

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BIRMINGHAM
RWY 15
DTY 2Y**

WAYPOINTS	
BBS02	: 522444.88N 0014207.45W
BBS04	: 522255.49N 0014122.39W
BBS06	: 522110.45N 0013957.14W
BBE09	: 522034.31N 0013441.32W
BBE12	: 521852.78N 0012919.09W
BBE16	: 521652.24N 0012341.05W
BBE19	: 521521.65N 0011927.86W
DTY	: 521048.51N 0010649.64W

TWR	118.305	BIRMINGHAM TOWER
	121.930	BIRMINGHAM DELIVERY
	121.805	BIRMINGHAM GROUND
RAD	123.980	BIRMINGHAM RADAR

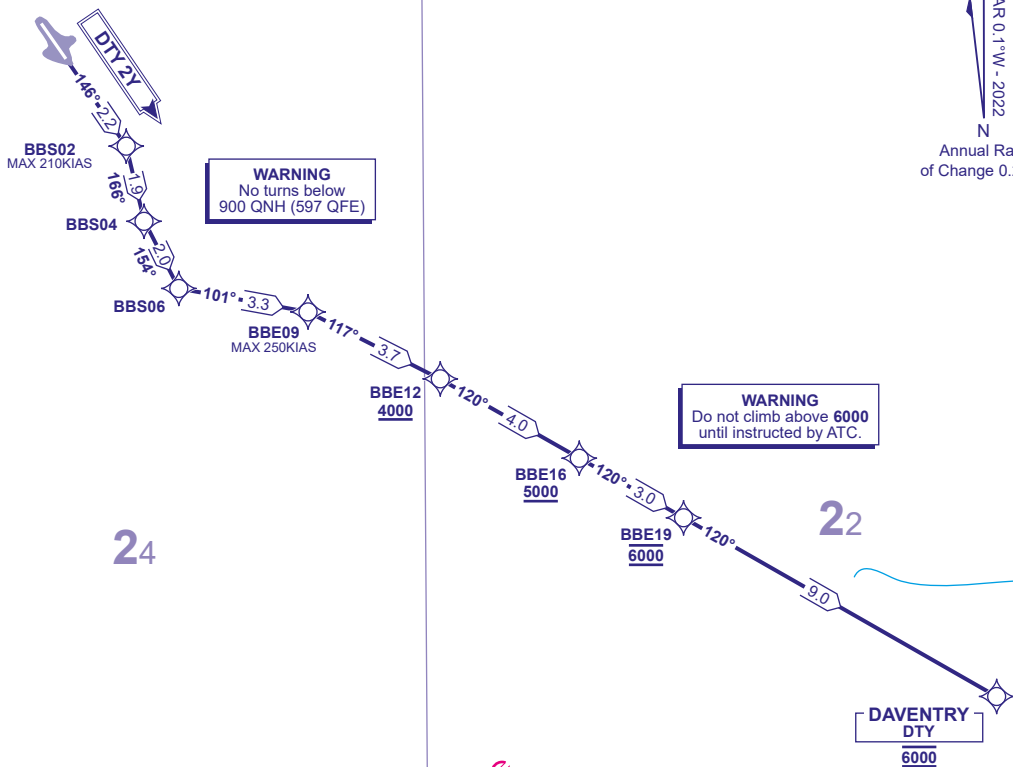
TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	26

26

24

5230N

5230N



VAR 0.1°W - 2022
N
Annual Rate
of Change 0.20°E

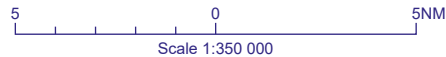
24

22

**DAVENTRY
DTY
6000**

D213
2400
SFC

R204
2200
SFC



DTY 2Y Climb straight ahead to **BBS02**, then right to **BBS04**, then left to **BBE06**, then left to **BBE09**, L10 (FL150 and below), L608, P166.
RWY 15 then right to **BBE12** - **BBE16** - **BBE19** - **DTY**.

- NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below FL100 unless authorised by ATC.

ADDITIONAL RNAV DATA

1. DME/DME only procedure: areas of no coverage and limited redundancy are present below 2000 therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION

- RNAV1 SIDs reflect Noise Preferential Routings. See EGBB AD 2.21 Noise Abatement Procedures
- After departure, aircraft shall remain on the Tower frequency until instructed.
- En-route cruising levels will be issued after take-off by 'London Control'.
- Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

CHANGE (13/20): MAG VAR. MAG TRACKS. VOR REFERENCES REMOVED. AIRWAY REFERENCES.