

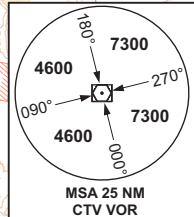
STANDARD DEPARTURE CHART - INSTRUMENT (SID)

TRANSITIONAL ALTITUDE
7500'
TRANSITIONAL LEVEL
ATC

APP 119.70
TWR 118.10
ATIS 127.00

**CAPE TOWN INTL
RWY 19
TETAN 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

TETAN
33°39'48.00"S
019°24'58.00"E
R089/44.5DME 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.

TETAN 1B, RWY 19

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 turn left direct TETAN. Further climb will be under radar control. At TETAN set course as per flight plan.

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.

4.6% @ 140KT IAS = 652 FPM
4.6% @ 180KT IAS = 838 FPM
4.6% @ 220KT IAS = 1024 FPM

COMMUNICATION FAILURE PROCEDURE (Squawk 7600)

Comply with the TETAN 1B SID and maintain lat assigned level. Crossing R105 CTV climb to flight plan level. At TETAN continue as per flight plan.

Aircraft wishing to return must continue to the SID termination point and then route direct to ERDAS and comply with the appropriate ERDAS STAR Communication Failure procedure.