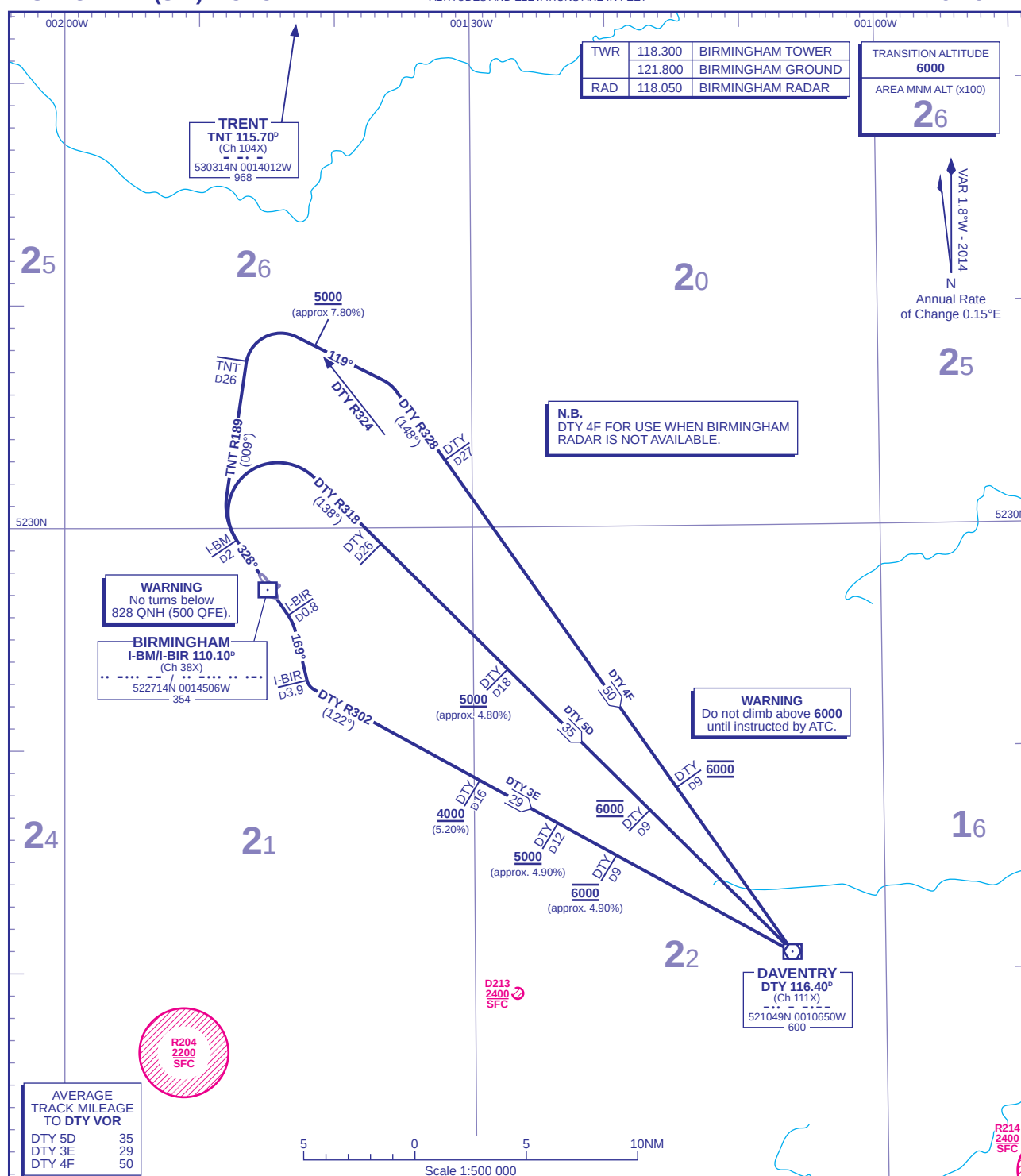


BIRMINGHAM
DAVENTRY 5D 3E 4F

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



DTY 5D RWY 33	Climb straight ahead to I-BM D2 or 500 QFE whichever is later, then turn right to intercept DTY VOR R318 by DTY D26, then continue to DTY VOR . Cross DTY D18 5000 or above (approx. 4.8%). Cross DTY D9 at 6000 .	L10 Southbound (FL150 and below). M189, P155, P166 Eastbound.
DTY 3E RWY 35	Climb straight ahead to I-BIR D0.8 or 500 QFE whichever is later, then turn right to track 169°. At I-BIR D3.9 turn left to establish on DTY VOR R302 to DTY VOR . Cross DTY D16 4000 or above (approx. 5.2%). Cross DTY D12 5000 or above (approx. 4.9%). Cross DTY D9 at 6000 (approx. 4.9%).	L10 Southbound (FL150 and below). M189, P155, P166 Eastbound.
DTY 4F (non radar) RWY 33	Climb straight ahead to I-BM D2 or 500 QFE whichever is later, then turn right to intercept TNT VOR R189 to TNT D26, then turn right to track 119° crossing DTY VOR R324 5000 or above (approx. 7.8%) to establish on DTY VOR R328 by DTY D27 to DTY VOR . Cross DTY D9 at 6000 .	All Routes

1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 for Noise Abatement Procedures.

1. SIDS reflect Noise Preferential Routings. 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. Unless otherwise instructed, departing aircraft are to contact Birmingham Radar on 118.050 MHz as soon as practicable after passing 2000 QNH.
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 (2/14): MAG VAR. I-BM/I-BIR DME COORDINATES AND ELEVATION. DTY 3E I-BIR DME DISTANCES.

AERO INFO DATE 19 NOV 13