

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

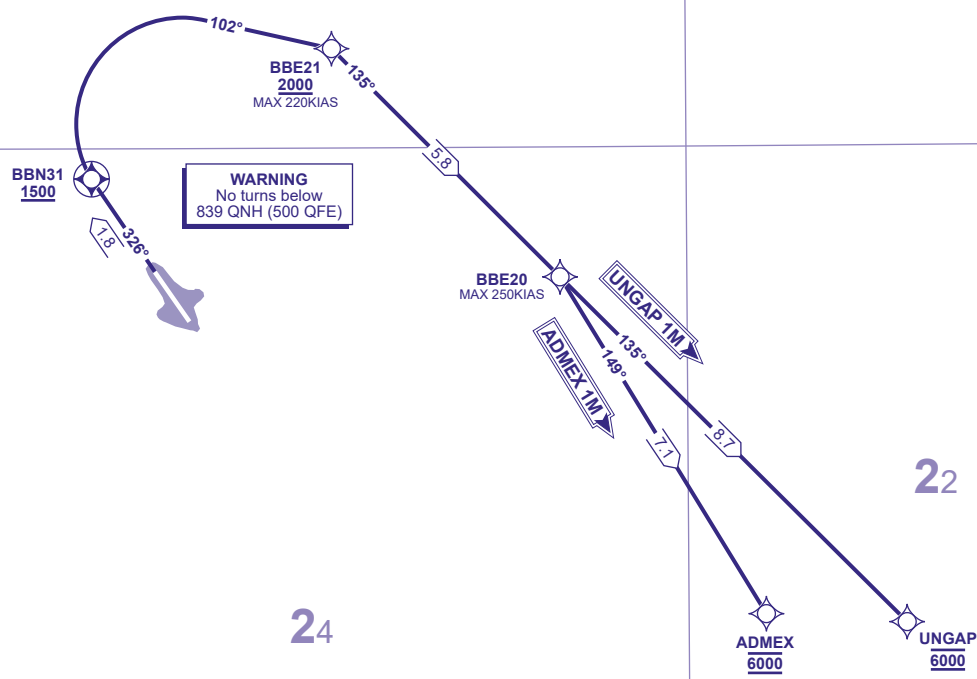
WAYPOINTS
BBN31 : 522927.66N 0014721.79W
BBE21 : 523146.48N 0014020.35W
BBE20 : 522741.03N 0013341.83W
ADMEX : 522139.20N 0012744.81W
UNGAP : 522129.49N 0012338.97W

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

26

24

5230N 5230N



WARNING
No turns below
839 QNH (500 QFE)

WARNING
Do not climb above 6000
until instructed by ATC.

5 0 5NM
Scale 1:250 000

ADMEX 1M RWY 33	Climb straight ahead to BBN31 , right to intercept a course of 102° to BBE21 , right to BBE20 , right to ADMEX .	Y321 southbound.
UNGAP 1M RWY 33	Climb straight ahead to BBN31 , right to intercept a course of 102° to BBE21 , right to BBE20 - UNGAP .	M189 southbound.

NOTE 1. Close-in obstacles exist for RWY 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'.