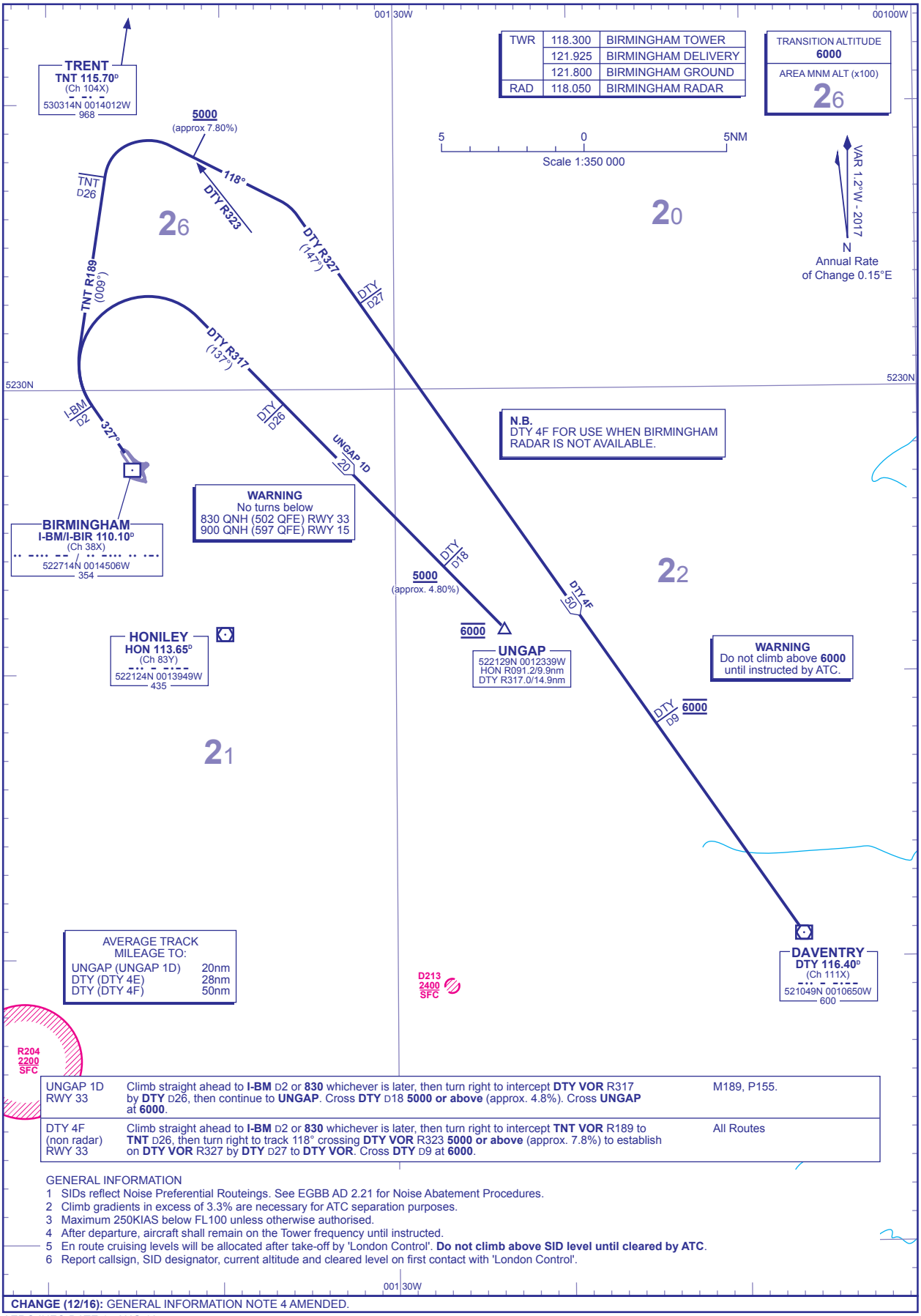
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

BIRMINGHAM
RWY 33
UNGAP 1D DTY 4F



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

UNGAP 1D RWY 33	Climb straight ahead to **I-BM** D2 or **830** whichever is later, then turn right to intercept **DTY VOR** R317 by **DTY** D26, then continue to **UNGAP**. Cross **DTY** D18 **5000 or above** (approx. 4.8%). Cross **UNGAP** at **6000**.	M189, P155.
DTY 4F (non radar) RWY 33	Climb straight ahead to **I-BM** D2 or **830** whichever is later, then turn right to intercept **TNT VOR** R189 to **TNT** D26, then turn right to track 118° crossing **DTY VOR** R323 **5000 or above** (approx. 7.8%) to establish on **DTY VOR** R327 by **DTY** D27 to **DTY VOR**. Cross **DTY** D9 at **6000**.	All Routes

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 for Noise Abatement Procedures.
2 Climb gradients in excess of 3.3% are necessary for ATC separation purposes.
3 Maximum 250KIAS below FL100 unless otherwise authorised.
4 After departure, aircraft shall remain on the Tower frequency until instructed.
5 En route cruising levels will be allocated after take-off by 'London Control'. **Do not climb above SID level until cleared by ATC**.
6 Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

CHANGE (12/16): GENERAL INFORMATION NOTE 4 AMENDED.
AERO INFO DATE 17 AUG 16