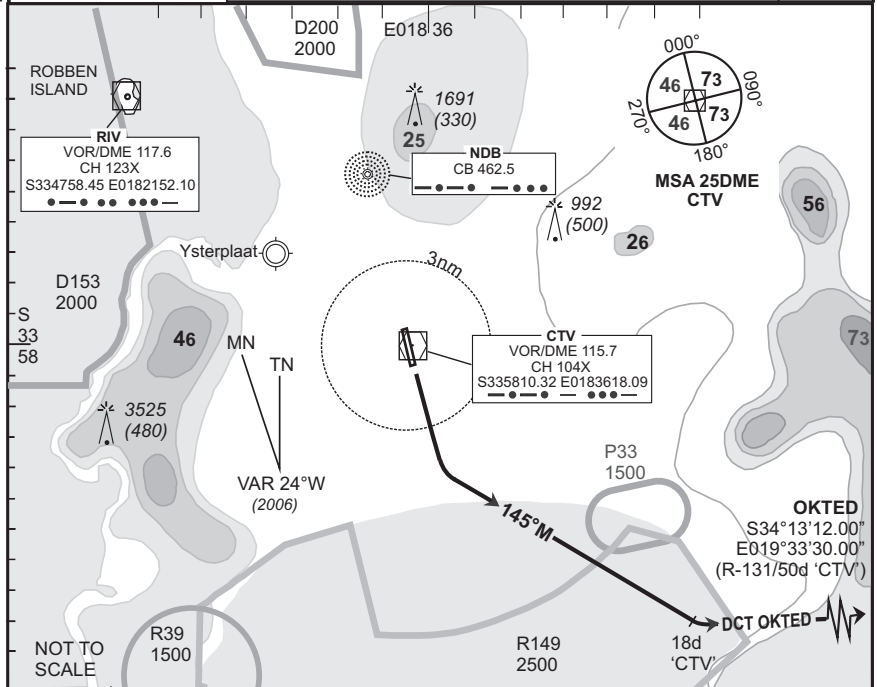


**STANDARD
DEPARTURE CHART
INSTRUMENT (SID)**

**CAPE TOWN INTL
RWY 19
OKTED 1B**

Elev 151	T.alt 7500 T.lev ATC	Approach 119.7	Tower 118.1	ATIS 127.0	DEP-09
BEARINGS ARE MAGNETIC DIMENSIONS IN METRES ALTITUDES, ELEVATIONS AND HEIGHTS IN FEET. DISTANCES IN NM.					1. At 2000 FT ALT contact Cape Town Radar (App) on the frequency provided. 2. Cross CTR boundary at or above 2500 FT ALT. 3. In unable to comply with SID notify ATC.
					EFF 10 May 07

FACT



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SID	RWY	Routeing (including Min Noise Routeing)
OKTED 1B	19	Climb to FL090, maintain RWY track to 5DME 'CTV' then turn left to track 145°M. Passing 18DME 'CTV' turn left direct OKTED. Further climb will be under radar control. At OKTED continue as per flight plan.
Comm Fail (Squawk 7600)		Comply with the OKTED 1B SID, maintain last assigned level. At OKTED continue as per flight plan and climb to flight plan level. Aircraft wishing to return must continue to the SID termination point and then route direct NDB 'GE' and comply with the appropriate STAR Communication Failure procedure.
		Procedure restricted to a minimum climb gradient of 6.2% until passing FL085 due to terrain. Do not cross (north of) 'CTV' R-140 below FL085. 6.2% @ 140KTAS = 880ft/min 6.2% @ 180KTAS = 1130ft/min 6.2% @ 220KTAS = 1381ft/min

CAA South Africa