



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
1. RNAV1 SIDs reflect Noise Preferential Routings. 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 'Scottish Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'Scottish Control'.
5. Expect first CPDLC Data Link Authority to be EGPM (Airways UP6, UN601) or EGTT (Airways UL70, L603).