

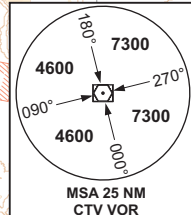
STANDARD DEPARTURE CHART - INSTRUMENT (SID)

TRANSITIONAL ALTITUDE
7500'
TRANSITIONAL LEVEL
ATC

APP 119.70
TWR 118.10
ATIS 127.00

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

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



ROBBEN ISLAND
VOR/DME 117.6
RIV
33°47'58.45"S
018°21'52.10"E

CAPE TOWN
VOR/DME 115.7
CH 104X
CTV
33°58'10.82"S
018°36'18.19"E

OKTDED
34°13'12.00"S
019°33'30.00"E
R131/50DME CTV

- 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.

OKTDED 1B
RWY 19

Climb to FL090, maintain RWY track to 5DME CTV then turn left to track 145°. Passing 18DME CTV turn left direct OKTDED. Further climb will be under radar control. At OKTDED 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 OKTDED 1B SID, maintain last assigned level. At OKTDED 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.