

STANDARD DEPARTURE CHART - INSTRUMENT (SID)

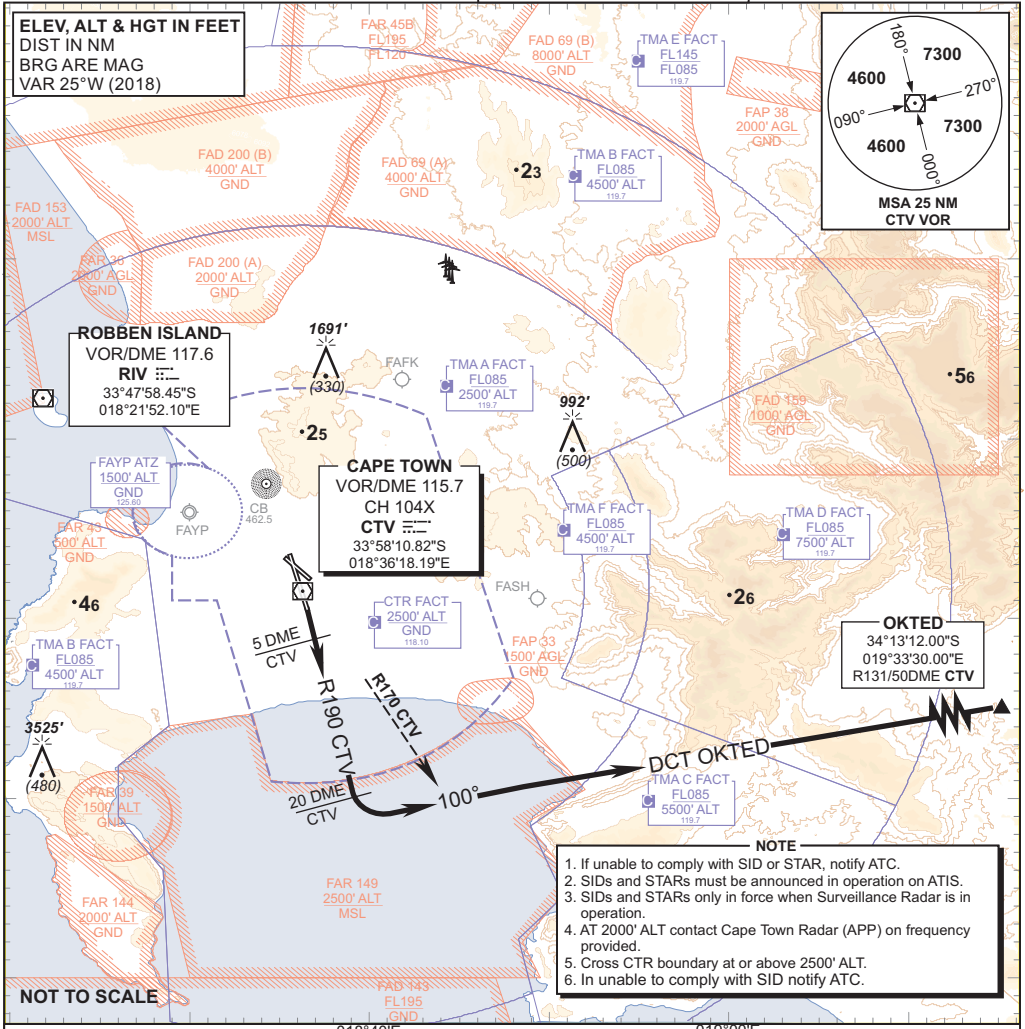
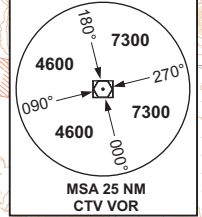
TRANSITIONAL ALTITUDE
7500'
 TRANSITIONAL LEVEL
ATC

APP 119.70
 TWR 118.10
 ATIS 127.00



CAPE TOWN INTL RWY 19
 OKTED 1C

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 1C RWY 19	<p>Climb to FL090, maintain RWY track to 5DME CTV, then adjust onto R190 CTV (OUBD). Passing 20DME CTV turn left to track 100°. Crossing R170 CTV direct OKTED. Further climb will be under radar control. At OKTED set course as per flight plan.</p> <p>Restricted to a minimum climb gradient of 4.6% until passing 5700' ALT due to terrain. Do not cross North of R140 CTV below 8500' ALT.</p> <p>4.6% @ 140KT IAS = 652 FPM 4.6% @ 180KT IAS = 838 FPM 4.6% @ 220KT IAS = 1024 FPM</p> <p>COMMUNICATION FAILURE PROCEDURE (Squawk 7600)</p> <p>Comply with the OKTED 1C SID, maintain last assigned level. At OKTED continue as per flight plan and climb to flight plan level.</p> <p>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.</p>
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