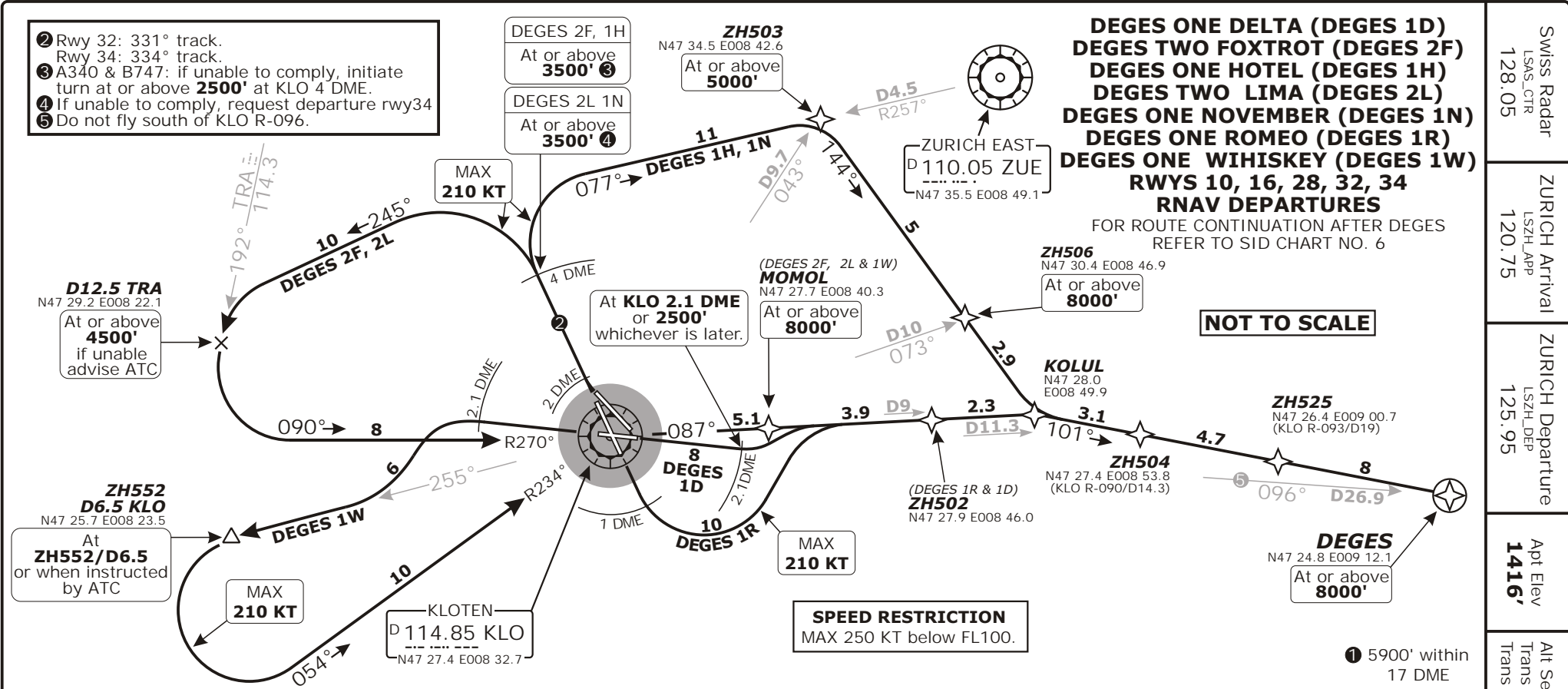
**Other directions:** Proceed along airways **N/UN 850**.

CHANGES: New P-RNAV SIDs, Chart reindexed.

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

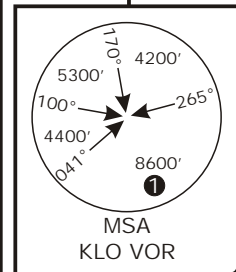
CHANGES: Chart reindexed.

- ② Rwy 32: 331° track.  
Rwy 34: 334° track.
- ③ A340 & B747: if unable to comply, initiate turn at or above **2500'** at KLO 4 DME.
- ④ If unable to comply, request departure rwy34
- ⑤ Do not fly south of KLO R-096.



## Initial climb clearance **5000'**

SID	RWY	ROUTING
<b>DEGES 1D</b>	<b>10</b>	Straight ahead to KLO 2.1 DME or <b>2500'</b> , whichever is later, intercept KLO R-087 via ZH502 to KOLUL, then via ZH504 and ZH525 to DEGES.
<b>DEGES 2F</b>	<b>34</b>	334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, then via MOMOL to KOLUL, then via ZH504 and ZH525 to DEGES.
<b>DEGES 1H</b>		334° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503, then via ZH506 to KOLUL, then via ZH504 and ZH525 to DEGES.
<b>DEGES 2L</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 D12.5 TRA, intercept KLO R-270 inbound to KLO, then via MOMOL to KOLUL, the via ZH504 and ZH525 to DEGES.
<b>DEGES 1N</b>		Straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503, then via ZH506 to KOLUL, then via ZH504 and ZH525 to DEGES.
<b>DEGES 1R</b>	<b>16</b>	Climb straight ahead, - if in VMC turn LEFT as soon as possible, but before KLO 1 DME, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX IAS 210KT) at 2400', or KLO 2.4 DME, whichever is earlier, earliest turning point KLO 1 DME, intercept KLO R-087 to ZH502, then to KOLUL, then via ZH504 and ZH525 to DEGES.
<b>DEGES 1W</b>	<b>28</b>	Straight ahead, at KLO 2.1 DME, turn LEFT, intercept KLO R-255, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept KLO R-234 inbound to KLO, then via MOMOL to KOLUL, then via ZH504 and ZH525 to DEGES.



**LSZH/ZRH ZURICH**

Swiss Radar LSAS\_CTR 128.05

ZURICH Arrival LSZH\_APP 120.75

ZURICH Departure LSZH\_DEP 125.95

Apt Elev **1416'**

Trans alt: 7000'

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

**ZURICH, SWITZERLAND**

RNAV SID

SID CHART NO.2  
Revision 17 JAN 08

http://www.vacc-seg.org/

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http://www.swissflr.org/

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

CHANGES: Chart reindexed.

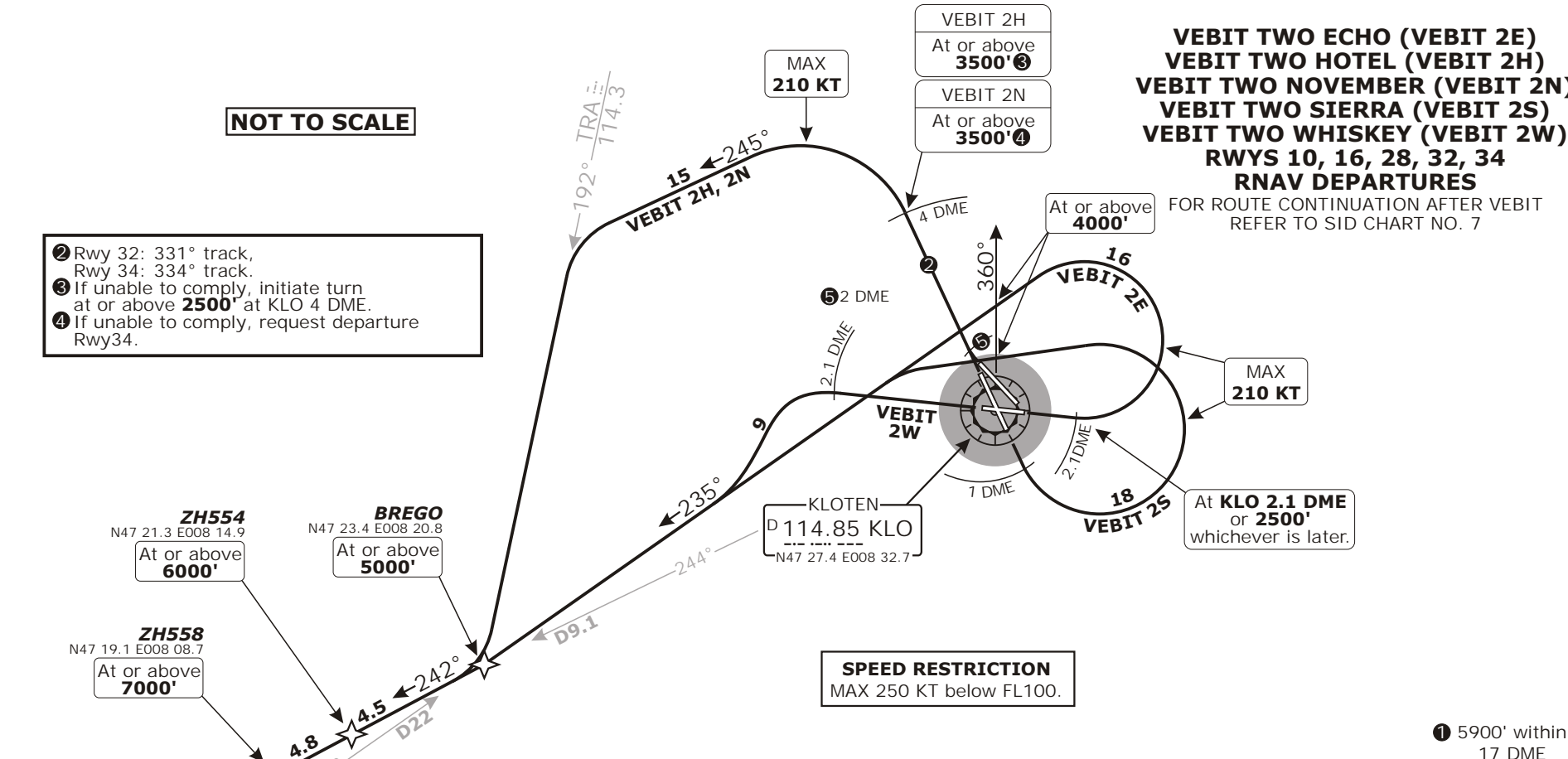
http://www.vacc-seg.org/

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http://www.swissfir.org/

**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 Rwy34.



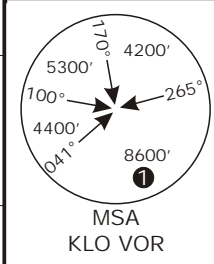
**VEBIT TWO ECHO (VEBIT 2E)  
VEBIT TWO HOTEL (VEBIT 2H)  
VEBIT TWO NOVEMBER (VEBIT 2N)  
VEBIT TWO SIERRA (VEBIT 2S)  
VEBIT TWO WHISKEY (VEBIT 2W)  
RWYS 10, 16, 28, 32, 34  
RNAV DEPARTURES**

FOR ROUTE CONTINUATION AFTER VEBIT REFER TO SID CHART NO. 7

**SPEED RESTRICTION**  
MAX 250 KT below FL100.

① 5900' within 17 DME

Initial climb clearance <b>5000'</b>		
SID	RWY	ROUTING
<b>VEBIT 2E</b>	<b>10</b>	Straight ahead to KLO 2.1 DME or <b>2500'</b> , whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH558 to VEBIT.
<b>VEBIT 2H</b>	<b>34</b>	334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH558 to VEBIT.
<b>VEBIT 2N</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, then via ZH558 to VEBIT.
<b>VEBIT 2S</b>	<b>16</b>	Climb straight ahead, - if in VMC turn LEFT as soon as possible, but before KLO 1 DME, maintain visual ground contact up to <b>2800'</b> , or - if in IMC turn LEFT (MAX IAS 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 BREGO, then via ZH554 and ZH558 to VEBIT.
<b>VEBIT 2W</b>	<b>28</b>	Straight ahead to KLO 2.1 DME, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH558 to VEBIT.

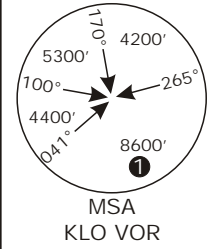


Swiss Radar LSAS CTR 128.05	ZURICH Arrival LSZH APP 120.75	ZURICH Departure LSZH DEP 125.95	Apt Elev <b>1416'</b>	Alt Set: hPa (IN on request) Trans level: by ATC Trans alt: 7000'
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**LSZH/ZRH ZURICH**  
SID CHART NO. 3  
Revision 17 JAN 08  
**ZURICH, SWITZERLAND** RNAV SID

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

**SONGI TWO FOXTROTT (SONGI 2F)  
SONGI ONE HOTEL (SONGI 1H)  
SONGI TWO LIMA (SONGI 2L)  
SONGI ONE NOVEMBER (SONGI 1N)  
RWYS 32, 34  
RNAV DEPARTURES**  
FOR ROUTE CONTINUATION AFTER SONGI  
REFER TO SID CHART NO. 6



TRASADINGEN  
D 114.3 TRA  
N47 41.4 E008 26.2

- ② Rwy 32: 331° track.  
Rwy 34: 334° track.
- ③ A340 & B747: if unable to comply, initiate turn at or above **2500'** at KLO 4 DME.
- ④ If unable to comply, request departure rwy34

**NOT TO SCALE**

**SONGI**  
N47 46.7 E008 43.9  
At or above **FL100**

ZURICH EAST  
D 110.05 ZUE  
N47 35.5 E008 49.1

**ZH503**  
N47 34.5 E008 42.6  
At or above **6000'**

**D12.5 TRA**  
N47 29.2 E008 22.1  
At or above **4500'**  
if unable advise ATC

MAX 210 KT

SONGI 2F, 1H  
At or above **3500'** ③

SONGI 2L 1N  
At or above **3500'** ④

KLOTEN  
D 114.85 KLO  
N47 27.4 E008 32.7

**SPEED RESTRICTION**  
MAX 250 KT below FL100.

**Initial climb clearance 5000'**

SID	RWY	ROUTING
<b>SONGI 2F</b>	<b>34</b>	Climb on 334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, then to ZH503, then to SONGI.
<b>SONGI 1H</b>		Climb on 334° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503, then to SONGI.
<b>SONGI 2L</b>	<b>32</b>	Climb straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to D12.5 TRA, intercept KLO R-270 inbound to KLO, then to ZH503, then to SONGI.
<b>SONGI 1N</b>		Straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT, intercept ZUE R-257 inbound to ZH503, then to SONGI.

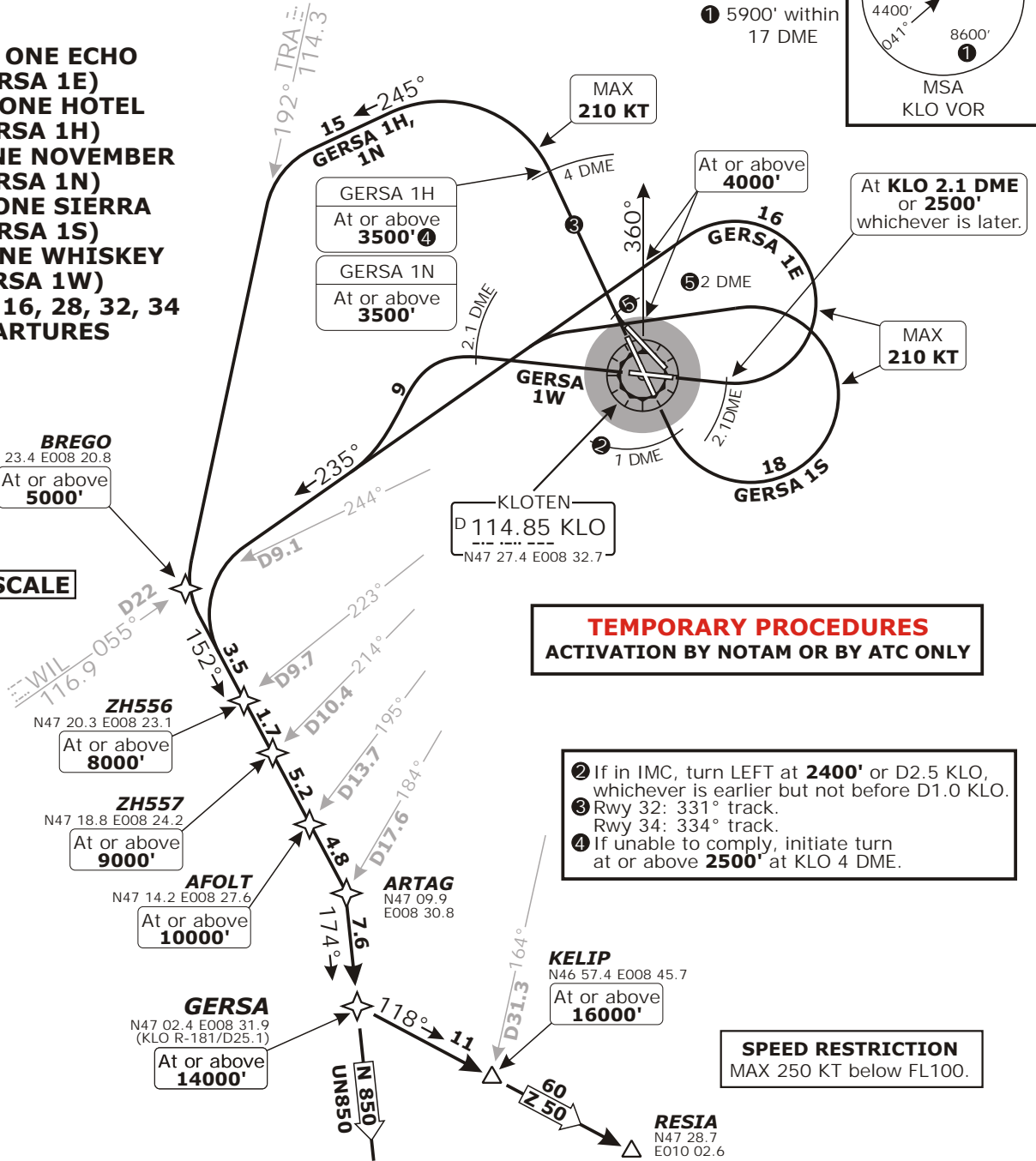
Valid for flight simulation use only - do not use for real life navigation

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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**GERSA ONE ECHO (GERSA 1E)**  
**GERSA ONE HOTEL (GERSA 1H)**  
**GERSA ONE NOVEMBER (GERSA 1N)**  
**GERSA ONE SIERRA (GERSA 1S)**  
**GERSA ONE WHISKEY (GERSA 1W)**  
**RWYS 10, 16, 28, 32, 34 DEPARTURES**

**BREGO**  
 N47 23.4 E008 20.8  
 At or above **5000'**

NOT TO SCALE



**TEMPORARY PROCEDURES**  
 ACTIVATION BY NOTAM OR BY ATC ONLY

② If in IMC, turn LEFT at **2400'** or D2.5 KLO, whichever is earlier but not before D1.0 KLO.  
 ③ Rwy 32: 331° track.  
 Rwy 34: 334° track.  
 ④ If unable to comply, initiate turn at or above **2500'** at KLO 4 DME.

**SPEED RESTRICTION**  
 MAX 250 KT below FL100.

**Initial climb clearance 5000'**

SID	RWY	ROUTING
<b>GERSA 1E</b>	<b>10</b>	Straight ahead to KLO 2.1 DME or <b>2500'</b> , whichever is later, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.
<b>GERSA 1H</b>	<b>34</b>	334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.
<b>GERSA 1N</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, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.
<b>GERSA 1S</b>	<b>16</b>	Straight ahead, if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, or ②, maintain visual ground contact up to <b>2800'</b> , intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.
<b>GERSA 1W</b>	<b>28</b>	Straight ahead to KLO 2.1 DME, turn LEFT, intercept WIL R-055 inbound to BREGO, then via ZH556, ZH557 and AFOLT to ARTAG, then to GERSA.

**CONTINUATION**

**To RESIA:** Proceed along airway **Z 50**.

**Other directions:** Proceed along airways **N/UN 850**.

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

CHANGES: Chart reindexed.

http://www.vacc-sag.org/

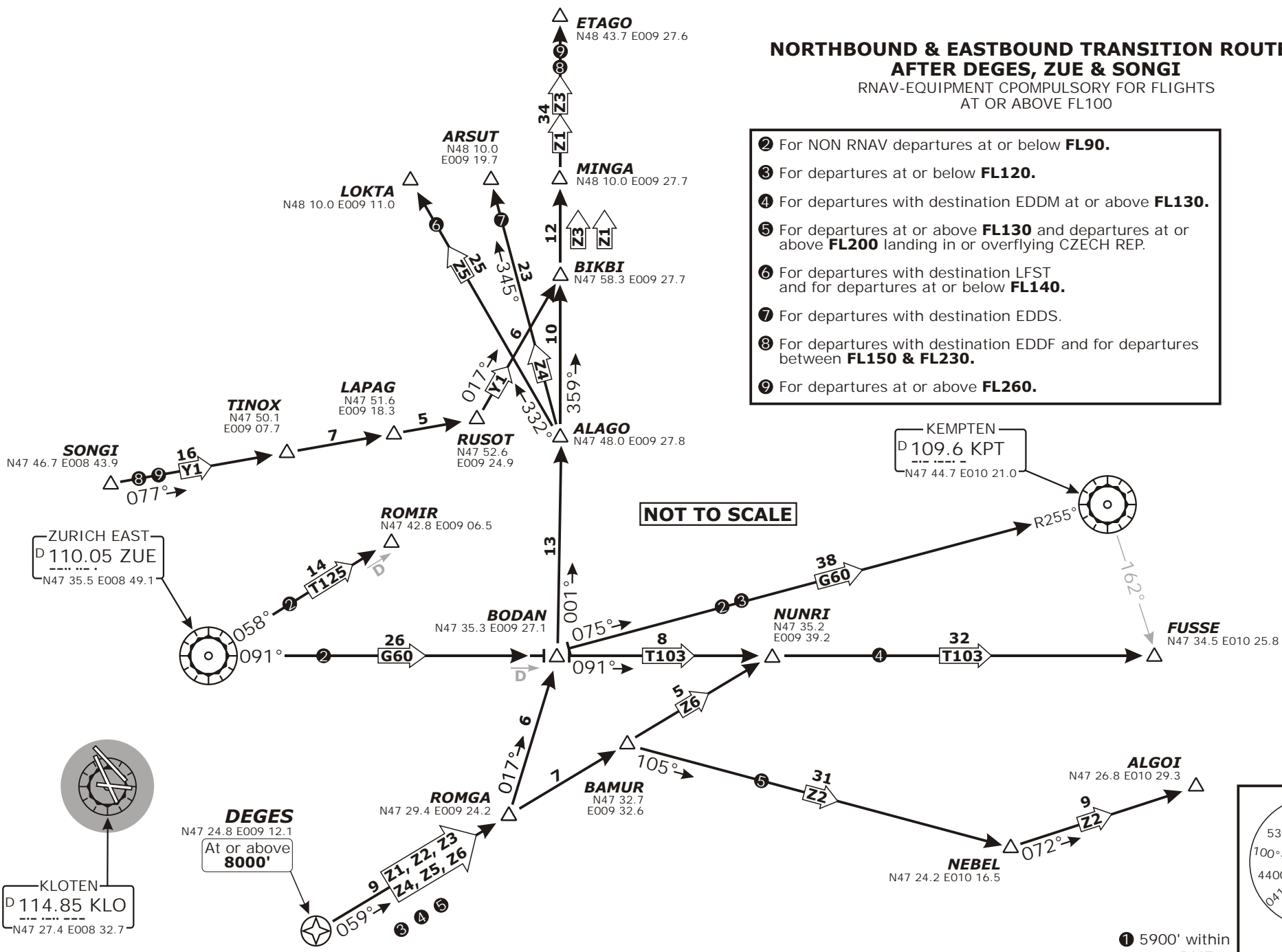
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## NORTHBOUND & EASTBOUND TRANSITION ROUTES AFTER DEGES, ZUE & SONGI

RNAV-EQUIPMENT CPOMPULSORY FOR FLIGHTS  
AT OR ABOVE FL100

- ② For NON RNAV departures at or below **FL90**.
- ③ For departures at or below **FL120**.
- ④ For departures with destination EDDM at or above **FL130**.
- ⑤ For departures at or above **FL130** and departures at or above **FL200** landing in or overflying CZECH REP.
- ⑥ For departures with destination LFST and for departures at or below **FL140**.
- ⑦ For departures with destination EDDS.
- ⑧ For departures with destination EDDF and for departures between **FL150 & FL230**.
- ⑨ For departures at or above **FL260**.

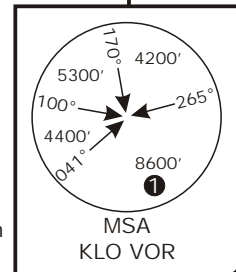


Swiss Radar LSAS_CTR 128.05	ZURICH Arrival LSZH_APP 120.75	ZURICH Departure LSZH_DEP 125.95	Apt Elev <b>1416'</b>	Alt Set: hPa (IN on request) Trans level: by ATC Trans alt: 7000'
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**LSZH/ZRH** ZURICH

SID CHART NO.6  
Revision 17 JAN 08

**ZURICH, SWITZERLAND** **SID**



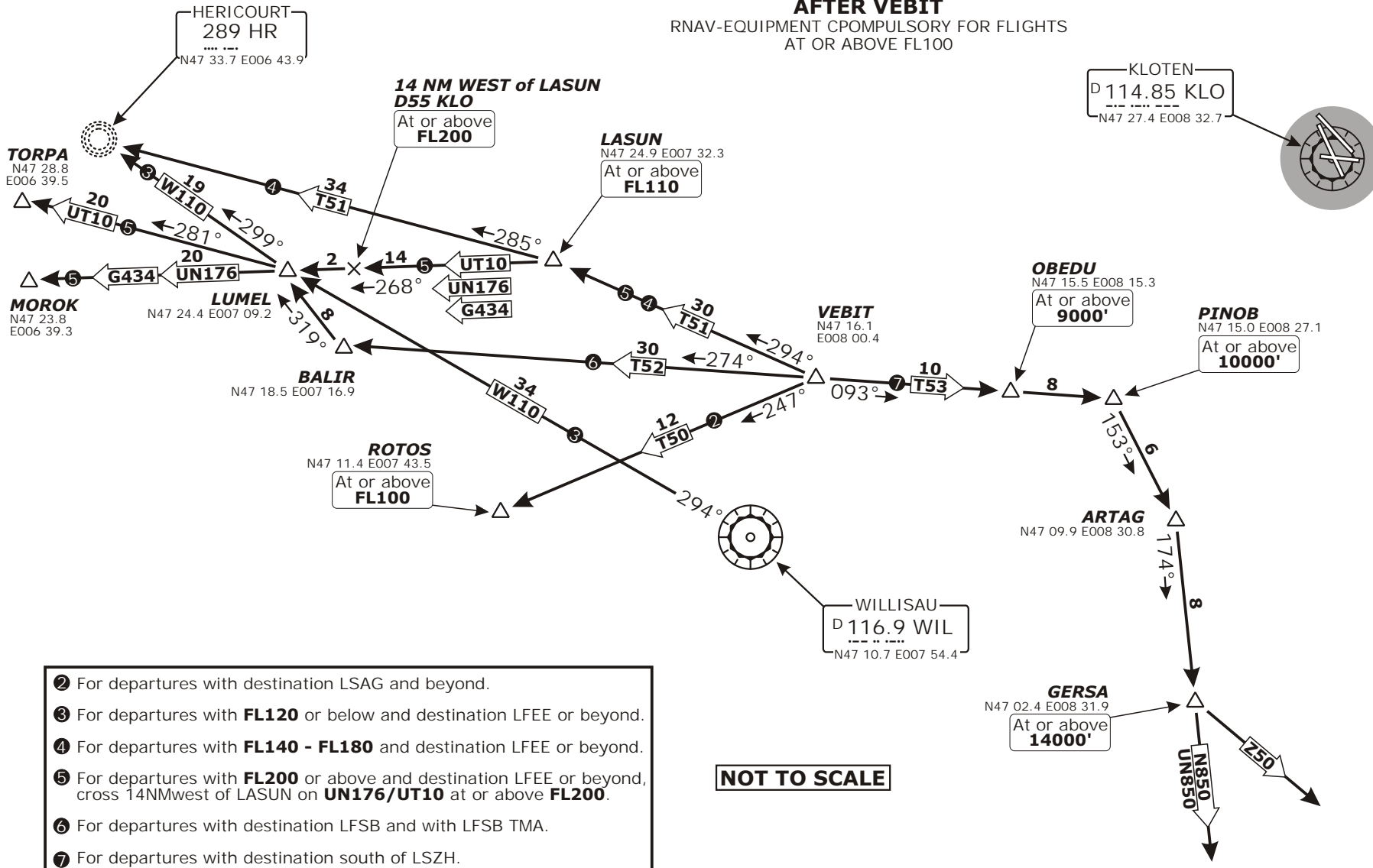
① 5900' within  
17 DME

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CHANGES: Chart reindexed.

### SOUTHBOUND & WESTBOUND TRANSITION ROUTES

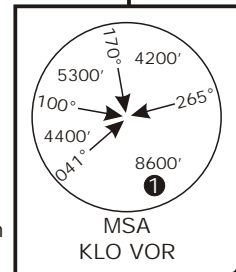
**AFTER VEBIT**  
RNAV-EQUIPMENT CPOMPULSORY FOR FLIGHTS  
AT OR ABOVE FL100



- ② For departures with destination LSAG and beyond.
- ③ For departures with **FL120** or below and destination LFEE or beyond.
- ④ For departures with **FL140 - FL180** and destination LFEE or beyond.
- ⑤ For departures with **FL200** or above and destination LFEE or beyond, cross 14NMwest of LASUN on **UN176/UT10** at or above **FL200**.
- ⑥ For departures with destination LFSB and with LFSB TMA.
- ⑦ For departures with destination south of LSZH.

**NOT TO SCALE**

① 5900' within 17 DME



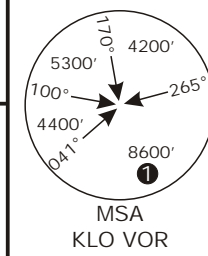
Swiss Radar LSAS_CTR 128.05	ZURICH Arrival LSZH_APP 120.75	ZURICH Departure LSZH_DEP 125.95	Apt Elev <b>1416'</b>	Alt Set: hPa (IN on request) Trans level: by ATC Trans alt: 7000'
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**LSZH/ZRH** ZURICH  
SID CHART NO. 7  
Revision 17 JAN 08  
**ZURICH, SWITZERLAND** **SID**

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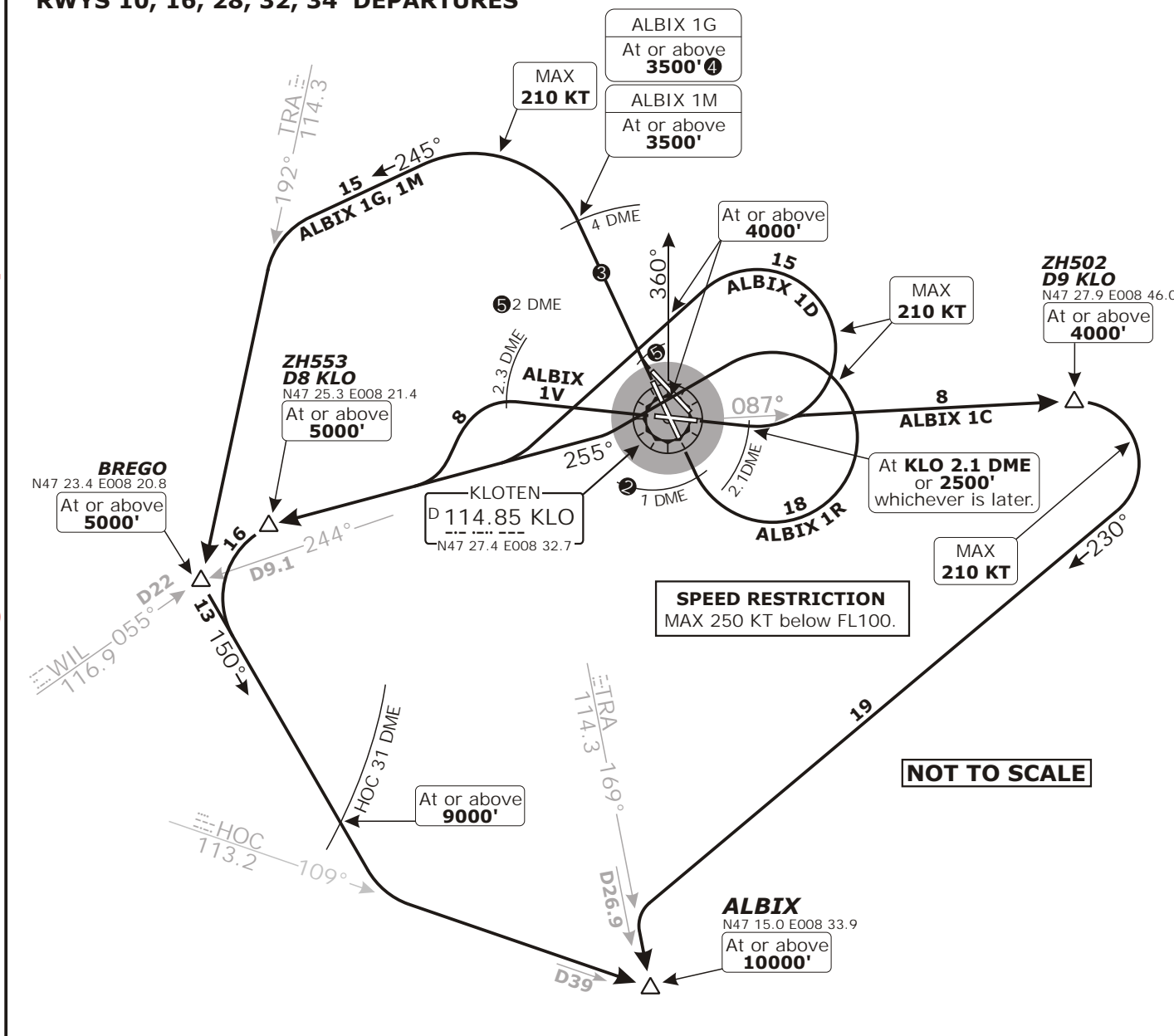
Swiss Radar LSAS_CTR 128.05	ZURICH Arrival LSZH_APP 120.75	ZURICH Departure LSZH_DEP 125.95	Apt Elev <b>1416'</b>	Alt Set: hPa (IN on request) Trans level: by ATC Trans alt: 7000'
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**ALBIX ONE CHARLIE (ALBIX 1C)**  
**ALBIX ONE DELTA (ALBIX 1D)**  
**ALBIX ONE GOLF (ALBIX 1G)**  
**ALBIX ONE MIKE (ALBIX 1M)**  
**ALBIX ONE ROMEO (ALBIX 1R)**  
**ALBIX ONE VICTOR (ALBIX 1V)**  
**RWYS 10, 16, 28, 32, 34 DEPARTURES**

- ② If in IMC, turn LEFT at **2400'** or D2.5 KLO, whichever is earlier but not before D1.0 KLO.
- ③ Rwy 32: 331° track.  
Rwy 34: 334° track.
- ④ If unable to comply, initiate turn at or above **2500'** at KLO 4 DME.

① 5900' within 17 DME



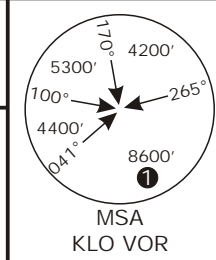
Initial climb clearance **5000'**

SID	RWY	ROUTING
ALBIX 1C	10	Straight ahead to KLO 2.1 DME or <b>2500'</b> , whichever is later, intercept KLO R-087 to ZH502/D9 KLO, turn RIGHT, 230° track, intercept TRA R-169 to ALBIX.
ALBIX 1D		Straight ahead to KLO 2.1 DME or <b>2500'</b> , whichever is later, turn LEFT, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1G	34	334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA R-192 to BREGO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1M	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, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1R	16	Straight ahead, if in VMC turn LEFT as soon as possible, but not before KLO 1 DME, or ②, maintain visual ground contact up to <b>2800'</b> , intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.
ALBIX 1V	28	Straight ahead to KLO 2.3 DME, turn LEFT, intercept KLO R-255 to ZH553/D8 KLO, turn LEFT, 150° track, intercept HOC R-109 to ALBIX.

CHANGES: Chart reindexed.

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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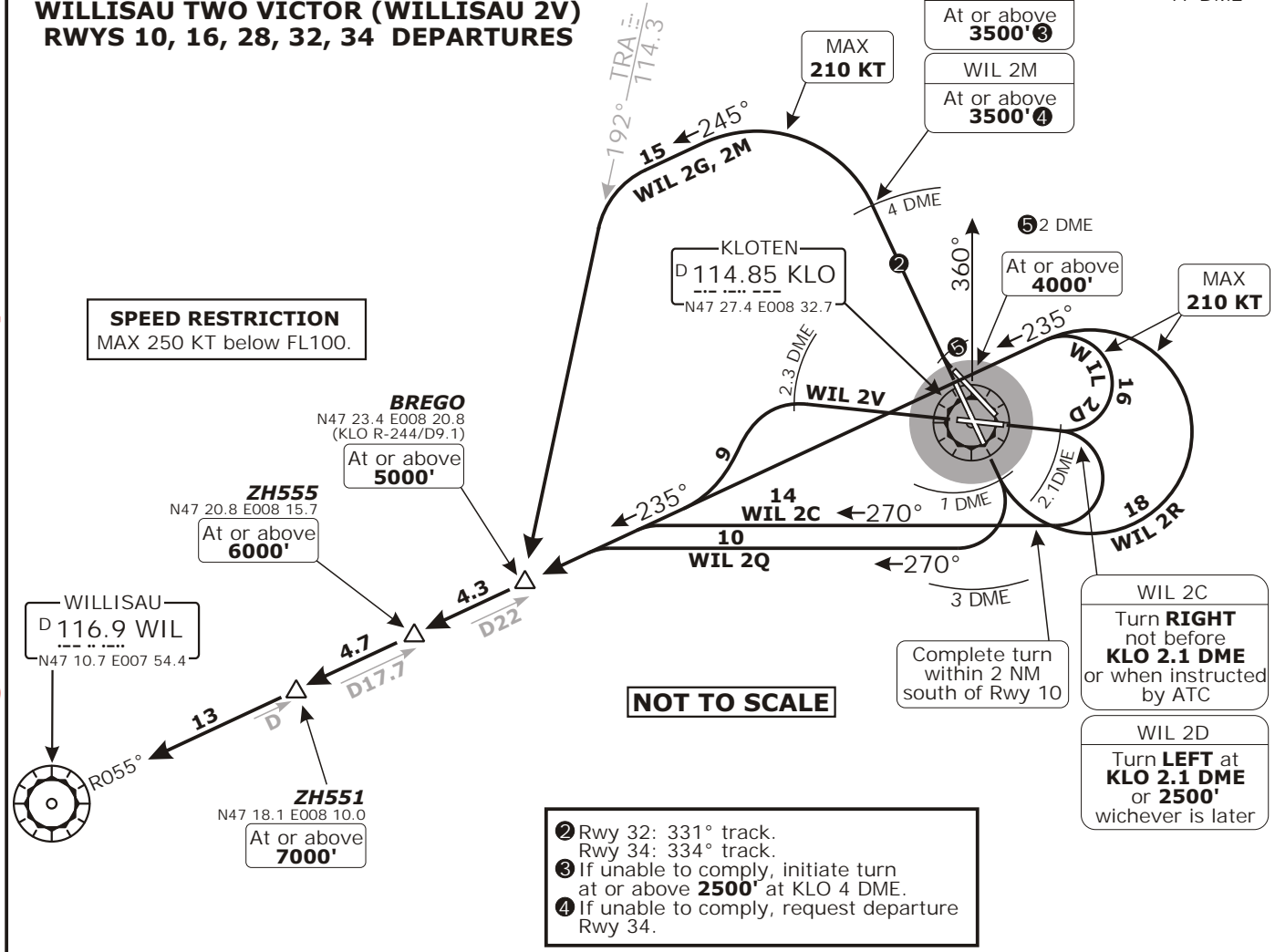
① 5900' within 17 DME

**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.



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

- 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.

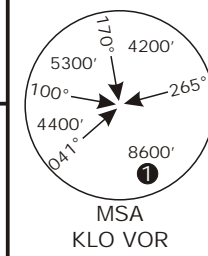
Initial climb clearance **5000'**

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.

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

**ZURICH EAST ONE DELTA (ZURICH EAST 1D)  
ZURICH EAST TWO FOXTROT (ZURICH EAST 2F)  
ZURICH EAST ONE GOLF (ZURICH EAST 1G)  
ZURICH EAST TWO LIMA (ZURICH EAST 2L)  
ZURICH EAST ONE MIKE (ZURICH EAST 1M)  
ZURICH EAST ONE ROMEO (ZURICH EAST 1R)  
ZURICH EAST ONE VICTOR (ZURICH EAST 1V)  
RWYS 10, 16, 28, 32, 34 DEPARTURES**

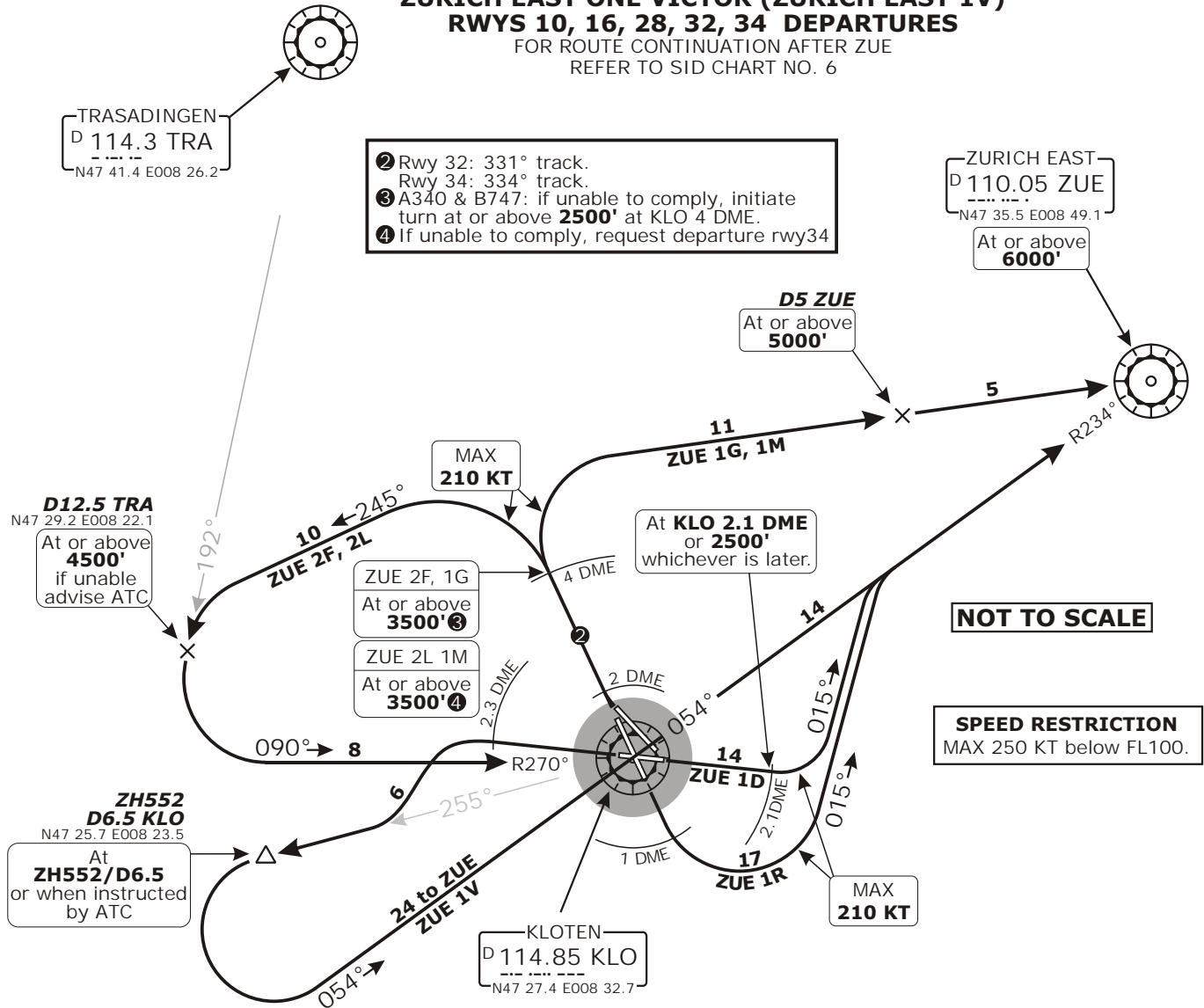
FOR ROUTE CONTINUATION AFTER ZUE  
REFER TO SID CHART NO. 6

TRASADINGEN  
D 114.3 TRA  
N47 41.4 E008 26.2

- ② Rwy 32: 331° track.  
Rwy 34: 334° track.
- ③ A340 & B747: if unable to comply, initiate turn at or above **2500'** at KLO 4 DME.
- ④ If unable to comply, request departure rwy34

ZURICH EAST  
D 110.05 ZUE  
N47 35.5 E008 49.1

At or above **6000'**



**NOT TO SCALE**

**SPEED RESTRICTION**  
MAX 250 KT below FL100.

Initial climb clearance **5000'**

SID	RWY	ROUTING
<b>ZUE 1D</b>	<b>10</b>	Straight ahead to KLO 2.1 DME or <b>2500'</b> , whichever is later, turn LEFT, 015° track, intercept ZUE R-234 inbound to ZUE.
<b>ZUE 2F</b>	<b>34</b>	334° track, at KLO 4 DME turn LEFT, 245° track, intercept TRA-192, intercept KLO R-270 inbound to KLO, intercept ZUE R-234 inbound to ZUE.
<b>ZUE 1G</b>		334° track, at KLO 4 DME turn RIGHT to ZUE.
<b>ZUE 2L</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, intercept KLO R-270 inbound to KLO, intercept ZUE R-234 inbound to ZUE.
<b>ZUE 1M</b>		Straight ahead to KLO 2 DME, turn RIGHT, 331° track, at KLO 4 DME turn RIGHT to ZUE.
<b>ZUE 1R</b>	<b>16</b>	Climb straight ahead, - if in VMC turn LEFT as soon as possible, but before KLO 1 DME, maintain visual ground contact up to 2800', or - if in IMC turn LEFT (MAX IAS 210KT) at 2400', or KLO 2.4 DME, whichever is earlier. Earliest turning point KLO 1 DME. 015° track, intercept ZUE R-234 inbound to ZUE.
<b>ZUE 1V</b>	<b>28</b>	Straight ahead to KLO 2.3 DME, turn LEFT, intercept KLO R-255, at ZH552/D6.5 KLO or when instructed by ATC turn LEFT, intercept ZUE R-234 inbound to ZUE.

CHANGES: SID designator corrected