

**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 15/33
LUVUM 1L 1M**

TRANSITION ALTITUDE
6000
AREA MNM ALT (x100)
26

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

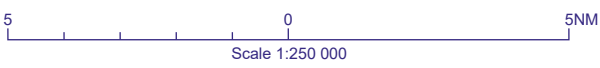
WAYPOINTS

BBN30	: 522936.66N 0014731.80W
BBN32	: 523953.60N 0014525.83W
BBE23	: 522403.94N 0014122.06W
BBE24	: 522440.75N 0013654.85W
BBE25	: 522719.64N 0013546.02W
BBN11	: 523043.41N 0013605.25W
BBN12	: 523819.32N 0014132.49W
LUVUM	: 524252.01N 0014449.21W



WARNING
Do not climb above **6000**
until instructed by ATC.

WARNING
No turns below
839 QNH (500 QFE)



LUVUM 1L Climb straight ahead to **BBE23**, left to **BBE24**, left to **BBE25**, left to **BBN11** then left to **BBN12** - **LUVUM**.
RWY 15

LUVUM 1M Climb straight ahead to **BBN30**, right to **BBN32** - **LUVUM**.
RWY 33

NOTE 1. Close-in obstacles exist for RWY 15/33 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
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

CHANGE (13/20): MAG VAR. MAG TRACKS.