CODING TABLE

| Identification | Aerodrome | Chart Code | AIRAC AMDT |
| :---: | :---: | :---: | :---: |
| SID EDSAM 1B RWY27 | MANAUS / Ponta Pelada, MIL (SBMN) | SBMN_SID_01J | 02 JAN 20 |


| Seq | Transition | Path Terminator | Navaid / <br> Fix / WPT | Type / <br> Function | Flyover $(\mathrm{Y} / \mathrm{N})$ | Navaid | Course Mag (True) | Dist <br> (NM) | Turn <br> (L/R) | IAS <br> (KT) | Altitude (FT) | Gradient (\%) | Perform. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RWY 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 010 | Runway | VA | --- | --- | N | MNS | 272 () | --- | --- | -- | +2000 | --- | --- |
| 020 | Runway | VD | --- | --- | N | MNS | 280 () | 15.2 | R | --- | --- | --- | --- |
| 030 | Runway | AF | EDSAM | --- | N | MNS | --- | --- | R | --- | --- | --- | --- |
| TRNS AGTAL |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 010 | Enroute | IF | EDSAM | -- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | AF | MNS07 ${ }^{4}$ | --- | N | MNS | --- | --- | --- | --- | -9000 | --- | --- |
| 030 | Enroute | AF | MNS03 ${ }^{8}$ | --- | N | MNS | --- | --- | --- | --- | +10000 | --- | --- |
| 040 | Enroute | AF | DALOD | --- | N | MNS | --- | --- | --- | --- | --- | --- | --- |
| 050 | Enroute | CF | AGTAL | --- | N | MNS | 080 () | 21.0 | L | - | -- | --- | --- |
| TRNS BINAS |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 010 | Enroute | IF | EDSAM | --- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | CF | MNS27 ${ }^{1}$ | --- | N | MNS | $3061)$ | 20.8 | --- | --- | -9000 | --- | --- |
| 030 | Enroute | CF | BINAS | --- | N | MNS | 306 () | 15.2 | --- | --- | --- | -- | --- |
| TRNS ISIVA |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 010 | Enroute | IF | EDSAM | --- | N | --- | --- | --- | --- | - | --- | --- | --- |
| 020 | Enroute | AF | MNS07 ${ }^{4}$ | --- | N | MNS | --- | --- | --- | --- | -9000 | --- | --- |


| 030 | Enroute | AF | MNSO4 ${ }^{7}$ | --- | N | MNS | --- | --- | --- | --- | --- | --- | --- |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 040 | Enroute | CF | ISIVA | --- | N | MNS | 021 () | 24.2 | L | --- | --- | --- | --- |
| TRNS KAMIR |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 010 | Enroute | IF | EDSAM | -- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | AF | MNS08 ${ }^{2}$ | --- | N | MNS | -- | --- | --- | --- | --- | --- | --- |
| 030 | Enroute | CF | MNS09 ${ }^{3}$ | --- | N | MNS | 319 () | 9.8 | L | --- | -9000 | --- | --- |
| 040 | Enroute | CF | KAMIR | --- | N | MNS | 319 () | 18.6 | --- | -- | --- | --- | --- |
| TRNS KIGUX |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 010 | Enroute | IF | EDSAM | -- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | AF | MNS07 ${ }^{4}$ | -- | N | MNS | --- | --- | --- | --- | -9000 | - | --- |
| 030 | Enroute | AF | MNS05 ${ }^{6}$ | -- | N | MNS | --- | --- | --- | --- | --- | --- | --- |
| 040 | Enroute | CF | KIGUX | --- | N | MNS | 009 () | 24.7 | L | --- | --- | --- | --- |
| TRNS SIPOX |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 010 | Enroute | IF | EDSAM | -- | N | --- | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | AF | MNS07 ${ }^{4}$ | -- | N | MNS | --- | --- | --- | --- | -9000 | --- | - |
| 030 | Enroute | AF | MNS06 ${ }^{5}$ | --- | N | MNS | --- | - | --- | --- | --- | --- | --- |
| 040 | Enroute | CF | SIPOX | --- | N | MNS | 004 ( ) | 25.6 | L | -- | --- | --- | --- |
| TRNS TEPEM |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 010 | Enroute | IF | EDSAM | --- | N | MNS | --- | --- | --- | --- | --- | --- | --- |
| 020 | Enroute | AF | MNS07 ${ }^{4}$ | --- | N | MNS | -- | --- | -- | - | -9000 | --- | - |
| 030 | Enroute | AF | MNS03 ${ }^{8}$ | --- | N | MNS | --- | --- | --- | --- | +10000 | --- | --- |
| 040 | Enroute | CF | TEPEM | --- | N | MNS | 056 () | 22.1 | L | --- | --- | --- | --- |

${ }^{1}$ Altitude restriction (for coding purpose only) = fictitious point at 36.0 DME MNS on 306 RDL MNS.
${ }^{2}$ Fictitious point $=$ intersection between 15.2 DME MNS arc and 319 RDL MNS.
${ }^{3}$ Altitude restriction (for coding purpose only) = fictitious point at 25.0 DME MNS on 319 RDL MNS.
${ }^{4}$ Altitude restriction (for coding purpose only) = fictitious point at intersection between 15.2 DME MNS arc and 351 RDL MNS.
${ }^{5}$ Fictitious point $=$ intersection between 15.2 DME MNS arc and 004 RDL MNS.
${ }^{6}$ Fictitious point $=$ intersection between 15.2 DME MNS arc and 009 RDL MNS.
${ }^{7}$ Fictitious point) $=$ intersection between 15.2 DME MNS arc and 021 RDL MNS.
${ }^{8}$ Fictitious point $=$ intersection between 15.2 DME MNS arc and 056 RDL MNS.

| Ident | Latitude / Longitude (WGS84) <br> DD:MM:SS.SS |
| :---: | :---: |
| MNS | S 03:02:24.11W 60:03:17.06 |
| EDSAM | S 02:56:55.98W 60:17:29.48 |
| MNS27 | S 02:49:27.65W 60:36:53.14 |
| BINAS | S 02:43:58.80W 60:51:06.00 |
| MNS08 | S 02:54:02.77W 60:16:01.55 |
| MNS09 | S 02:48:40.52W 60:24:14.74 |
| KAMIR | S 02:38:28.20W 60:39:45.60 |
| MNS07 | S 02:48:27.16W 60:09:31.33 |
| MNS06 | S 02:47:24.47W 60:06:16.99 |
| SIPOX | S 02:22:12.60W 60:11:19.20 |
| MNS05 | S 02:47:11.91W 60:04:56.44 |
| KIGUX | S 02:22:35.40W 60:07:37.20 |
| MNS04 | S 02:47:10.87W 60:01:47.70 |
| ISIVA | S 02:23:00.00W 59:59:25.80 |
| MNS03 | S 02:50:41.59W 59:53:29.85 |
| TEPEM | S 02:33:42.60W 59:39:18.60 |
| DALOD | S 02:55:53.20W 59:49:31.26 |
| MNS01 | S 02:51:16.19W 59:39:46.41 |
| AGTAL | S 02:46:53.40W 59:30:31.80 |


| DER | Latitude / Longitude (WGS84) DD:MM:SS.SS | Elevation (FT) |
| :---: | :---: | :---: |
| 27 | S 03:08:54.12 W 59:59:44.83 | 247.70 ft MSL |


| COD |  |
| :---: | :---: |
| + | Meaning |
| - | AT OR BELOW |
| $=$ | MANDATORY |
|  | RECOMMENDED |
| SDF | STEPDOWN FIX |
| Y | YES |
| N | NO |
| L | LEFT |
| R | RIGHT |

