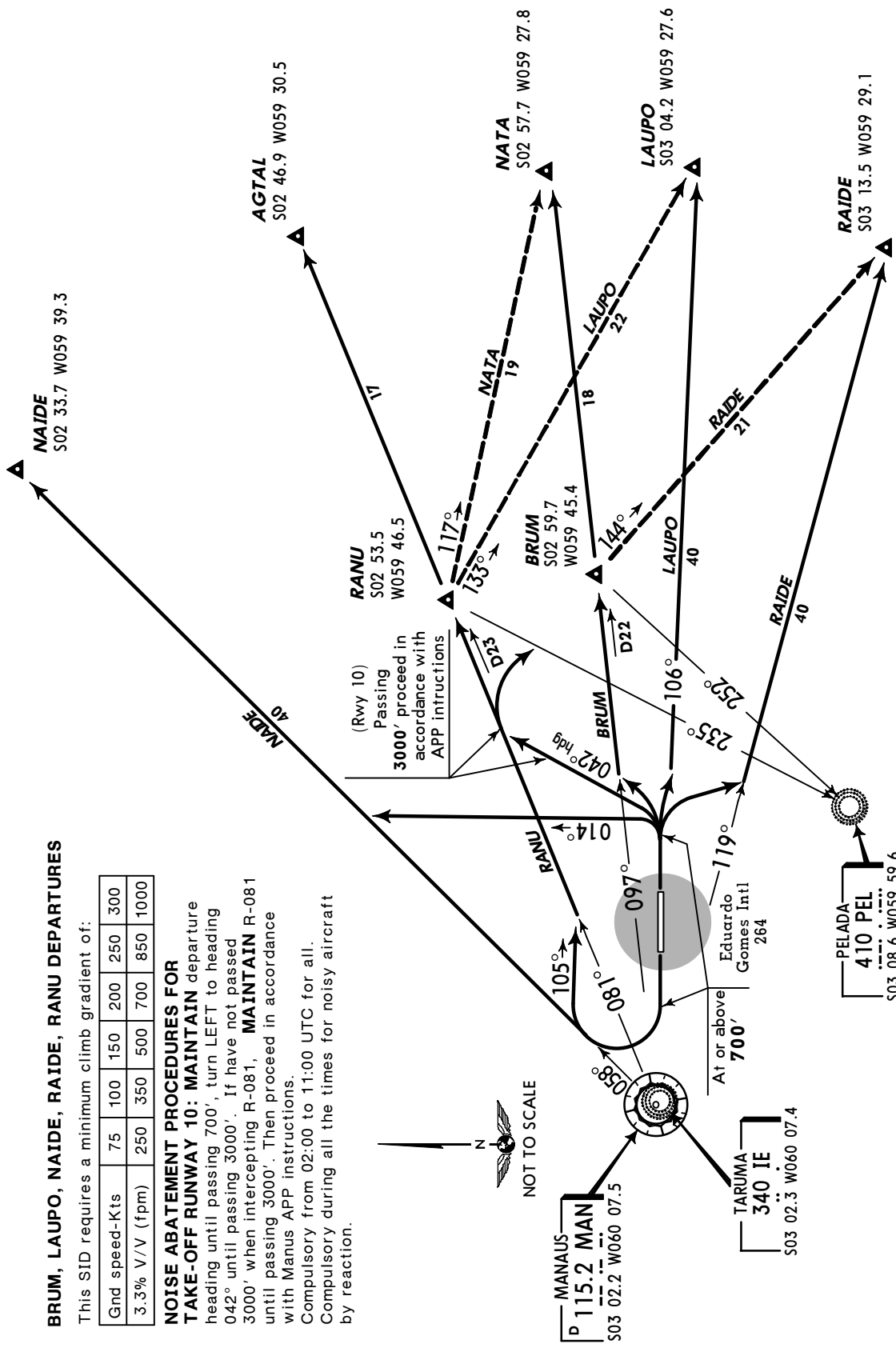


TRANS LEVEL: BY ATC
 TRANS ALT: 2000'

BRUM, LAUPO, NAIDE, RAIDE, RANU DEPARTURES
 [BRUM] [LAUPO] [NAIDE] [RAIDE] [RANU]



BRUM, LAUPO, NAIDE, RAIDE, RANU DEPARTURES

This SID requires a minimum climb gradient of:

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000

NOISE ABATEMENT PROCEDURES FOR TAKE-OFF RUNWAY 10: MAINTAIN

departure heading until passing 700', turn LEFT to heading 042° until passing 3000'. If have not passed 3000' when intercepting R-081, **MAINTAIN** R-081 until passing 3000'. Then proceed in accordance with Manus APP instructions. Compulsory from 02:00 to 11:00 UTC for all. Compulsory during all the times for noisy aircraft by reaction.

SID

JEPPESEN

19 JUL 02 (20-3A)

MANAUS, BRAZIL
EDUARDO GOMES INTL

TRANS LEVEL: BY ATC
TRANS ALT: 2000'

EGON 1, FIAT 1 DEPARTURES

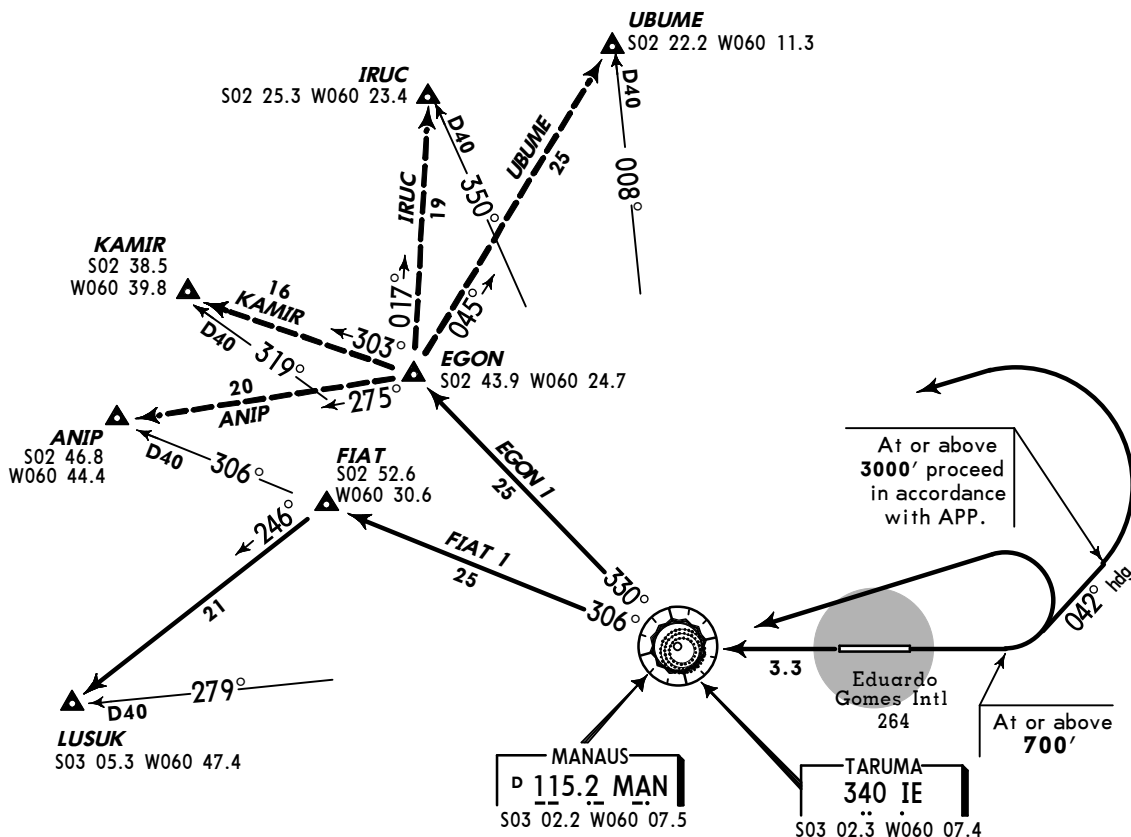
These SIDs require a minimum climb gradient of:

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000

NOISE ABATEMENT PROCEDURES FOR TAKE-OFF RUNWAY 10: MAINTAIN runway heading at or above 700' turn LEFT to heading 042°. At or above 3000' proceed in accordance with Manaus APP instructions.

DEPARTURE

Rwy 10: MAINTAIN runway heading, at or above 700' turn LEFT direct to MAN VOR. Proceed in accordance with Manaus APP instructions.



TRANS LEVEL: BY ATC
TRANS ALT: 2000'

MADE 1 DEPARTURE

This SID requires a minimum climb gradient of:

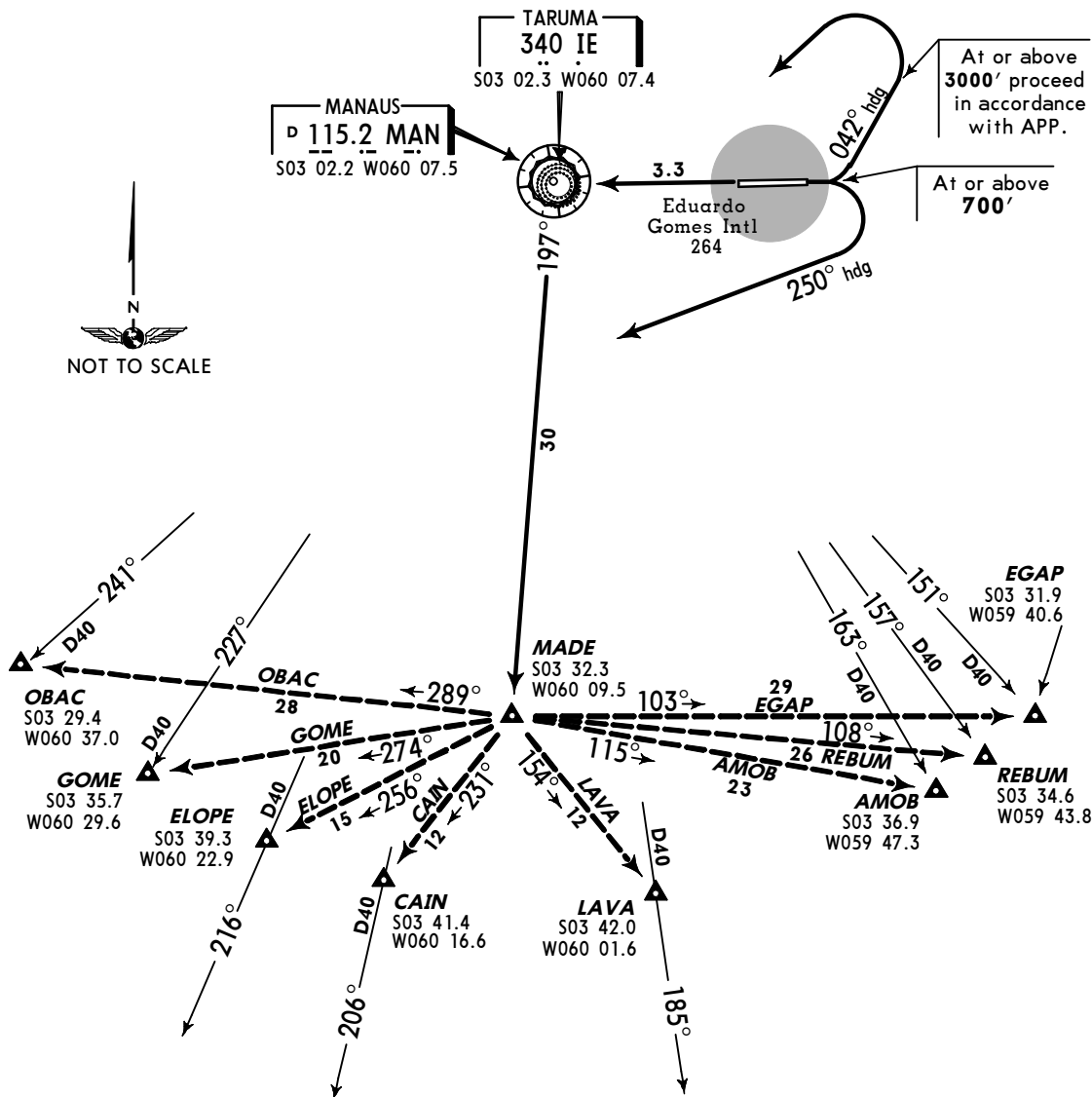
Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000

Made 1 Departure from Rwy 10 requires previous coordination with Manaus Approach/Tower.

NOISE ABATEMENT PROCEDURES FOR TAKE-OFF RUNWAY 10: MAINTAIN runway heading, at or above 700' turn LEFT to heading 042°. At or above 3000' proceed in accordance with Manaus APP instructions.

DEPARTURE

Rwy 10: MAINTAIN runway heading, at or above 700' turn RIGHT to heading 250°. Proceed in accordance with Manaus APP instructions.



TRANS LEVEL: BY ATC
TRANS ALT: 2000'

MANAUS 1 DEPARTURE

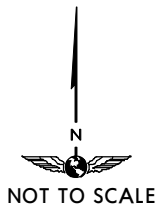
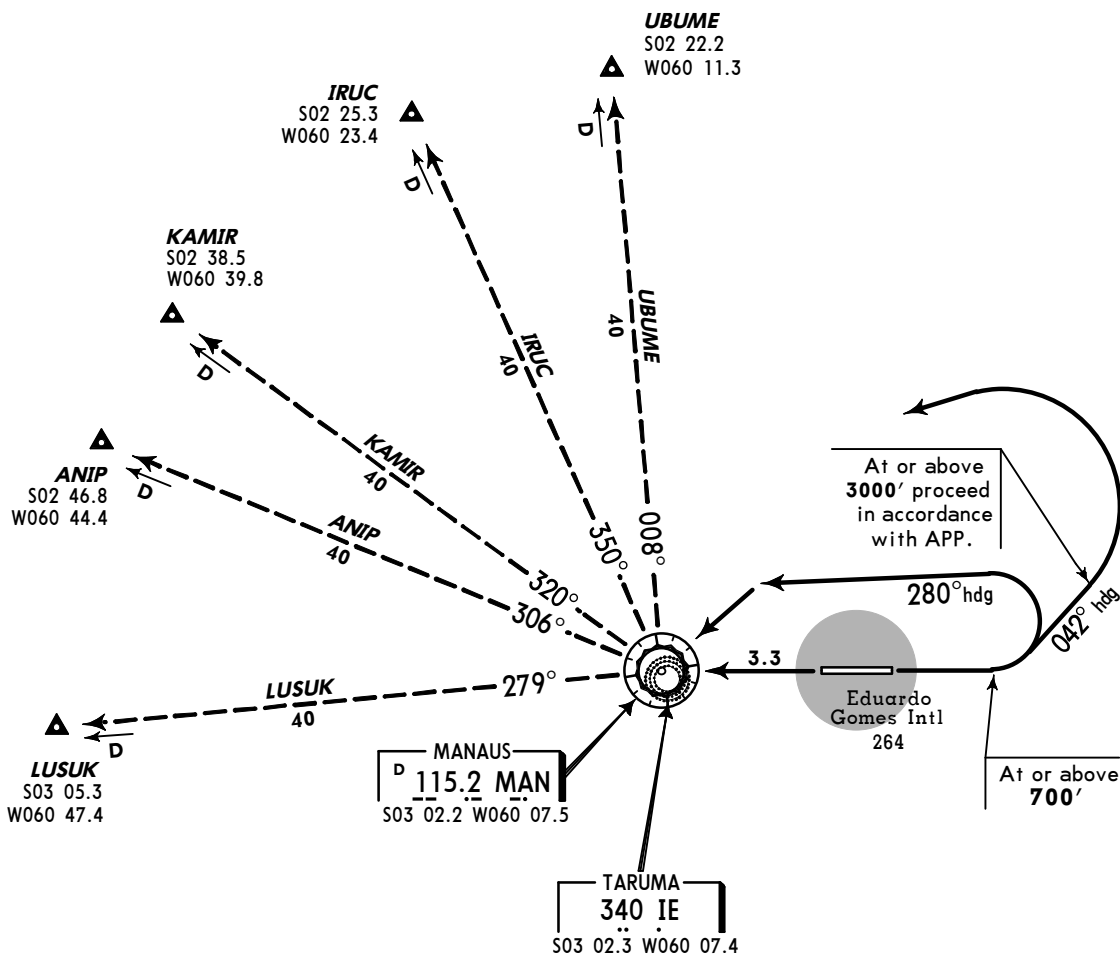
This SID requires a minimum climb gradient of:

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000

NOISE ABATEMENT PROCEDURES FOR TAKE-OFF RUNWAY 10: MAINTAIN runway heading, at or above 700' turn LEFT to heading 042°. At or above 3000' proceed in accordance with Manaus APP instructions.

DEPARTURE

Rwy 10: MAINTAIN runway heading, at or above 700' turn LEFT to heading 280°. Proceed in accordance with Manaus APP instructions.



SID

JEPPESEN

19 JUL 02 **(20-3D)**

MANAUS, BRAZIL
EDUARDO GOMES INTL

TRANS LEVEL: BY ATC
TRANS ALT: 2000'

MANAUS 2, REBUM 1 DEPARTURES

These SIDs require a minimum climb gradient of:

Gnd speed-Kts	75	100	150	200	250	300
3.3% V/V (fpm)	250	350	500	700	850	1000

TAKE-OFF RUNWAY 10/28:

Rebum 1 departure requires previous coordination with Manaus Approach/Tower.

NOISE ABATEMENT PROCEDURES FOR TAKE-OFF RUNWAY 10: MAINTAIN

runway heading, at or above 700' turn LEFT to heading 042°. At or above 3000' proceed in accordance with Manaus APP instructions.

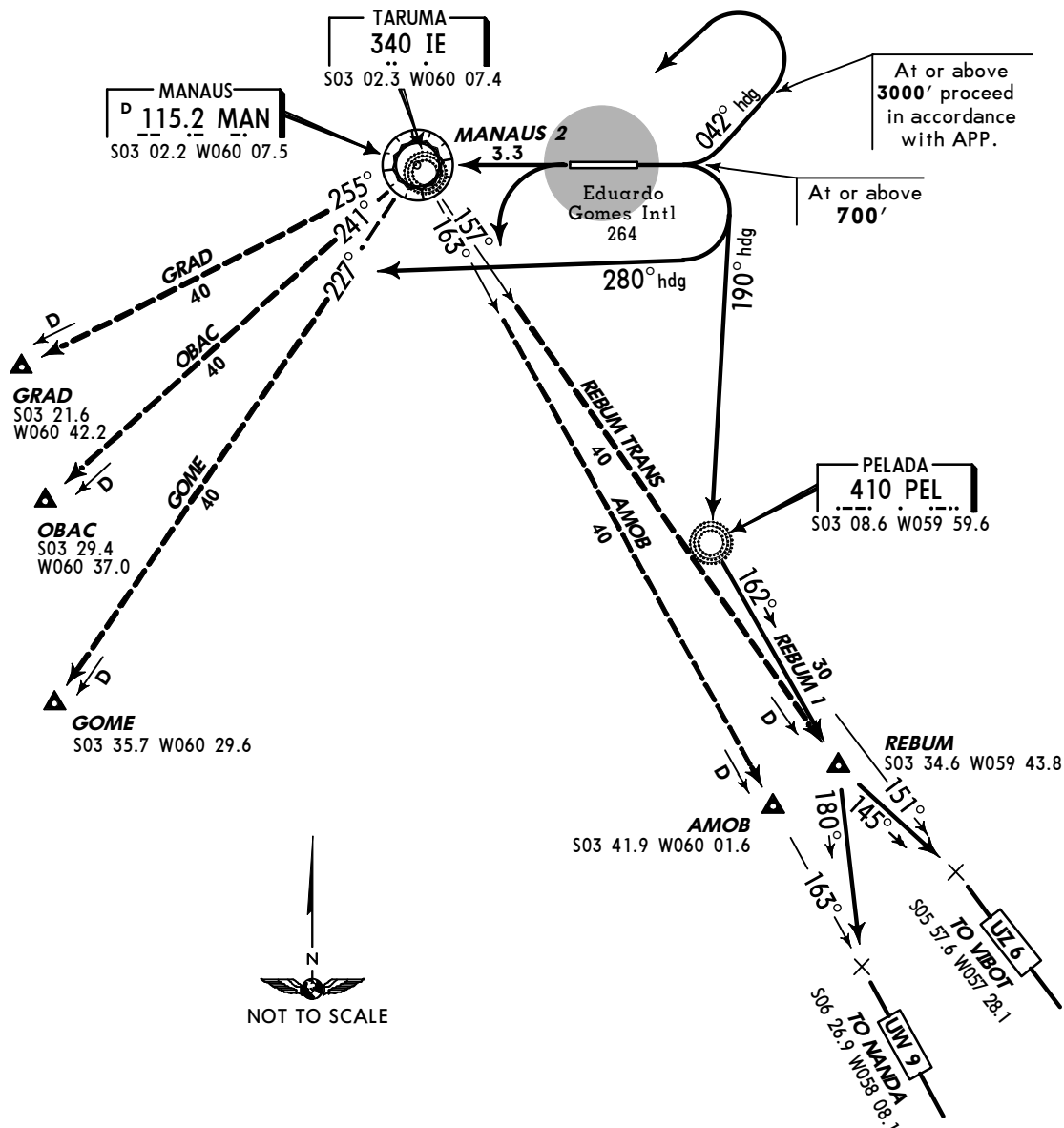
DEPARTURE

REBUM 1 Rwy 10:

MAINTAIN runway heading, at or above 700' turn RIGHT to heading 190°. Proceed in accordance with Manaus APP instructions.

MANAUS 2 Rwy 10:

MAINTAIN runway heading, at or above 700' turn RIGHT to heading 280°. Proceed in accordance with Manaus APP instructions.



ATENÇÃO - ESSAS CARTAS SÃO SOMENTE PARA AVIAÇÃO VIRTUAL

NÃO PODEM E NÃO DEVEM SER UTILIZADAS NA AVIAÇÃO REAL

SBEG/MAO

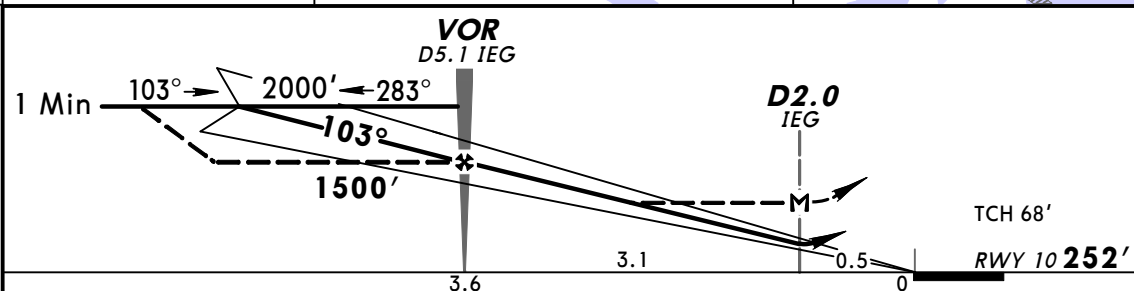
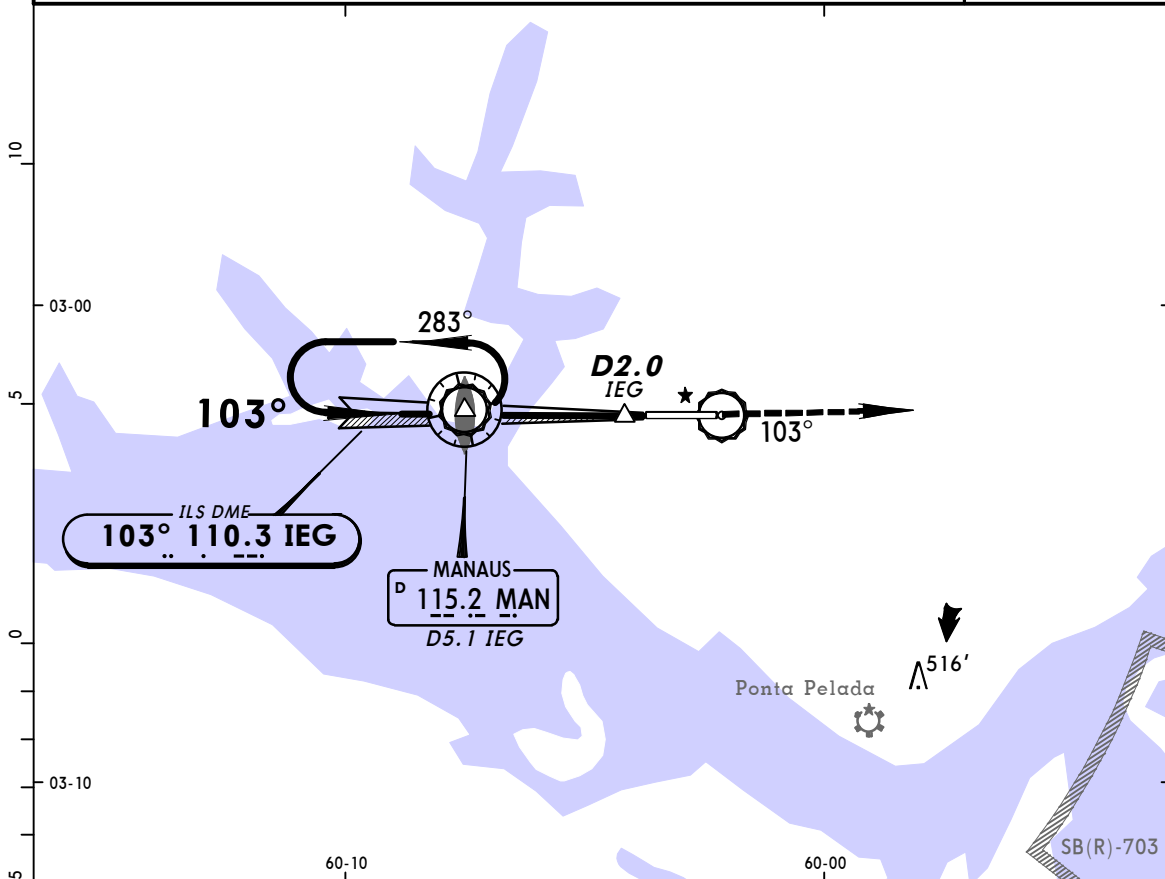
JEPPESEN

MANAUS, BRAZIL
DESCENT CHARLIE 2
ILS DME Rwy 10

EDUARDO GOMES INTL

20 DEC 02 (21-1)

BRIEFING STRIP™	ATIS 127.65	MANAUS Control (Approach) (R) *119.1 119.7 *120.4 *120.9			EDUARDO GOMES Tower 118.3	Ground 121.9
	LOC IEG 110.3	Final Apch Crs 103°	Minimum Alt VOR 1500'	ILS DA(H) 475' (223')	Apt Elev 264' RWY 10 252'	2000'
	MISSED APCH: Climb to 2000' outbound on MAN VOR R-103.					
Alt Set: hPa		Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 2000'	MSA MAN VOR	



Gnd speed-Kts	90	110	130	150	170	190	PAPI	2000' MAN ↑ on 115.2 R-103	
GS	3.04°	491	600	709	818	927			1036
Rate of descent on final (feet/min)		500	600	700	800	1000			1100
MAP at D2.0 IEG or VOR to MAP	3.1	2:04	1:42	1:26	1:14	1:06			0:59

PANS OPS 4	STRAIGHT-IN LANDING RWY10				CEILING REQUIRED		CIRCLE-TO-LAND	
	ILS		IEG DME INOP		LOC (GS out)		Max Kts	MDA(H) CEIL-VIS
	DA(H)	ALS out	MDA(H)	ALS out	MDA(H)	ALS out		
A					500'-800m	500'-1600m	100	800'(536') 600'-1600m
B					500'-1200m	500'-2000m	135	
C	200'-800m	200'-1200m	300'-800m	300'-1200m	500'-1600m	500'-2400m	180	920'(656') 700'-2800m
D			300'-1200m		500'-1600m	500'-2400m	205	920'(656') 700'-3200m

CHANGES: ATIS frequency added.

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**ATENÇÃO - ESSAS CARTAS SÃO SOMENTE PARA AVIAÇÃO VIRTUAL
NÃO PODEM E NÃO DEVEM SER UTILIZADAS NA AVIAÇÃO REAL**

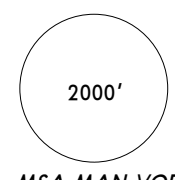
SBEG/MAO

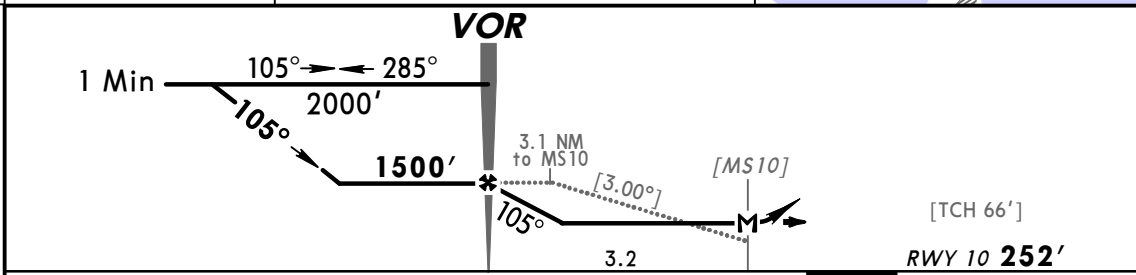
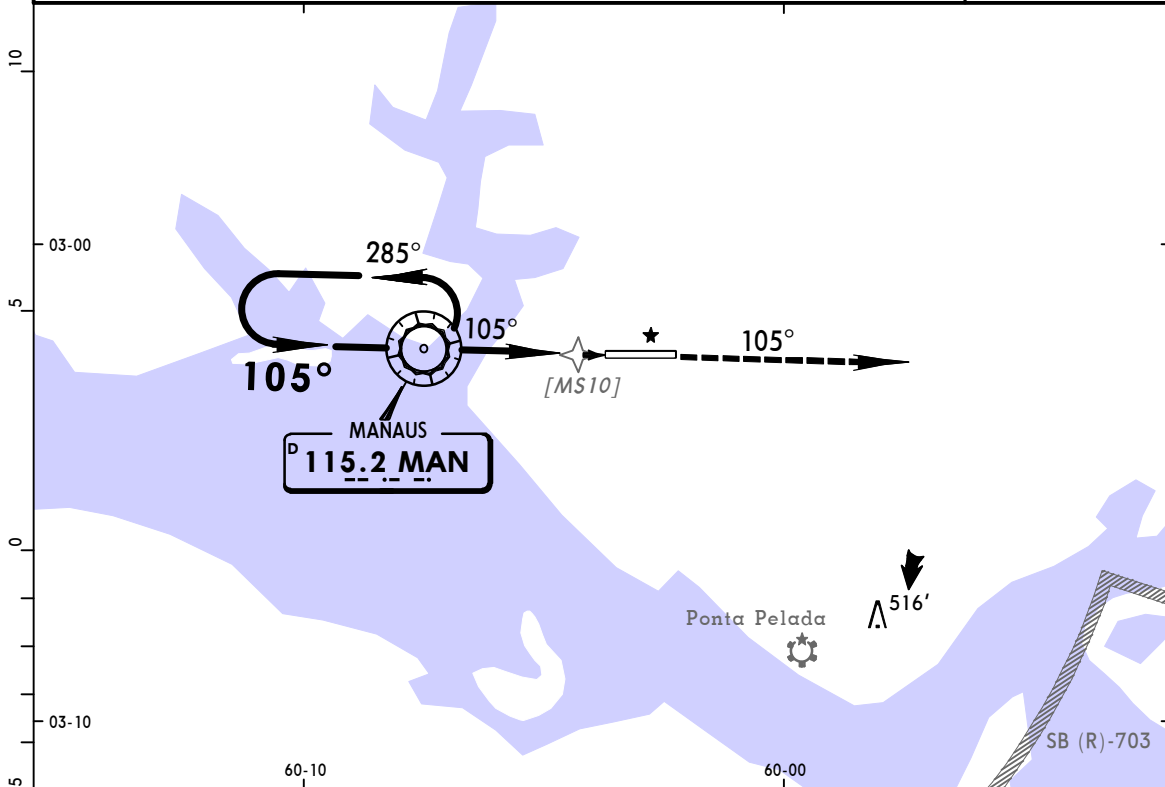
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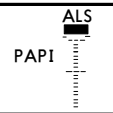
**MANAUS, BRAZIL
DESCENT DELTA 1
VOR Rwy 10**

EDUARDO GOMES INTL

6 DEC 02 **(23-1)**

ATIS 127.65	MANAUS Control (Approach) (R) 119.1 119.7 120.4 120.9				EDUARDO GOMES Tower 118.3	Ground 121.9
VOR MAN 115.2	Final Apch Crs 105°	Minimum Alt VOR 1500'	MDA(H) 750' (498')	Apt Elev 264' RWY 10 252'		
MISSED APCH: Climb to 2000' outbound on MAN VOR R-105.						
Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 2000'			MSA MAN VOR



Gnd speed-Kts	90	110	130	150	170	190		2000' MAN on 115.2 R-105
Descent angle [3.00°]	372	584	690	797	902	1009		
Rate of descent on final (feet/min)	500	600	700	800	1000	1100		
VOR to MAP	3.2	2:08	1:44	1:28	1:16	1:07		

STRAIGHT-IN LANDING RWY 10		CEILING REQUIRED		CIRCLE-TO-LAND	
MDA(H) 750' (498')					
	CEILING-VISIBILITY	ALS out	Max Kts	MDA(H)	CEIL-VIS
A	500' - 800m	500' - 1600m	100	800' (536')	600' - 1600m
B	500' - 1200m	500' - 2000m	135	920' (656')	700' - 2800m
C	500' - 1600m	500' - 2400m	180	920' (656')	700' - 3200m
D	500' - 1600m	500' - 2400m	205	920' (656')	700' - 3200m

PANS OPS 3

CHANGES: Procedure.

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ATENÇÃO - ESSAS CARTAS SÃO SOMENTE PARA AVIAÇÃO VIRTUAL

NÃO PODEM E NÃO DEVEM SER UTILIZADAS NA AVIAÇÃO REAL

SBEG/MAO

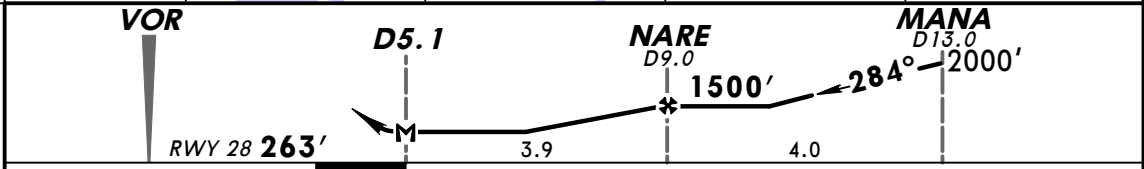
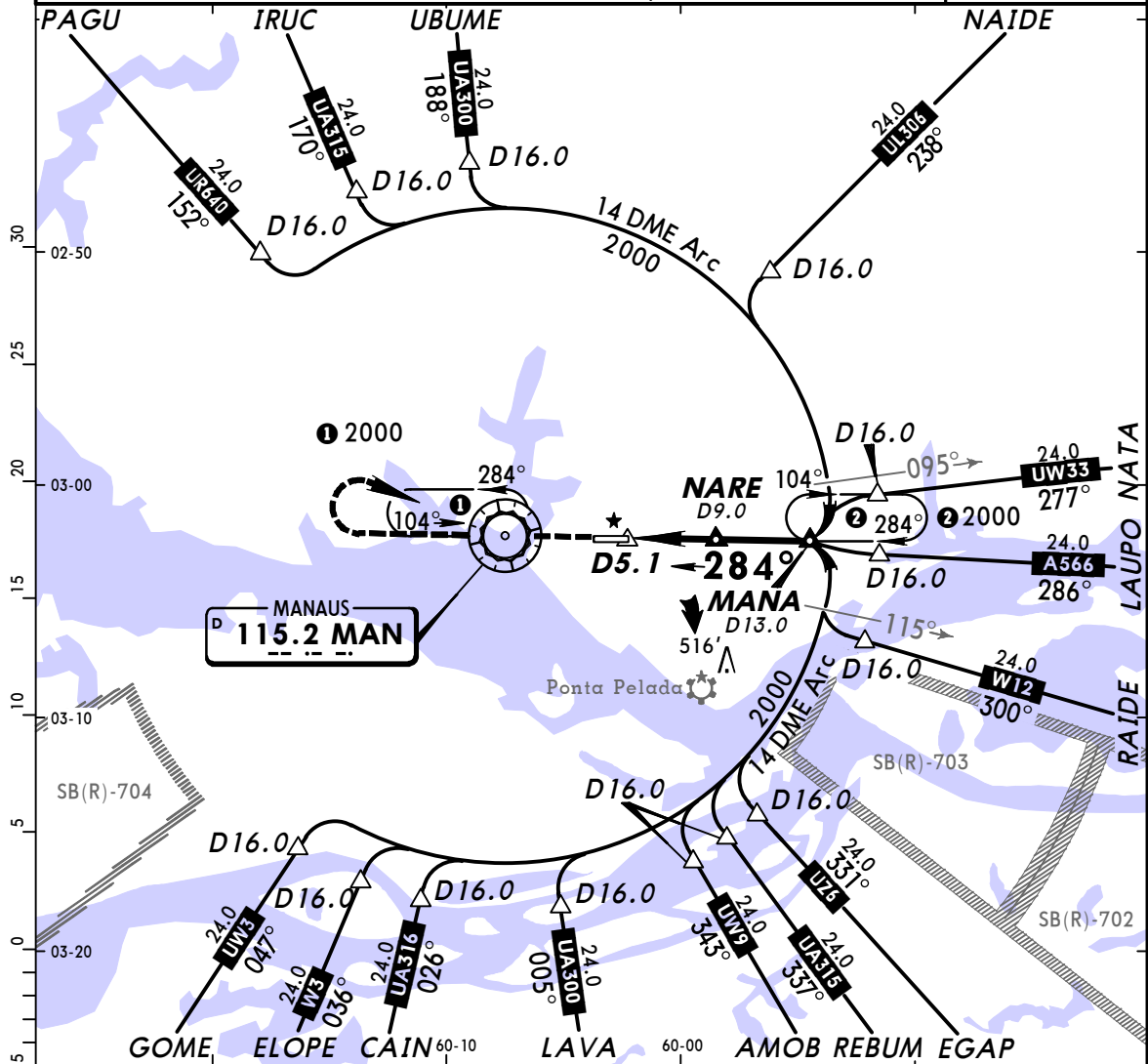
JEPPESEN

MANAUS, BRAZIL
DESCENT DELTA 2
VOR DME Rwy 28

EDUARDO GOMES INTL

6 DEC 02 (23-2)

ATIS 127.65	MANAUS Control (Approach) (R)			EDUARDO GOMES Tower 118.3	Ground 121.9
VOR MAN 115.2	Final Apch Crs 284°	Minimum Alt NARE 1500'	MDA(H) 750' (487')	Apt Elev 264' RWY 28 263'	2000'
MISSED APCH: Climb to 2000', heading MAN VOR and hold.					MSA MAN VOR
Alt Set: hPa		Rwy Elev: 10 hPa	Trans level: By ATC		



Gnd speed-Kts	90	110	130	150	170	190	PAPI-L	2000'	MAN 115.2
Rate of descent on final (feet/min)	450	550	700	800	950	1050			
MAP at D5.1									

A	STRAIGHT-IN LANDING RWY 28		CEILING REQUIRED	CIRCLE-TO-LAND	
	MDA(H)	750' (487')	Max Kts	MDA(H)	CEIL-VIS
B	CEILING-VISIBILITY		100	800' (536')	600'-1600m
C	500'-1600m		135	840' (576')	600'-2400m
D	500'-2000m		180	840' (576')	600'-2400m
	500'-2400m		205	840' (576')	600'-2800m

CHANGES: ATIS frequency added.

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PANS OPS 3

**ATENÇÃO - ESSAS CARTAS SÃO SOMENTE PARA AVIAÇÃO VIRTUAL
NÃO PODEM E NÃO DEVEM SER UTILIZADAS NA AVIAÇÃO REAL**

SBEG/MAO

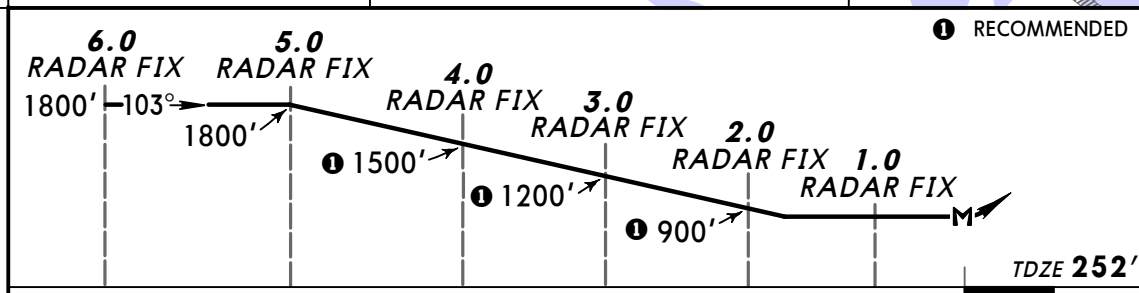
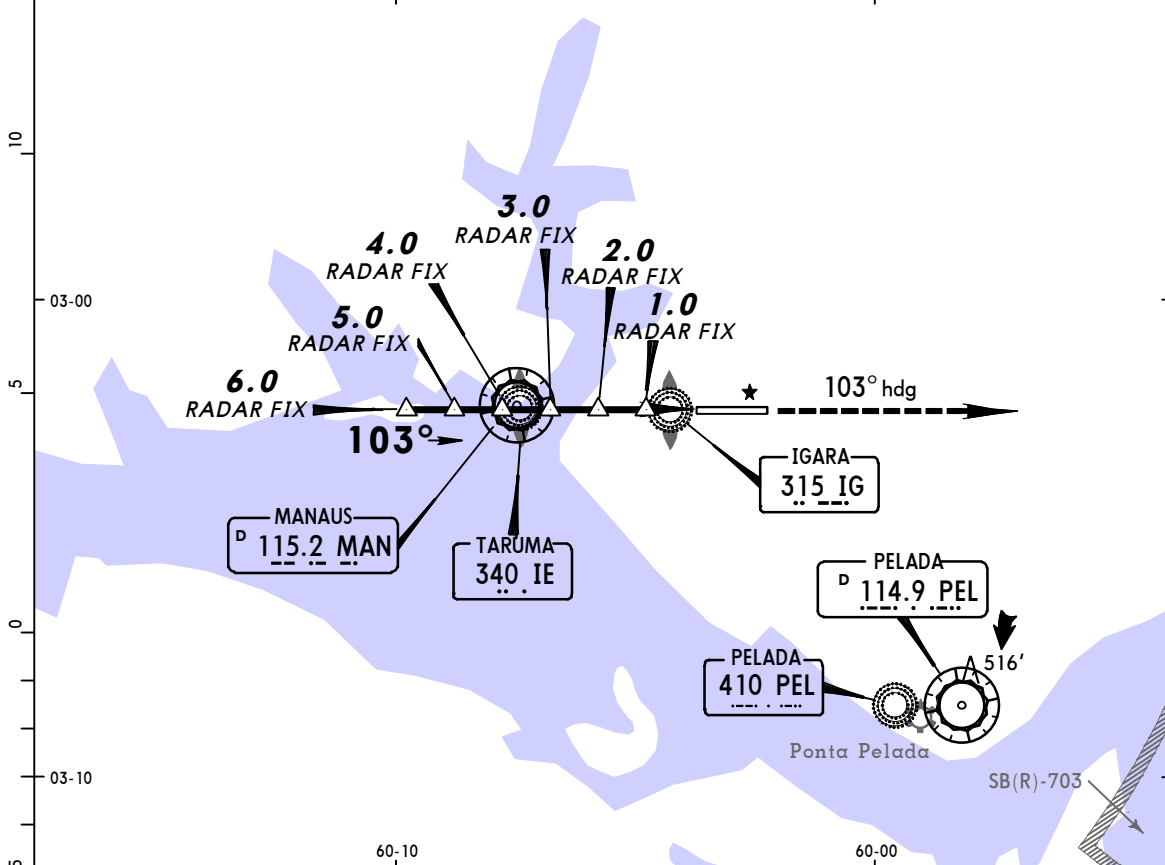
JEPPESEN

**MANAUS, BRAZIL
DESCENT BRAVO 1
RADAR ASR Rwy 10**

EDUARDO GOMES INTL

20 DEC 02 (28-1)

BRIEFING STRIP™	ATIS	MANAUS Control (Approach) (R)			EDUARDO GOMES Tower	Ground	
	127.65	*119.1	119.7	*120.4	*120.9	118.3	121.9
	RADAR	Final Apch Crs 103°	Minimum Alt No FAF	MDA(H) 750' (498')	Apt Elev 264' TDZE 252'	No MSA published	
MISSED APCH: Climb to 2000' on 103° heading.							
Alt Set: hPa		TDZ Elev: 9 hPa	Trans Level: By ATC	Trans Alt: 2000'			



Gnd speed-Kts	90	110	130	150	170	190	ALS PAPI	2000' on 103° ↑ hdg
Rate of descent on final (feet/min)	450	550	650	750	850	950		

PANS OPS 4	STRAIGHT-IN LANDING		CEILING REQUIRED	CIRCLE-TO-LAND	
	ASR 10	MDA(H)	Max Kts	MDA(H)	CEIL-VIS
A			100	800' (536')	600' - 1600m
B	500' - 800m		135	920' (656')	700' - 2800m
C	500' - 1200m		180	920' (656')	700' - 3200m
D	500' - 1600m		205		

CHANGES: ATIS frequency added.

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ATENÇÃO - ESSAS CARTAS SÃO SOMENTE PARA AVIAÇÃO VIRTUAL

NÃO PODEM E NÃO DEVEM SER UTILIZADAS NA AVIAÇÃO REAL

SBEG/MAO

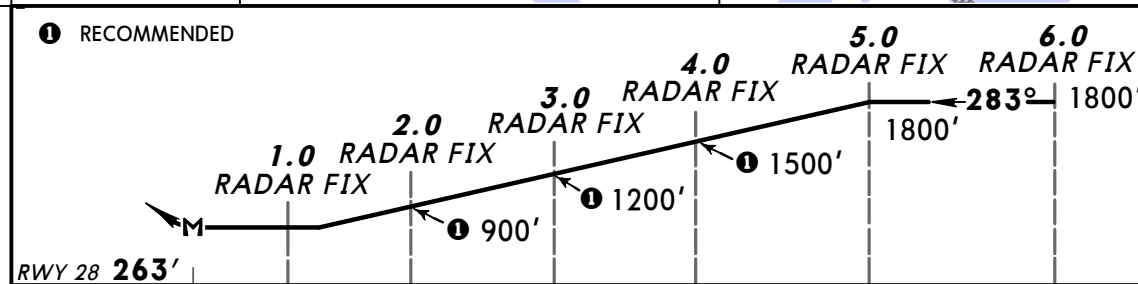
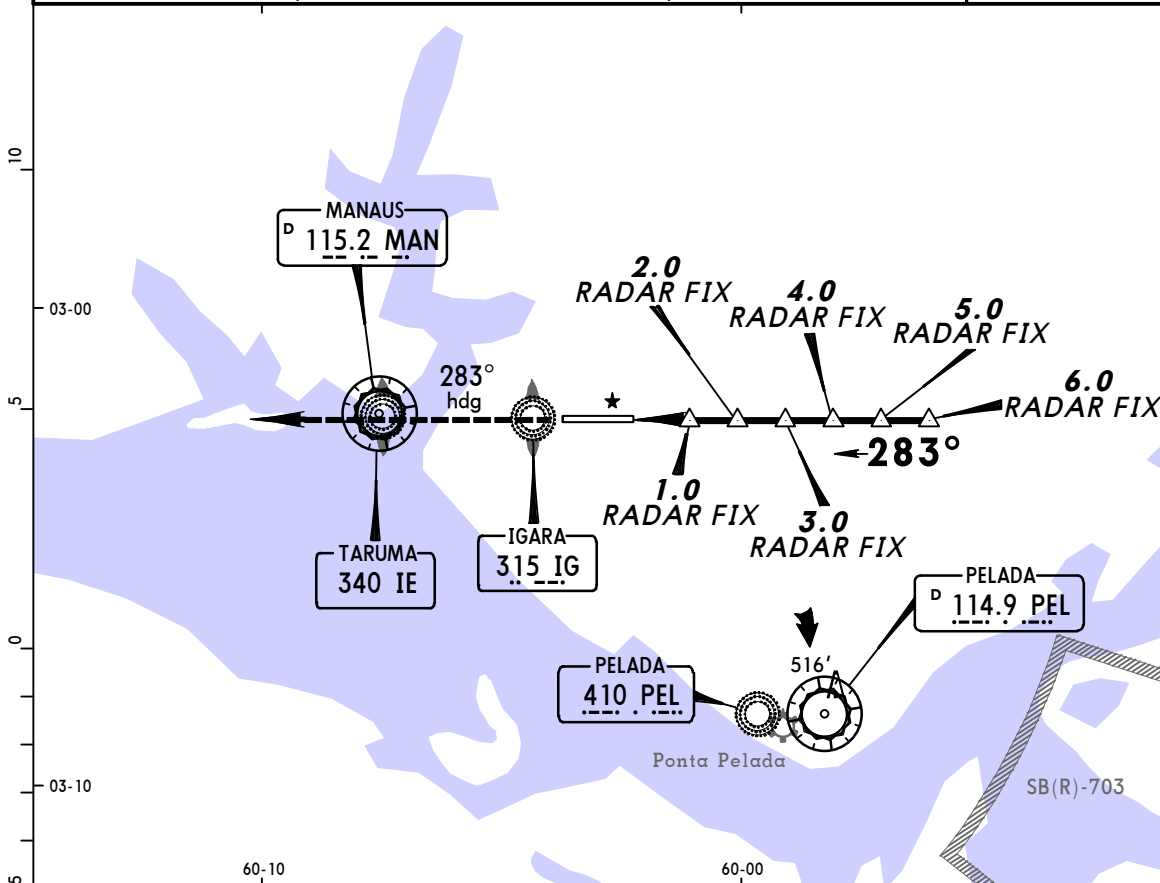
JEPPESEN

MANAUS, BRAZIL
DESCENT BRAVO 2
RADAR ASR Rwy 28

EDUARDO GOMES INTL

20 DEC 02 (28-2)

BRIEFING STRIP™	ATIS	MANAUS Control (Approach) (R)			EDUARDO GOMES Tower	Ground	
	127.65	*119.1	119.7	*120.4	*120.9	118.3	121.9
	RADAR	Final Apch Crs 283°	No FAF	MDA(H) 750' (487')	Apt Elev 264' RWY 28 263'	No MSA Published	
MISSED APCH: Climb to 2000' on 283° heading.							
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans Alt: 2000'	



Gnd speed-Kts	90	110	130	150	170	190	PAPI-L	2000' on 283° ↑ hdg
Rate of descent on final (feet/min)	450	550	650	750	850	950		

STRAIGHT-IN LANDING		CEILING REQUIRED		CIRCLE-TO-LAND	
ASR 28					
MDA(H) 750' (487')					
CEILING-VISIBILITY		Max Kts	MDA(H)	CEIL-VIS	
A		100			
B	500' - 1600m	135	800' (536')	600' - 1600m	
C	500' - 2000m	180	920' (656')	700' - 2800m	
D	500' - 2400m	205	920' (656')	700' - 3200m	

CHANGES: ATIS frequency added.

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ATENÇÃO - ESSAS CARTAS SÃO SOMENTE PARA AVIAÇÃO VIRTUAL

NÃO PODEM E NÃO DEVEM SER UTILIZADAS NA AVIAÇÃO REAL

SBEG/MAO

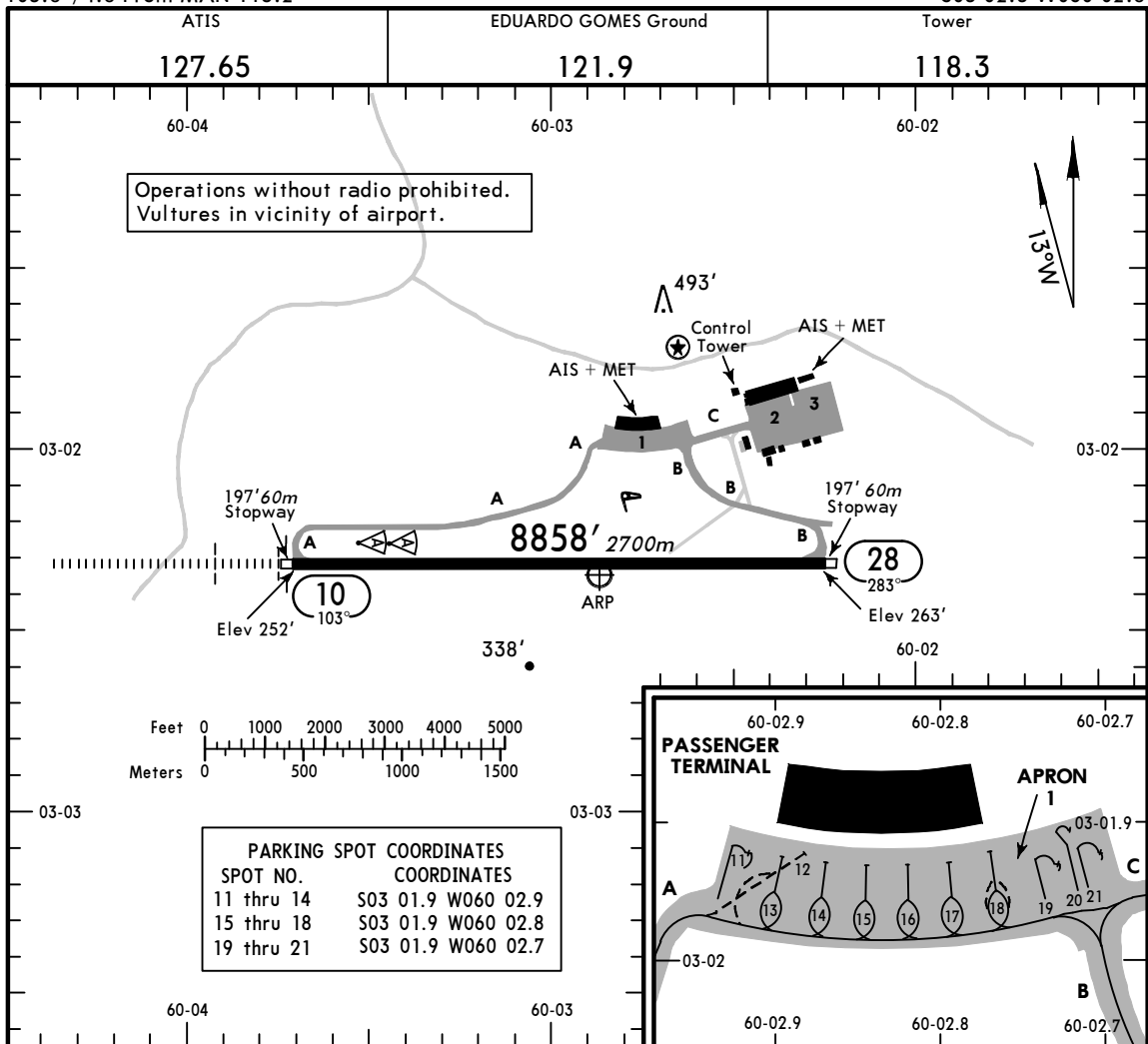
Apt Elev **264'**
103.8°/4.8 From MAN 115.2

JEPPESEN

20 DEC 02 **(21-1)**

MANAUS, BRAZIL

EDUARDO GOMES INTL
S03 02.3 W060 02.8



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				WIDTH
	LANDING BEYOND		TAKE-OFF		
	Threshold	Glide Slope			
10	HIRL ALS PAPI-L (angle 3.05°)	RVR			148'
28	HIRL PAPI-L (angle 3.00°)				45m

TAKE-OFF & DEPARTURE PROCEDURE

	All Rwys		All Acft	Cat A Aircraft Landing Minimums
	Take-Off Alternate Apt. Filed	Regular		
	RCLM & RL			
2,3 & 4 Eng Jet or Turbo Prop	RVR 500m VIS 600m			

DEPARTURE PROCEDURE: IFR departures must comply with published DP's.