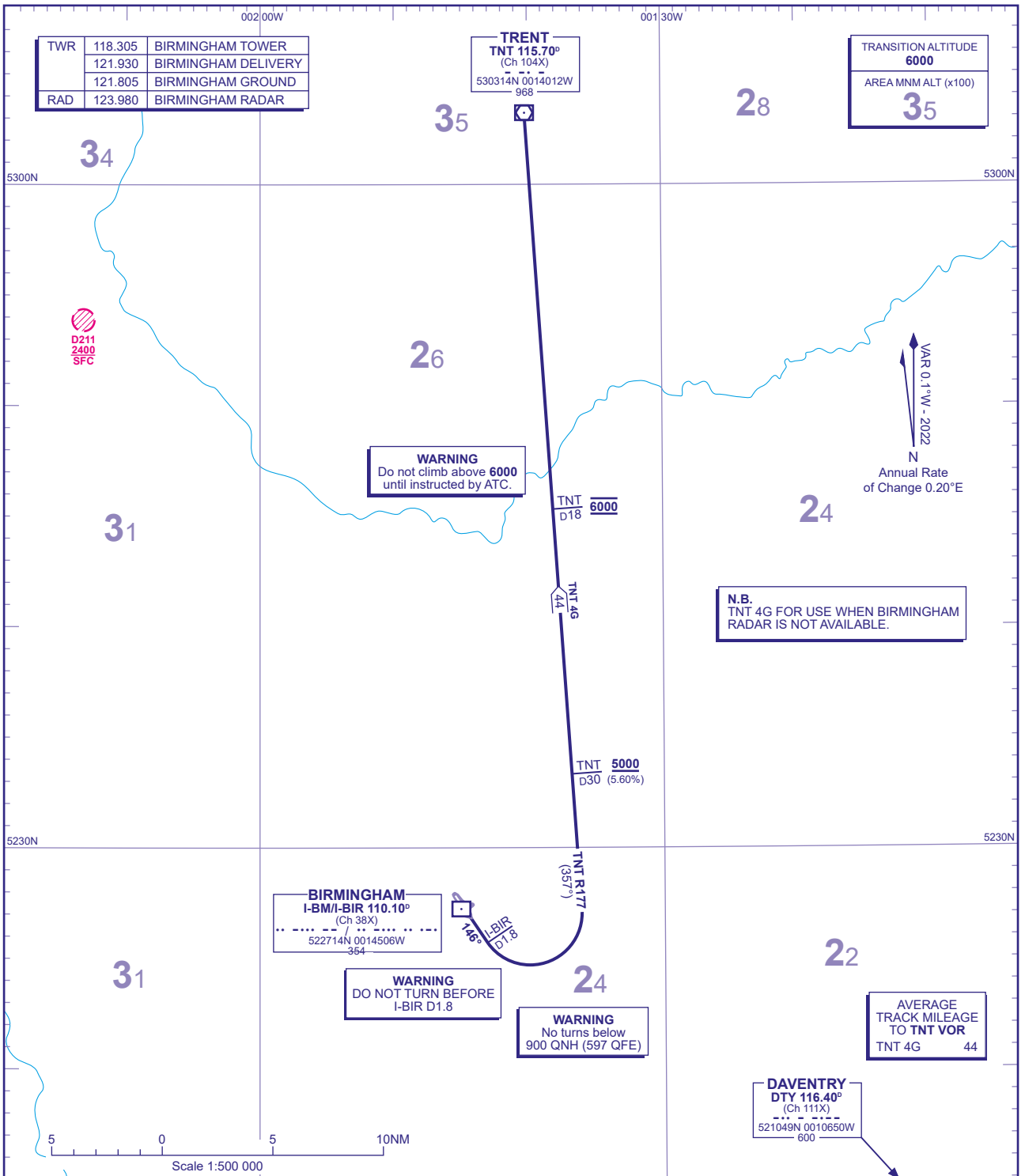
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

BIRMINGHAM
RWY 15
TNT 4G



TNT 4G (non radar) RWY 15	Climb straight ahead to **I-BIR** D1.8 or **900** whichever is later (MAX 210 KIAS), then turn left onto **TNT VOR** R177 (MAX 250 KIAS when established) to **TNT VOR**. Cross **TNT** D30 **5000 or above** (5.6%). Cross **TNT** D18 at **6000**.

N57 Northbound, M868, L60, L603 Eastbound and inbound to Manchester.

DTY

GENERAL INFORMATION

1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD2.10 Aerodrome Obstacles.
2. SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 for Noise Abatement Procedures.
3. Climb gradients in excess of 3.3% are necessary for ATC separation purposes.
4. RWY 15 obstacle requirement climb gradient 5.2% to 500 AAL.
5. Maximum 250KIAS below FL100 unless otherwise authorised.
6. After departure, aircraft shall remain on the Tower frequency until instructed.
7. En route cruising levels will be allocated after take-off by 'Scottish Control'. **Do not climb above SID level until cleared by ATC**.
8. Report callsign, SID designator, current altitude and cleared level on first contact with 'Scottish Control'.
9. Expect first CPDLC Data Link Authority to be EGPX (Airways UP6, UN601) or EGTT (Airways UL70, L603).

CHANGE (1/21): AREA MNM ALT FIGURE REVISED.