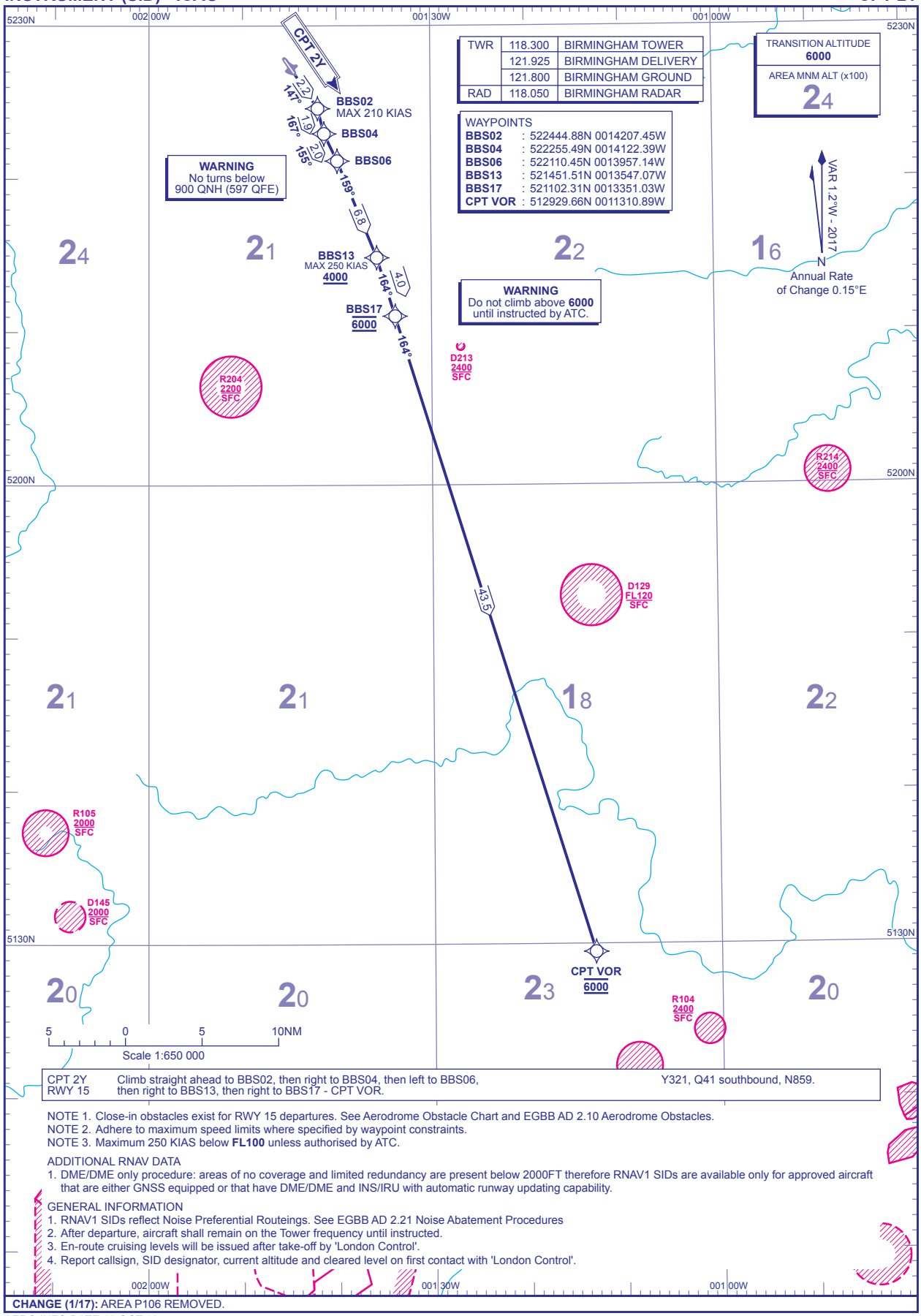
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BIRMINGHAM
RWY 15
CPT 2Y



TWR	118.300	BIRMINGHAM TOWER
	121.925	BIRMINGHAM DELIVERY
	121.800	BIRMINGHAM GROUND
RAD	118.050	BIRMINGHAM RADAR

WAYPOINTS

BBS02	: 522444.88N 0014207.45W
BBS04	: 522255.49N 0014122.39W
BBS06	: 522110.45N 0013957.14W
BBS13	: 521451.51N 0013547.07W
BBS17	: 521102.31N 0013351.03W
CPT VOR	: 512929.66N 0011310.89W

CPT 2Y RWY 15	Climb straight ahead to BBS02, then right to BBS04, then left to BBS06, then right to BBS13, then right to BBS17 - CPT VOR.	Y321, Q41 southbound, N859.

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 250 KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below 2000FT 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 (1/17): AREA P106 REMOVED.
AERO INFO DATE 10 OCT 16