

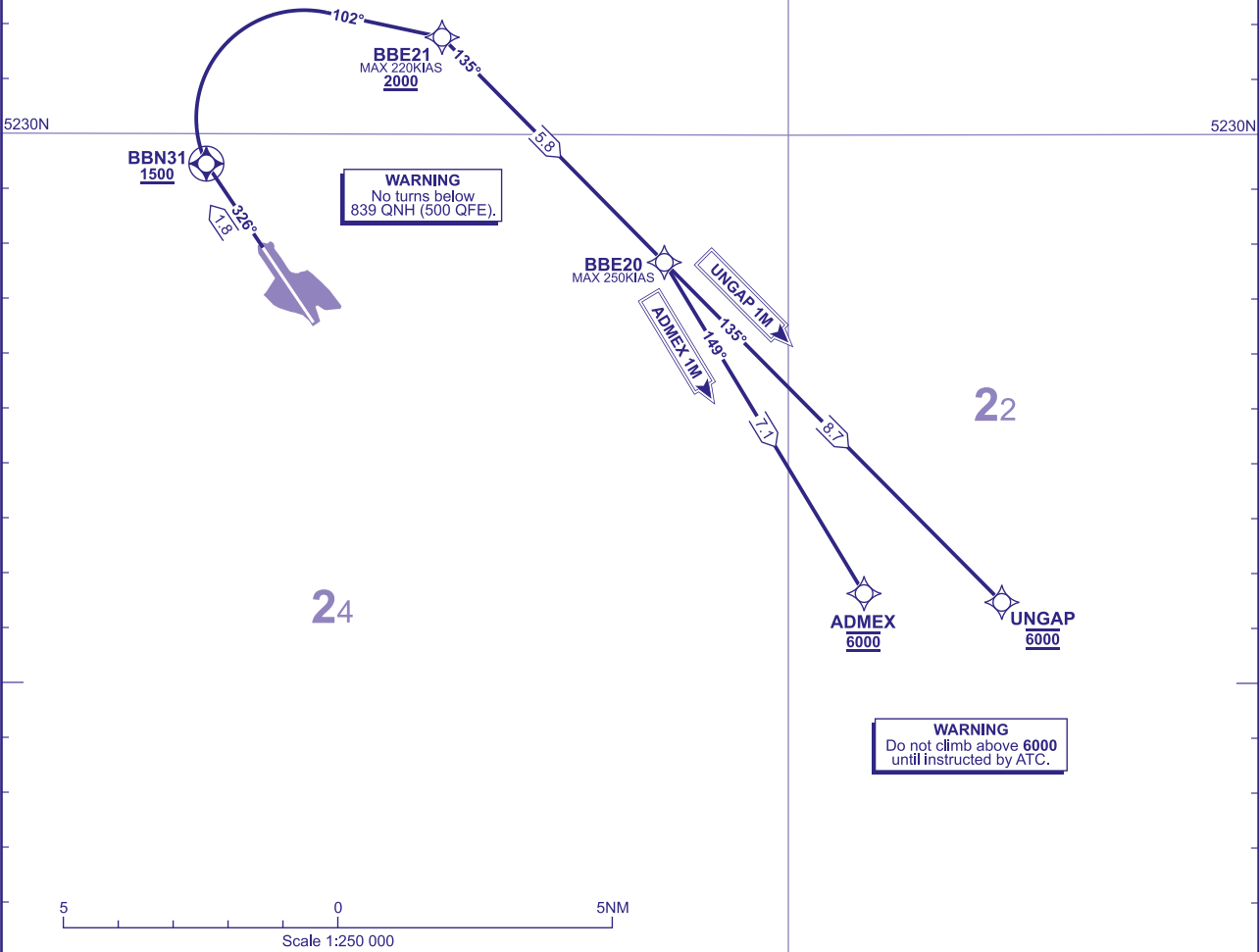
RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

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

BIRMINGHAM
RWY 33
ADMEX 1M UNGAP 1M

TRANSITION ALTITUDE 6000	TWR	118.305	BIRMINGHAM TOWER
AREA MNM ALT (x100) 26		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



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 .	L608, P155.

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. 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'.

GENERAL INFORMATION

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