

**STANDARD DEPARTURE CHART - INSTRUMENT (SID)**

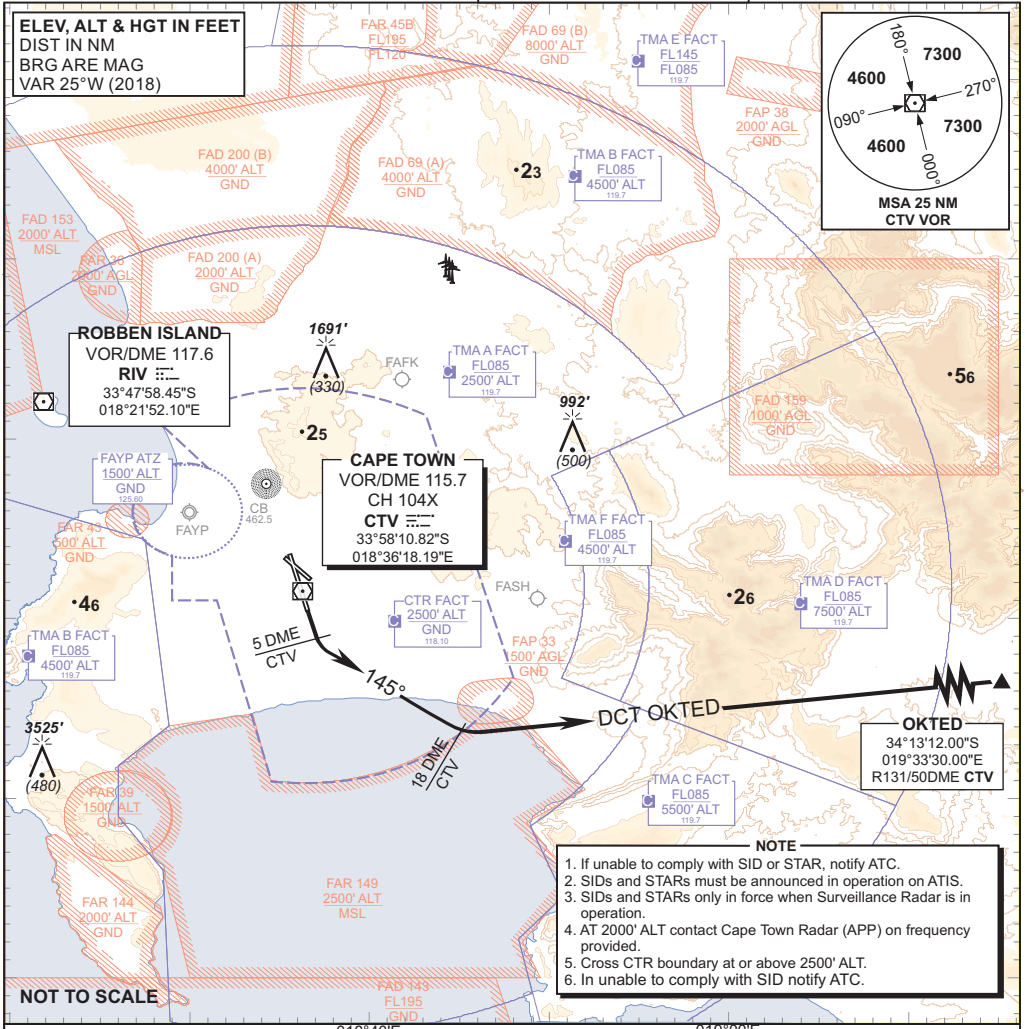
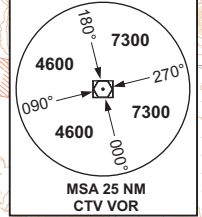
TRANSITIONAL ALTITUDE  
**7500'**  
 TRANSITIONAL LEVEL  
**ATC**

APP 119.70  
 TWR 118.10  
 ATIS 127.00

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



**ELEV, ALT & HGT IN FEET**  
 DIST IN NM  
 BRG ARE MAG  
 VAR 25°W (2018)



- NOTE**
1. If unable to comply with SID or STAR, notify ATC.
  2. SIDs and STARs must be announced in operation on ATIS.
  3. SIDs and STARs only in force when Surveillance Radar is in operation.
  4. AT 2000' ALT contact Cape Town Radar (APP) on frequency provided.
  5. Cross CTR boundary at or above 2500' ALT.
  6. In unable to comply with SID notify ATC.

APP Frequency changed only  
 CHANGE: No other changes were performed

**OKTED 1B RWY 19**

Climb to FL090, maintain RWY track to 5DME CTV then turn left to track 145°. Passing 18DME CTV turn left direct OKTED. Further climb will be under radar control. At OKTED continue as per flight plan.

**Restricted to a minimum climb gradient of 6.2% until passing FL085 due to terrain. Do not cross North of R140 CTV below FL085.**  
 6.2% @ 140KT IAS = 880 FPM  
 6.2% @ 180KT IAS = 1130 FPM  
 6.2% @ 220KT IAS = 1381 FPM

**COMMUNICATION FAILURE PROCEDURE (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 GETEN and comply with the appropriate STAR Communication Failure procedure.