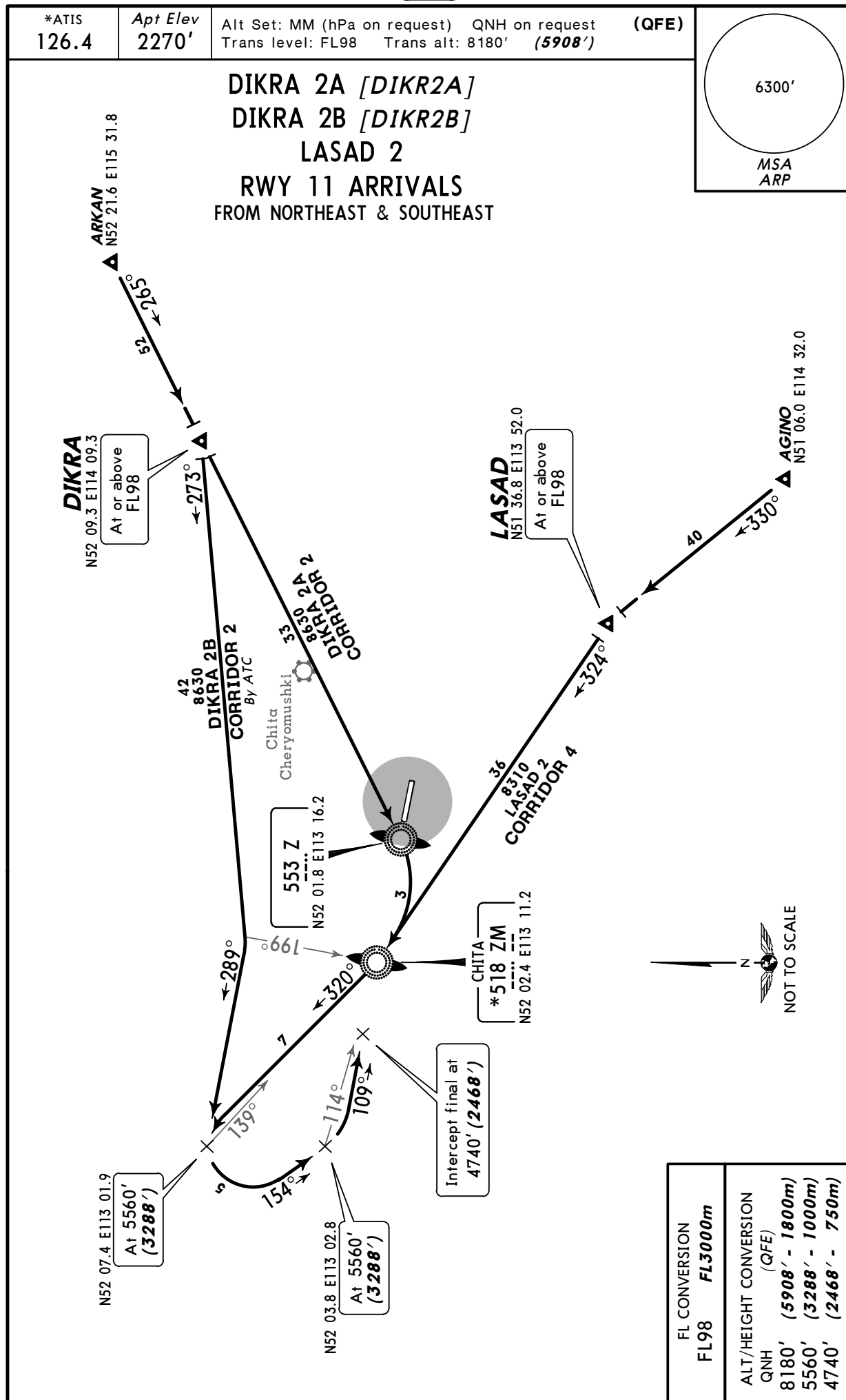


UIAA/HTA  
 KADALA

JEPPESEN  
 20 MAR 09 10-2

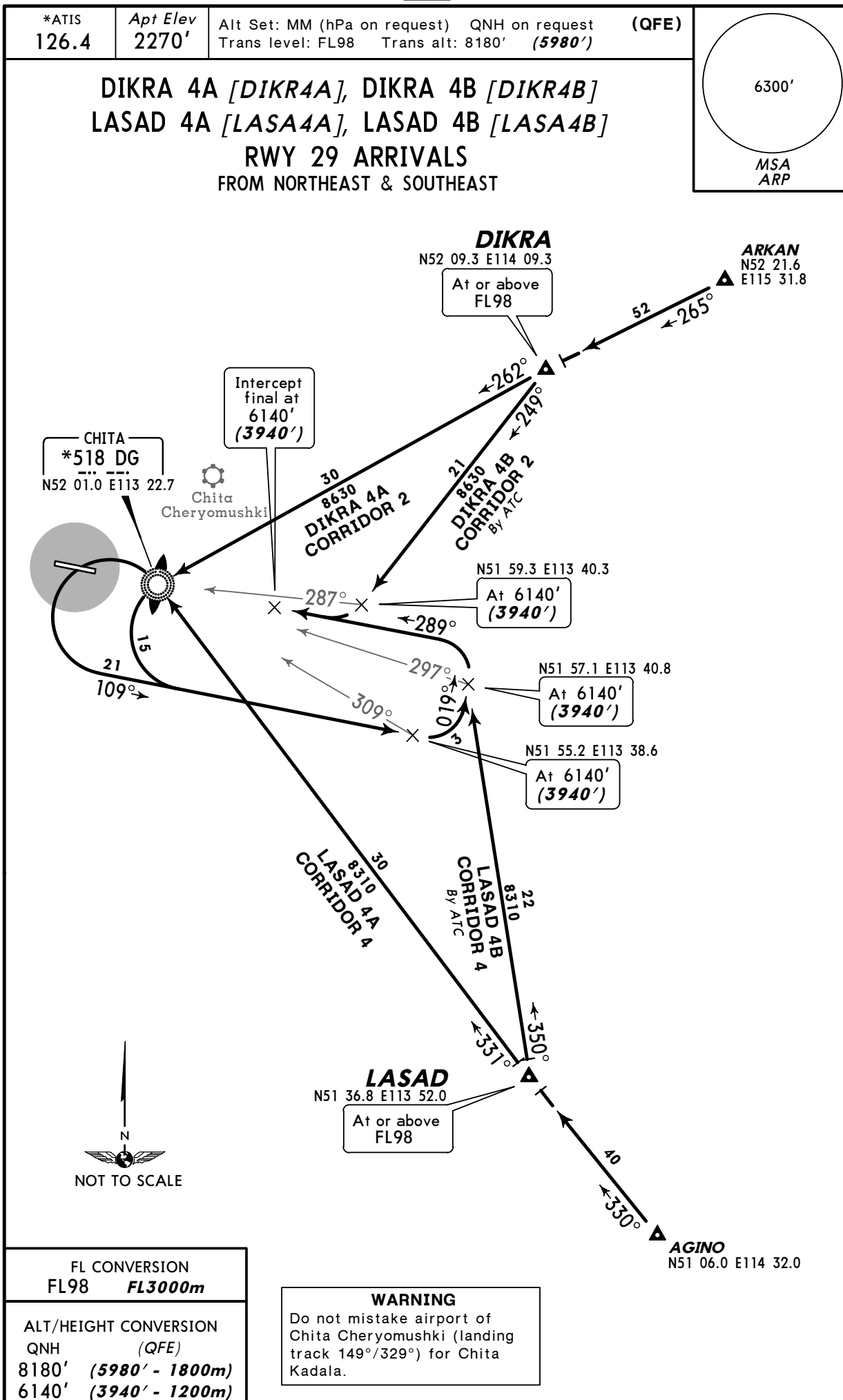
CHITA, RUSSIA  
 STAR



UIAA/HTA  
 KADALA

JEPPESEN  
 20 MAR 09 (10-2A)

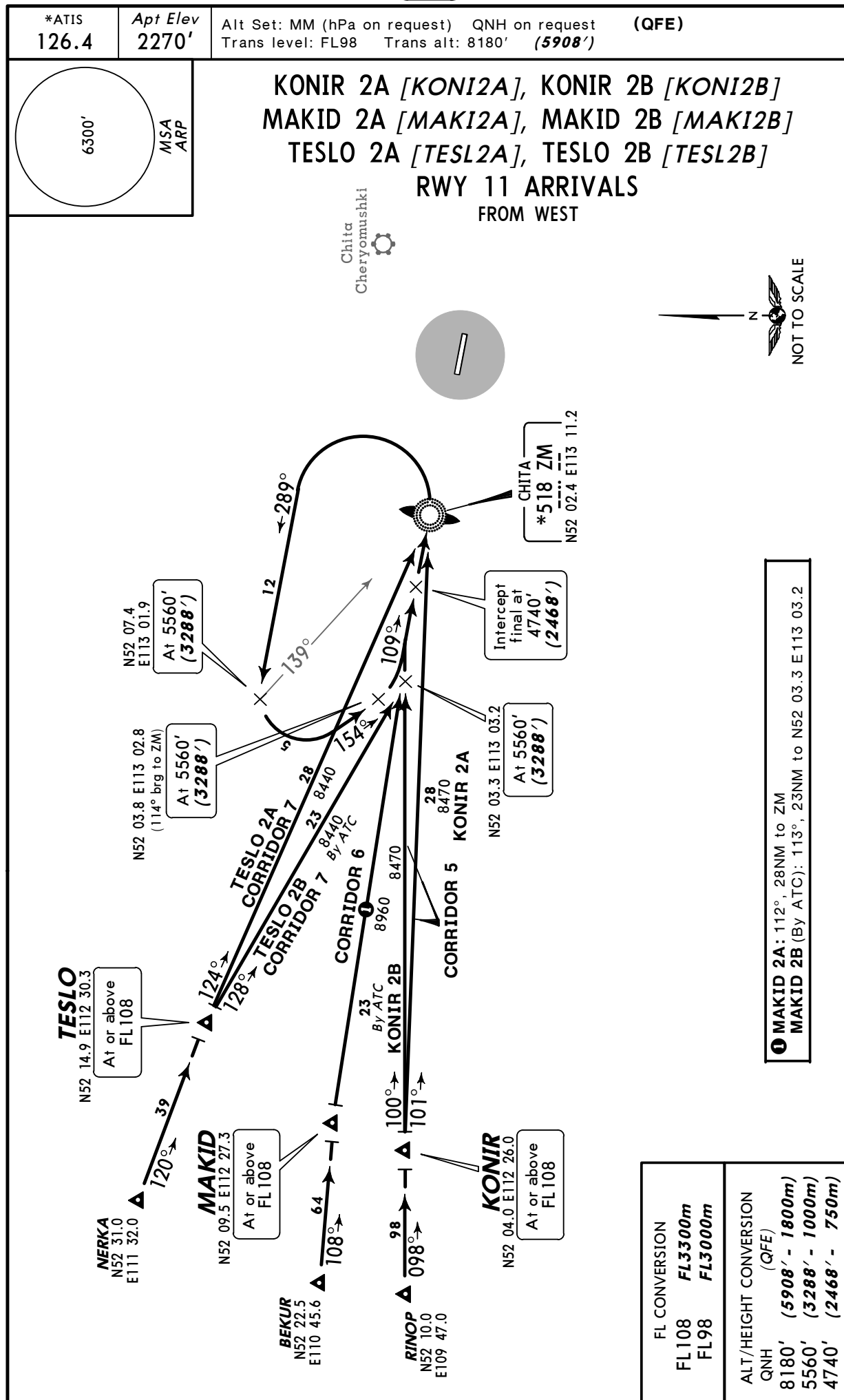
CHITA, RUSSIA  
 STAR



UIAA/HTA  
KADALA

JEPPESEN  
20 MAR 09 10-2B

CHITA, RUSSIA  
STAR



UIAA/HTA  
KADALA

20 MAR 09 **10-2C**

CHITA, RUSSIA  
**STAR**

\*ATIS 126.4 Apt Elev 2270' Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL98 Trans alt: 8180' (5980')

KONIR 4A [KONI4A]  
KONIR 4B [KONI4B]  
MAKID 4A [MAKI4A]  
MAKID 4B [MAKI4B]  
TESLO 4A [TESL4A]  
TESLO 4B [TESL4B]  
RWY 29 ARRIVALS  
FROM WEST

**WARNING**

Do not mistake airport of  
Chita Cheryomushki (landing  
track 149°/329°) for Chita  
Kadala.

**TESLO**

N52 14.9 E112 30.3

At or above  
FL108

**NERKA**  
N52 31.0  
E111 32.0

**MAKID**

N52 09.5 E112 27.3

At or above  
FL108

**BEKUR**  
N52 22.5  
E110 45.6

**RINOP**  
N52 10.0  
E109 47.0

**KONIR**

N52 04.0 E112 26.0

At or above  
FL108

CHITA

\*518 DG  
N52 01.0 E113 22.7



Chita  
Cheryomushki

Chita  
Kadala

Intercept  
final at  
6140'  
(3940')

N51 57.1  
E113 40.8

At 6140'  
(3940')

N51 55.2 E113 38.6  
(309° brg to DG)

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

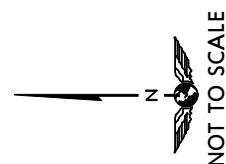
N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7

At 6140'  
(3940')

N51 57.6  
E113 18.7



FL CONVERSION  
FL108 FL3300m  
FL98 FL3000m

ALT/HEIGHT CONVERSION  
(QFE)  
QNH  
8180' (5980' - 1800m)  
6140' (3940' - 1200m)

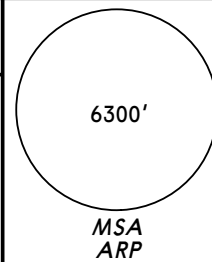
UIAA/HTA  
KADALA

JEPPESEN  
20 MAR 09 10-3

CHITA, RUSSIA  
SID

Apt Elev  
2270'

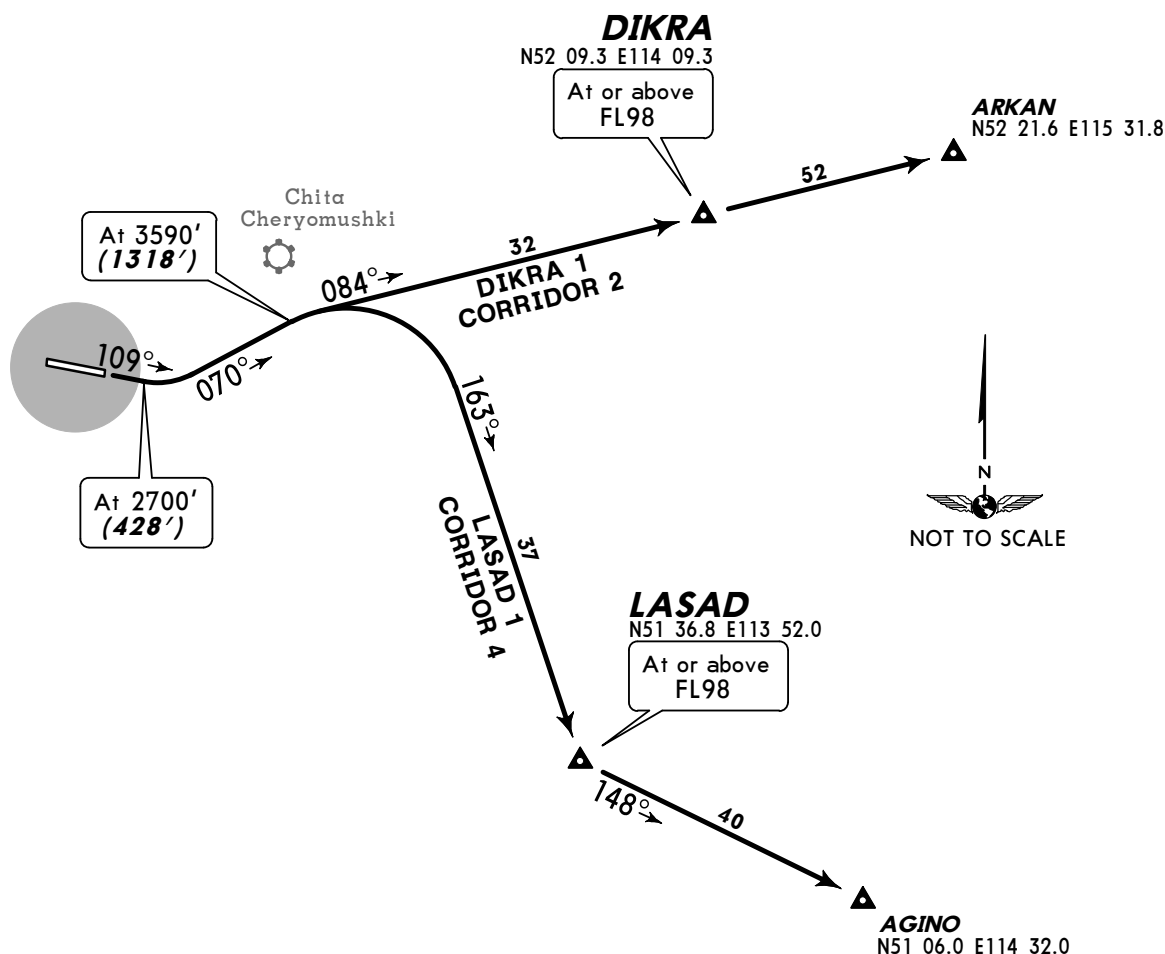
QNH on request (QFE)  
Trans level: FL98 Trans alt: 8180' (5908')



# DIKRA 1, LASAD 1 RWY 11 DEPARTURES TO NORTHEAST & SOUTHEAST

When there are no obstacle restrictions in take-off direction, aircraft with more than 160 KT after take-off should climb straight ahead to 4570' (2298') report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL.

**WARNING**  
Airport of Chita Cheryomushki  
landing track 149°/329°.



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 2700'                 | (428' - 130m)   |
| 3590'                 | (1318' - 400m)  |
| 4570'                 | (2298' - 700m)  |
| 8180'                 | (5908' - 1800m) |

FL CONVERSION  
FL98 FL3000m

These SIDs require a minimum climb gradient of 261' per NM (4.3%)

| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
|--------------|-----|-----|-----|-----|------|------|
| 261' per NM  | 327 | 435 | 653 | 871 | 1089 | 1306 |

UIAA/HTA  
KADALA

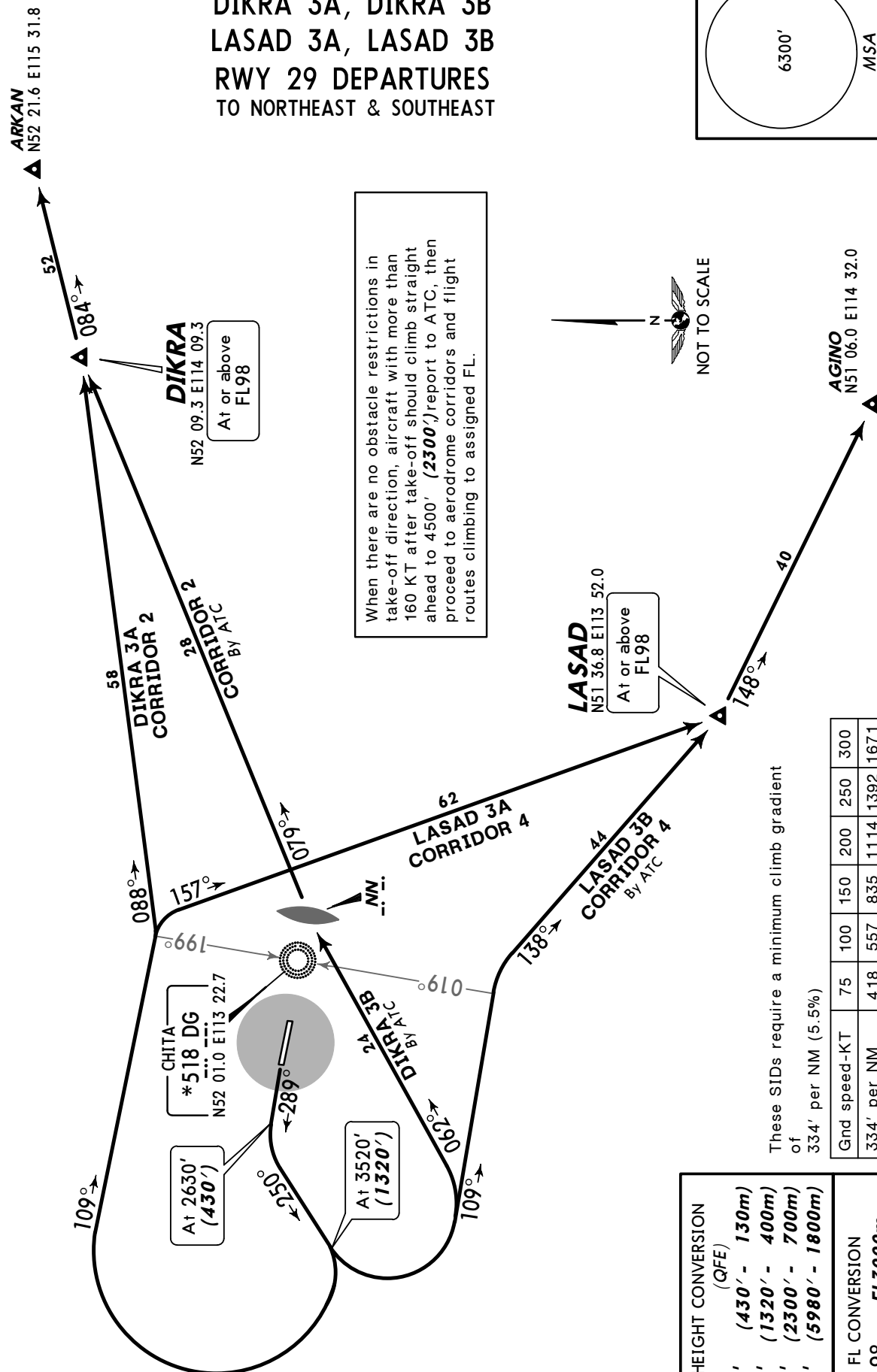
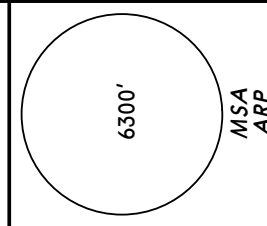
20 MAR 09 **10-3A**

CHITA, RUSSIA  
**SID**

Apt Elev  
**2270'**

QNH on request (QFE)  
Trans level: FL98 Trans alt: 8180' (**5980'**)

**DIKRA 3A, DIKRA 3B  
LASAD 3A, LASAD 3B  
RWY 29 DEPARTURES  
TO NORTHEAST & SOUTHEAST**



| ALT/HEIGHT CONVERSION | QNH (QFE)       |
|-----------------------|-----------------|
| 2630'                 | (430' - 130m)   |
| 3520'                 | (1320' - 400m)  |
| 4500'                 | (2300' - 700m)  |
| 8180'                 | (5980' - 1800m) |

| FL CONVERSION       |
|---------------------|
| FL98 <b>FL3000m</b> |

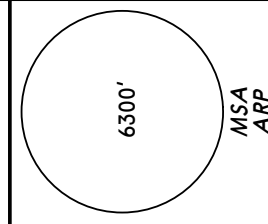
UIAA/HTA  
KADALA

20 MAR 09 **10-3B**

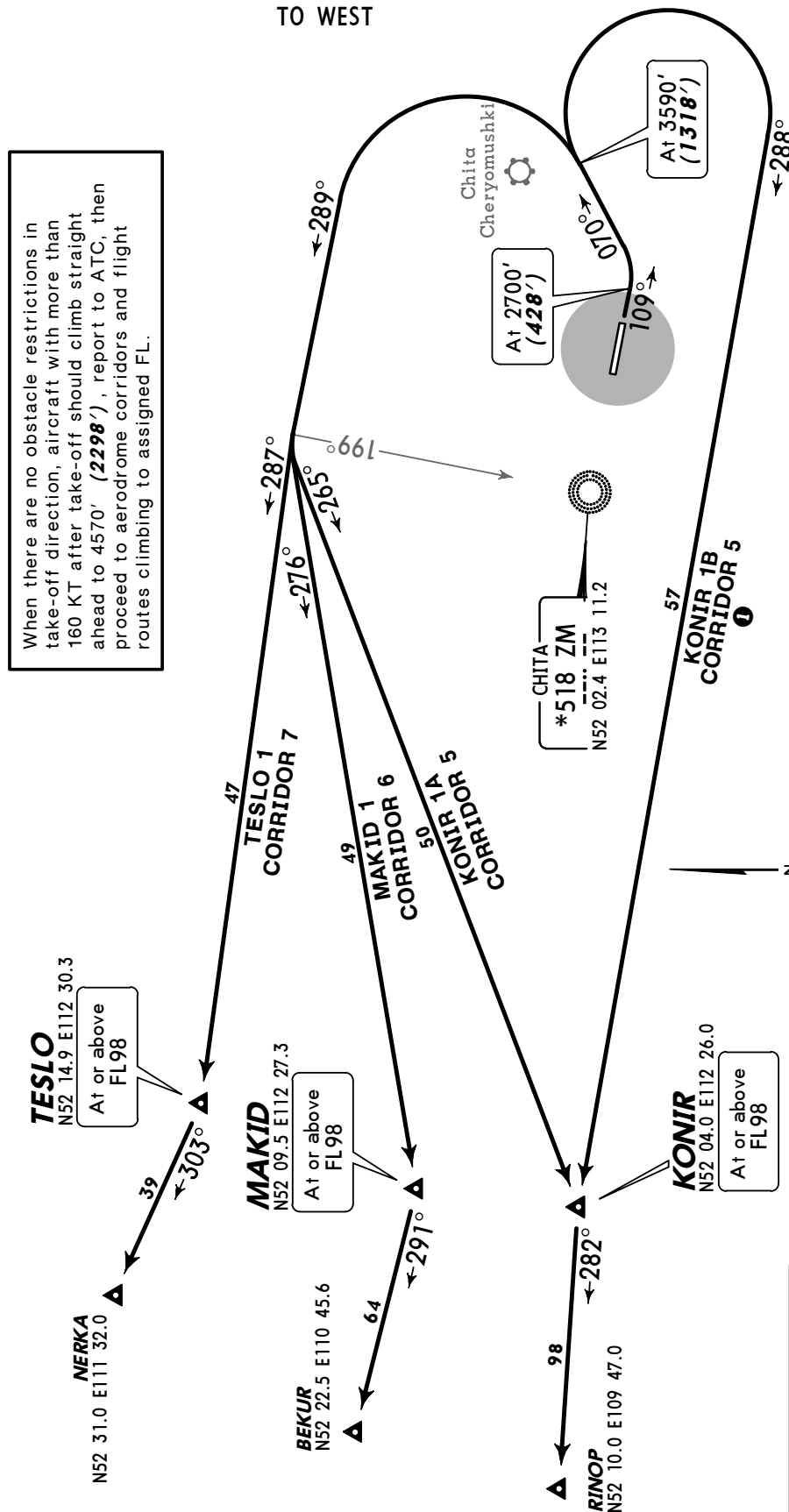
CHITA, RUSSIA  
**SID**

Apt Elev  
**2270'**  
QNH on request (QFE)  
Trans level: FL98 Trans alt: 8180' (5908')

**KONIR 1A, KONIR 1B ①**  
**MAKID 1, TESLO 1**  
**RWY 11 DEPARTURES**  
**TO WEST**



When there are no obstacle restrictions in take-off direction, aircraft with more than 160 KT after take-off should climb straight ahead to 4570' (2298'), report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL.



① By ATC

**WARNING**  
Airport of Chita Cheryomushki  
landing track 149°/329°

These SIDs require a minimum climb gradient of 261' per NM (4.3%)

| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
|--------------|-----|-----|-----|-----|------|------|
| 261' per NM  | 327 | 435 | 653 | 871 | 1089 | 1306 |

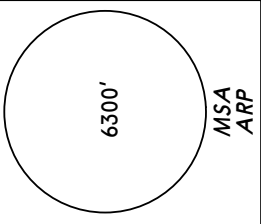
| ALT/HEIGHT CONVERSION<br>QNH (QFE) | 2700' (428' - 130m)  |
|------------------------------------|----------------------|
| 3590' (1318' - 400m)               | 4570' (2298' - 700m) |
| 8180' (5908' - 1800m)              |                      |
| FL CONVERSION                      | FL3000m              |

UIAA/HTA  
KADALA

20 MAR 09 **JEPPESEN**  
10-3C

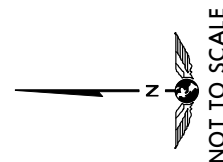
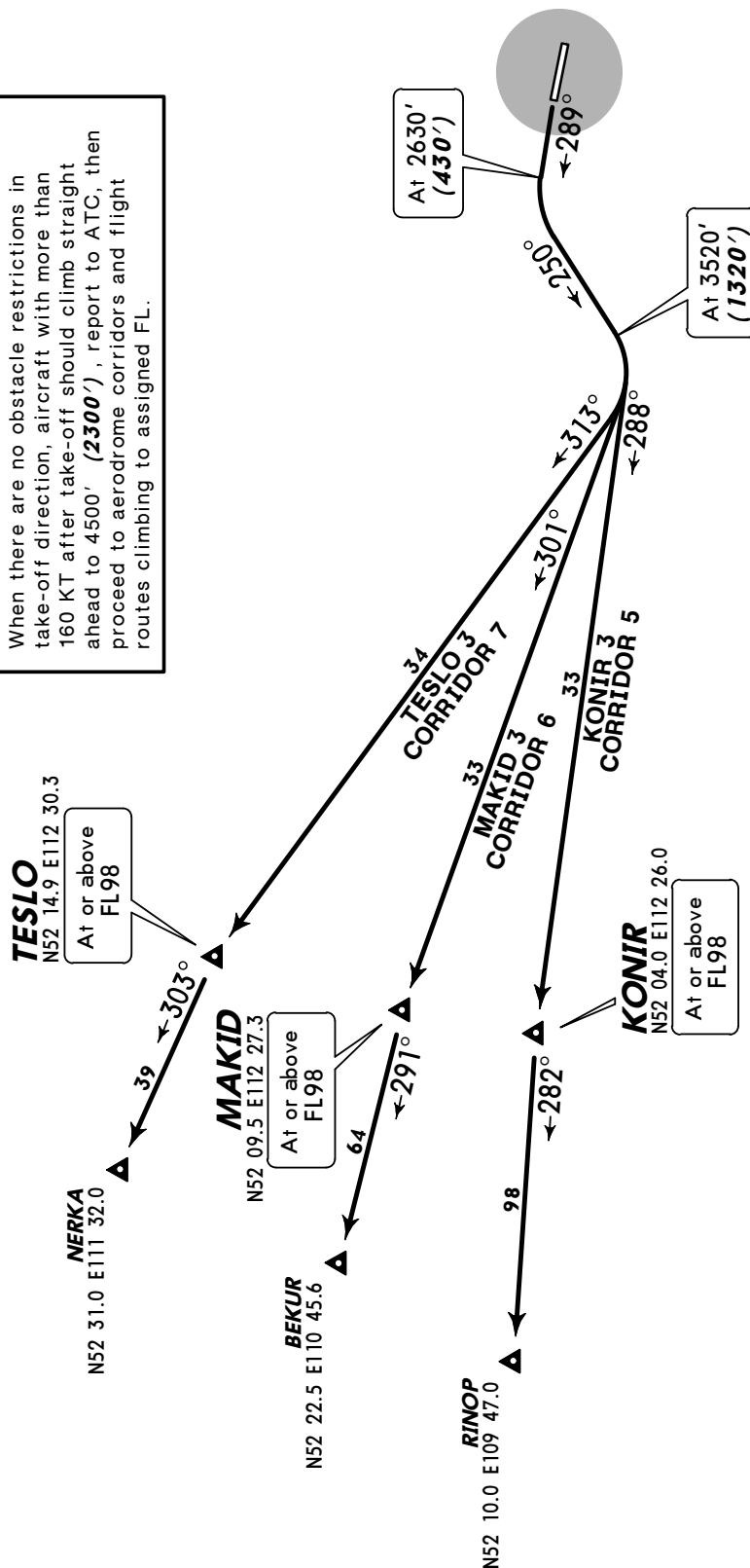
CHITA, RUSSIA  
**SID**

Apt Elev  
**2270'**  
QNH on request (QFE)  
Trans level: FL98 Trans alt: 8180' (5980')



KONIR 3, MAKID 3, TESLO 3  
RWY 29 DEPARTURES  
TO WEST

When there are no obstacle restrictions in take-off direction, aircraft with more than 160 KT after take-off should climb straight ahead to 4500' (2300'), report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL.



These SIDs require a minimum climb gradient of 334' per NM (5.5%)

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 334' per NM  | 418 | 557 | 835 | 1114 | 1392 | 1671 |

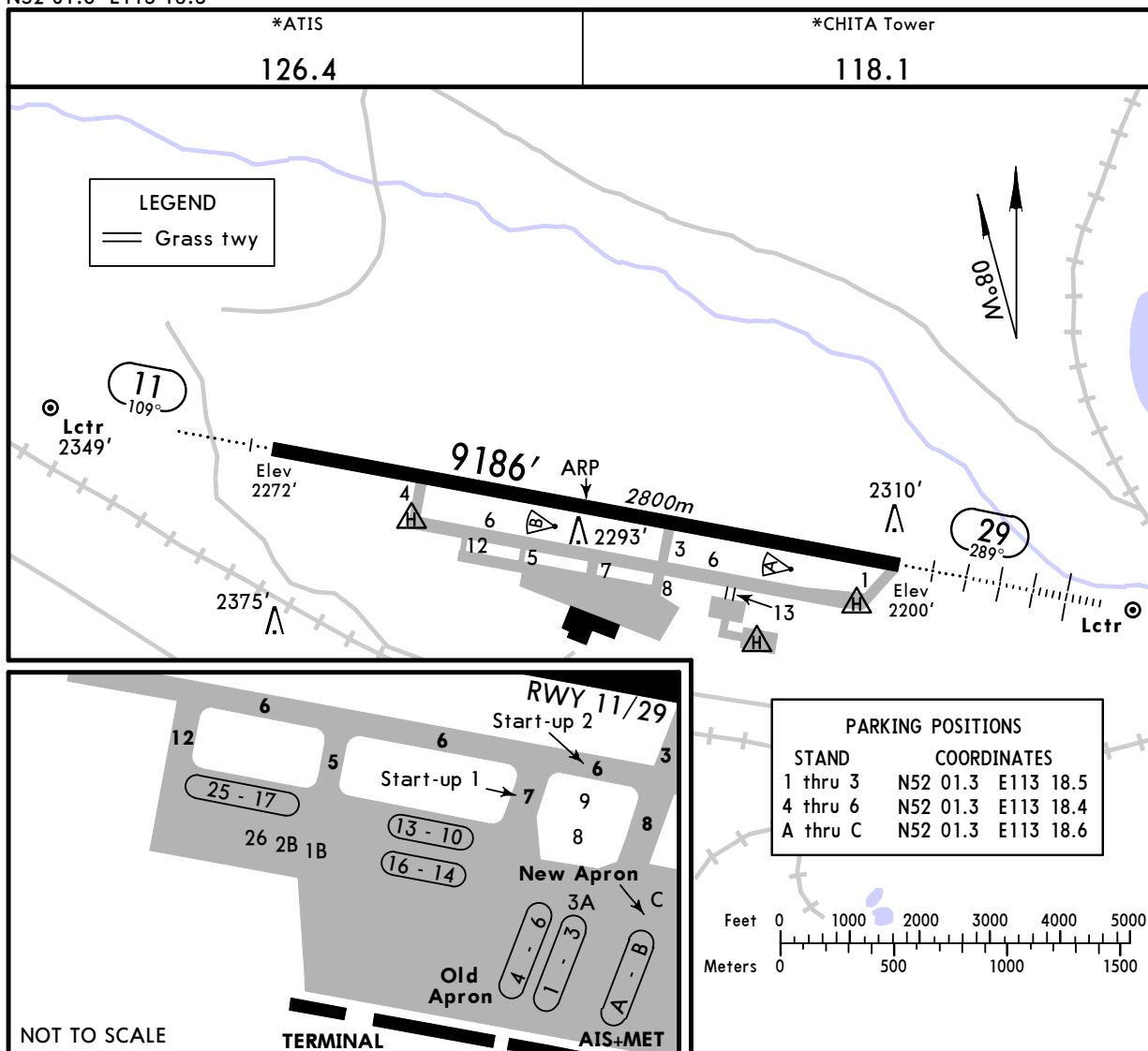
| ALT/HEIGHT CONVERSION |
|-----------------------|
| QNH (QFE)             |
| 2630' (430' - 130m)   |
| 3520' (1320' - 400m)  |
| 4500' (2300' - 700m)  |
| 8180' (5980' - 1800m) |

| FL CONVERSION |
|---------------|
| FL98 FL3000m  |

**UIAA/HTA**  
Apt Elev **2270'**  
N52 01.6 E113 18.3

**JEPPESSEN**  
20 MAR 09 **(10-9)**

**CHITA, RUSSIA**  
**KADALA**



**GENERAL**

Birds.

Stands 1B and 2B available for helicopters.

Use minimum power when taxiing out from stands 1 and 4.

Execute taxiing via twys 1, 4, 6, 7 and 8 with reduced speed.

Caution advised due to Tower, located 98'/30m North of Twy 6 btn Twys 5 and 7.

Turn at end segment RWY 29 shall be carried out with caution at reduced speed with slight braking, otherwise towing required.

**ADDITIONAL RUNWAY INFORMATION**

| RWY |                                        | USABLE LENGTHS |             |  | TAKE-OFF | WIDTH |
|-----|----------------------------------------|----------------|-------------|--|----------|-------|
|     |                                        | LANDING BEYOND |             |  |          |       |
|     |                                        | Threshold      | Glide Slope |  |          |       |
| 11  | RL (60m) ALS PAPI-L(angle 3.92°) RVR   |                |             |  | 184'     |       |
| 29  | RL (60m) HIALS PAPI-L(angle 3.50°) RVR |                | 8038' 2450m |  | 56m      |       |
|     |                                        |                |             |  |          |       |
|     |                                        |                |             |  |          |       |

**TAKE-OFF**

**AIR CARRIER (JAA)**

**All Rwys**

**LVP must be in force**

RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

|   |      |      |
|---|------|------|
| A |      |      |
| B | 250m | 400m |
| C |      |      |
| D | 300m |      |

CHANGES: None.

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UIAA/HTA


**JEPPESEN**  
 20 MAR 09 **10-9X**
**JAA MINIMUMS**  
**CHITA, RUSSIA**  
**KADALA**

| STRAIGHT-IN RWY |                    | A                    | B                    | C                    | D                    |
|-----------------|--------------------|----------------------|----------------------|----------------------|----------------------|
| 11              | 2 NDB              | <b>2670'</b> (398')  | <b>2670'</b> (398')  | <b>2670'</b> (398')  | <b>2670'</b> (398')  |
|                 | with 6.5 NM RDP    | <b>R1300m</b>        | <b>R1400m</b>        | <b>R1600m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R1800m               | R2000m               |
|                 | 2 NDB              | <b>4400'</b> (2128') | <b>4400'</b> (2128') | <b>4400'</b> (2128') | <b>4400'</b> (2128') |
|                 | w/o 6.5 NM RDP     | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 | ZM NDB             | <b>2910'</b> (638')  | <b>2910'</b> (638')  | <b>2910'</b> (638')  | <b>2910'</b> (638')  |
|                 | with 6.5 NM RDP    | <b>R1500m</b>        | <b>R1500m</b>        | <b>R1800m</b>        | <b>R2000m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R2000m               | R2000m               |
| 29              | ZM NDB             | <b>4570'</b> (2298') | <b>4570'</b> (2298') | <b>4570'</b> (2298') | <b>4570'</b> (2298') |
|                 | w/o 6.5 NM RDP     | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 | Z Lctr             | <b>3480'</b> (1208') | <b>3480'</b> (1208') | <b>3480'</b> (1208') | <b>3480'</b> (1208') |
|                 | with 6.5 NM RDP    | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 | Z Lctr             | <b>4570'</b> (2298') | <b>4570'</b> (2298') | <b>4570'</b> (2298') | <b>4570'</b> (2298') |
|                 | w/o 6.5 NM RDP     | <b>R1500m</b>        | <b>R1500m</b>        | <b>R2000m</b>        | <b>R2000m</b>        |
|                 | ILS                | <b>2400'</b> (200')  | <b>2400'</b> (200')  | <b>2400'</b> (200')  | <b>2400'</b> (200')  |
|                 |                    | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         | <b>R550m</b>         |
|                 | <i>ALS out</i>     | R1000m               | R1000m               | R1000m               | R1000m               |
|                 | LOC                | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    | NOT<br>AUTHORIZED    |
|                 | 2 NDB with NN MKR  | <b>2540'</b> (340')  | <b>2540'</b> (340')  | <b>2540'</b> (340')  | <b>2540'</b> (340')  |
|                 | with 11.2 NM RDP   | <b>R900m</b>         | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1400m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R1800m               | R2000m               |
|                 | 2 NDB with NN MKR  | <b>2640'</b> (440')  | <b>2640'</b> (440')  | <b>2640'</b> (440')  | <b>2640'</b> (440')  |
|                 | w/o 11.2 NM RDP    | <b>R900m</b>         | <b>R1000m</b>        | <b>R1000m</b>        | <b>R1400m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R1800m               | R2000m               |
|                 | 2 NDB w/o NN MKR   | <b>3570'</b> (1370') | <b>3570'</b> (1370') | <b>3570'</b> (1370') | <b>3570'</b> (1370') |
|                 | with 11.2 NM RDP   | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | 2 NDB w/o NN MKR   | <b>4090'</b> (1890') | <b>4090'</b> (1890') | <b>4090'</b> (1890') | <b>4090'</b> (1890') |
|                 | w/o 11.2 NM RDP    | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | DG NDB with NN MKR | <b>2780'</b> (580')  | <b>2780'</b> (580')  | <b>2780'</b> (580')  | <b>2780'</b> (580')  |
|                 | with 11.2 NM RDP   | <b>R1000m</b>        | <b>R1200m</b>        | <b>R1200m</b>        | <b>R1600m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | DG NDB with NN MKR | <b>4190'</b> (1990') | <b>4190'</b> (1990') | <b>4190'</b> (1990') | <b>4190'</b> (1990') |
|                 | w/o 11.2 NM RDP    | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | DG NDB w/o NN MKR  | <b>3940'</b> (1740') | <b>3940'</b> (1740') | <b>3940'</b> (1740') | <b>3940'</b> (1740') |
|                 | with 11.2 NM RDP   | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R2000m               | R2000m               |
|                 | DG NDB w/o NN MKR  | <b>4190'</b> (1990') | <b>4190'</b> (1990') | <b>4190'</b> (1990') | <b>4190'</b> (1990') |
|                 | w/o 11.2 NM RDP    | <b>R1200m</b>        | <b>R1400m</b>        | <b>R1400m</b>        | <b>R1800m</b>        |
|                 | <i>ALS out</i>     | R1500m               | R1500m               | R2000m               | R2000m               |

UIAA/HTA



**JAA MINIMUMS**  
CHITA, RUSSIA  
KADALA

TAKE-OFF RWY 11, 29

| LVP must be in Force     |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m                     | 500m              |
| B                        |      |                          |                   |
| C                        |      |                          |                   |
| D                        | 300m |                          |                   |

UIAA/HTA  
KADALA

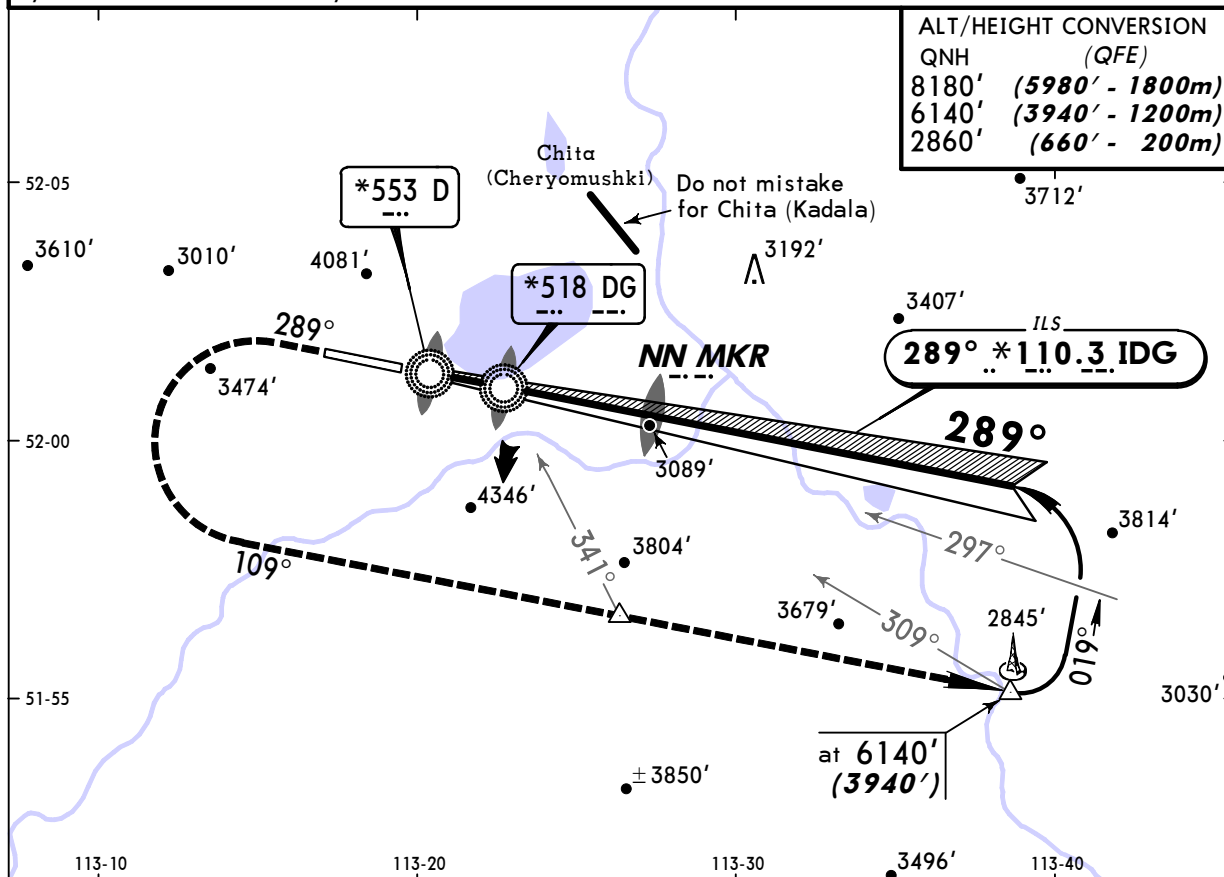
JEPPESEN  
20 MAR 09 (11-1)

CHITA, RUSSIA  
ILS Rwy 29

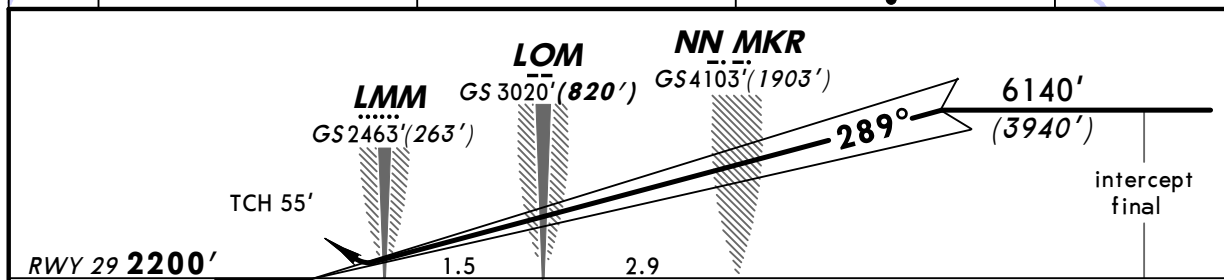
BRIEFING STRIP

|                                                                                                                                                |                           |                           |                              |                            |  |                                                              |
|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------|------------------------------|----------------------------|--|--------------------------------------------------------------|
| *ATIS                                                                                                                                          |                           | *CHITA Radar              |                              | *CHITA Tower (SRE/TWR)     |  | <div><div></div><div>6300'</div><div>MSA<br/>ARP</div></div> |
| 126.4                                                                                                                                          |                           | 122.0                     |                              | 118.1                      |  |                                                              |
| LOC<br>IDG<br>*110.3                                                                                                                           | Final<br>Apch Crs<br>289° | GS<br>LOM<br>3020' (820') | ILS<br>DA(H)<br>2400' (200') | Apt Elev 2270'<br>RWY2200' |  |                                                              |
| MISSED APCH: Climb on 289° to 2860' (660'), then turn LEFT onto 109° climbing to 6140' (3940'), then according to chart.                       |                           |                           |                              |                            |  |                                                              |
| Alt Set: MM (hPa on req)                                                                                                                       |                           | QNH on req (QFE)          |                              | Trans level: FL 98         |  | Trans alt: 8180' (5980')                                     |
| 1. Due to possible interference caused by MKR of a nearby airport, do not descend on final until cleared by ATC. 2. GS unreliable beyond 5 NM. |                           |                           |                              |                            |  |                                                              |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 Trans alt: 8180' (5980')  
 1. Due to possible interference caused by MKR of a nearby airport, do not descend on final until cleared by ATC. 2. GS unreliable beyond 5 NM.



| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 8180'                 | (5980' - 1800m) |
| 6140'                 | (3940' - 1200m) |
| 2860'                 | (660' - 200m)   |



|               |       |     |     |     |     |     |                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                        |
|---------------|-------|-----|-----|-----|-----|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">HIALS</div> <div style="border-left: 1px solid black; width: 20px; height: 40px; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; height: 2px;"></div> </div> </div> | <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">PAPI</div> <div style="border-left: 1px solid black; width: 20px; height: 40px; position: relative;"> <div style="position: absolute; top: 0; left: 0; right: 0; height: 2px;"></div> </div> </div> |
| GS            | 3.50° | 439 | 565 | 628 | 753 | 879 |                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                        |
|               |       |     |     |     |     |     |                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                        |

| STRAIGHT-IN LANDING RWY 29       |                      |         |                   |  |  |  |
|----------------------------------|----------------------|---------|-------------------|--|--|--|
| ILS<br><i>DA(H)</i> 2400' (200') |                      |         | LOC<br>(GS out)   |  |  |  |
| FULL                             |                      | ALS out |                   |  |  |  |
| A                                | RVR 720m<br>VIS 800m | 1200m   | NOT<br>AUTHORIZED |  |  |  |
| B                                |                      |         |                   |  |  |  |
| C                                |                      |         |                   |  |  |  |
| D                                |                      |         |                   |  |  |  |

PANS OPS

UIAA/HTA  
KADALA

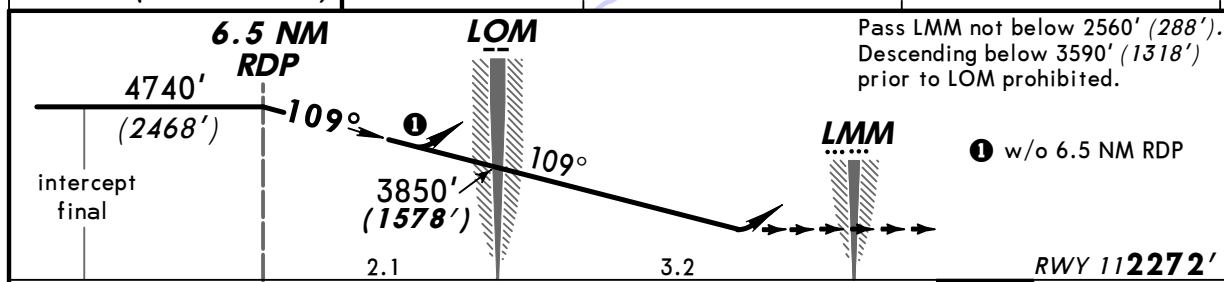
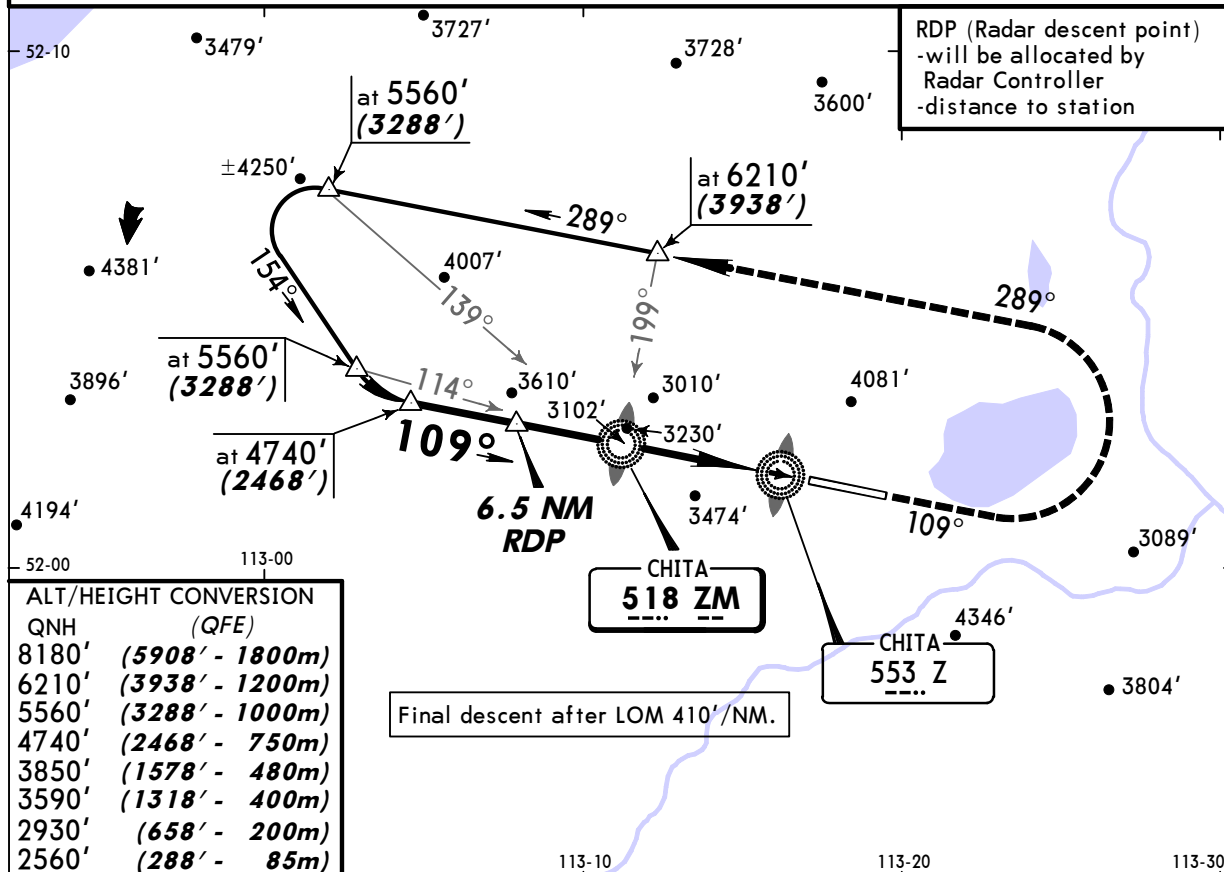
JEPPESEN  
20 MAR 09 (16-1)

CHITA, RUSSIA  
2 NDB or ZM NDB Rwy 11

BRIEFING STRIP

|                                                                                                                               |                           |                                    |                                                 |                                                  |                        |          |                                         |
|-------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|-------------------------------------------------|--------------------------------------------------|------------------------|----------|-----------------------------------------|
| *ATIS                                                                                                                         |                           |                                    | *CHITA Radar                                    |                                                  | *CHITA Tower (SRE/TWR) |          | <div>6300'</div> <div>MSA<br/>ARP</div> |
| 126.4                                                                                                                         |                           |                                    | 122.0                                           |                                                  | 118.1                  |          |                                         |
| NDB<br>ZM<br>518                                                                                                              | Final<br>Apch Crs<br>109° | Minimum Alt<br>Refer to<br>Profile | 2 NDB<br>MDA(H)<br>(CONDITIONAL)<br>2670'(398') | ZM NDB<br>MDA(H)<br>(CONDITIONAL)<br>2910'(638') | Apt Elev2270'          | RWY2272' |                                         |
| MISSED APCH: Climb on 109° to 2930'(658'), then turn LEFT onto 289° climbing to 6210'(3938'), then according to chart.        |                           |                                    |                                                 |                                                  |                        |          |                                         |
| Alt Set: MM (hPa on req)                                                                                                      |                           |                                    | QNH on req (QFE)                                |                                                  | Trans level: FL 98     |          | Trans alt: 8180'(5908')                 |
| Do not descend on final until cleared by ATC and before steady operation of aircraft and ground landing equipment is assured. |                           |                                    |                                                 |                                                  |                        |          |                                         |

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 Trans alt: 8180' (5908')  
Do not descend on final until cleared by ATC and before steady operation of aircraft and ground landing equipment is assured.



|                       |     |     |     |     |     |      |                                                                |
|-----------------------|-----|-----|-----|-----|-----|------|----------------------------------------------------------------|
| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160  | <div>ALS</div> <div>PAPI</div> <div>2930' (658') on 109°</div> |
| Descent Gradient 6.8% | 482 | 620 | 689 | 826 | 964 | 1102 |                                                                |
|                       |     |     |     |     |     |      |                                                                |

| STRAIGHT-IN LANDING RWY 11 |                        |                    |                     |
|----------------------------|------------------------|--------------------|---------------------|
| 2 NDB                      |                        | ZM NDB             |                     |
| with 6.5 NM RDP            | w/o 6.5 NM RDP         | with 6.5 NM RDP    | w/o 6.5 NM RDP      |
| MDA(H) 2670'(398')         | MDA(H) 4400'(2128')    | MDA(H) 2910'(638') | MDA(H) 4570'(2298') |
| ALS out                    | ALS out                | ALS out            | ALS out             |
| A                          |                        |                    |                     |
| B                          | RVR 1500m<br>VIS 1600m | 3200m              | 3200m               |
| C                          |                        | 2800m              | 4800m               |
| D                          | RVR 1800m<br>VIS 2000m | 3200m              |                     |

PANS OPS

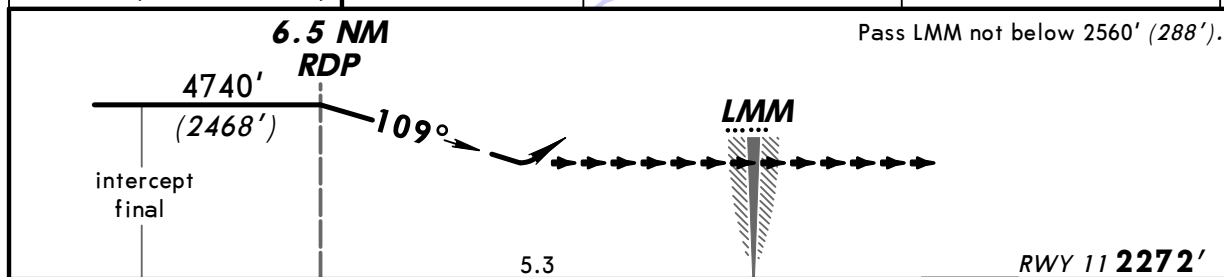
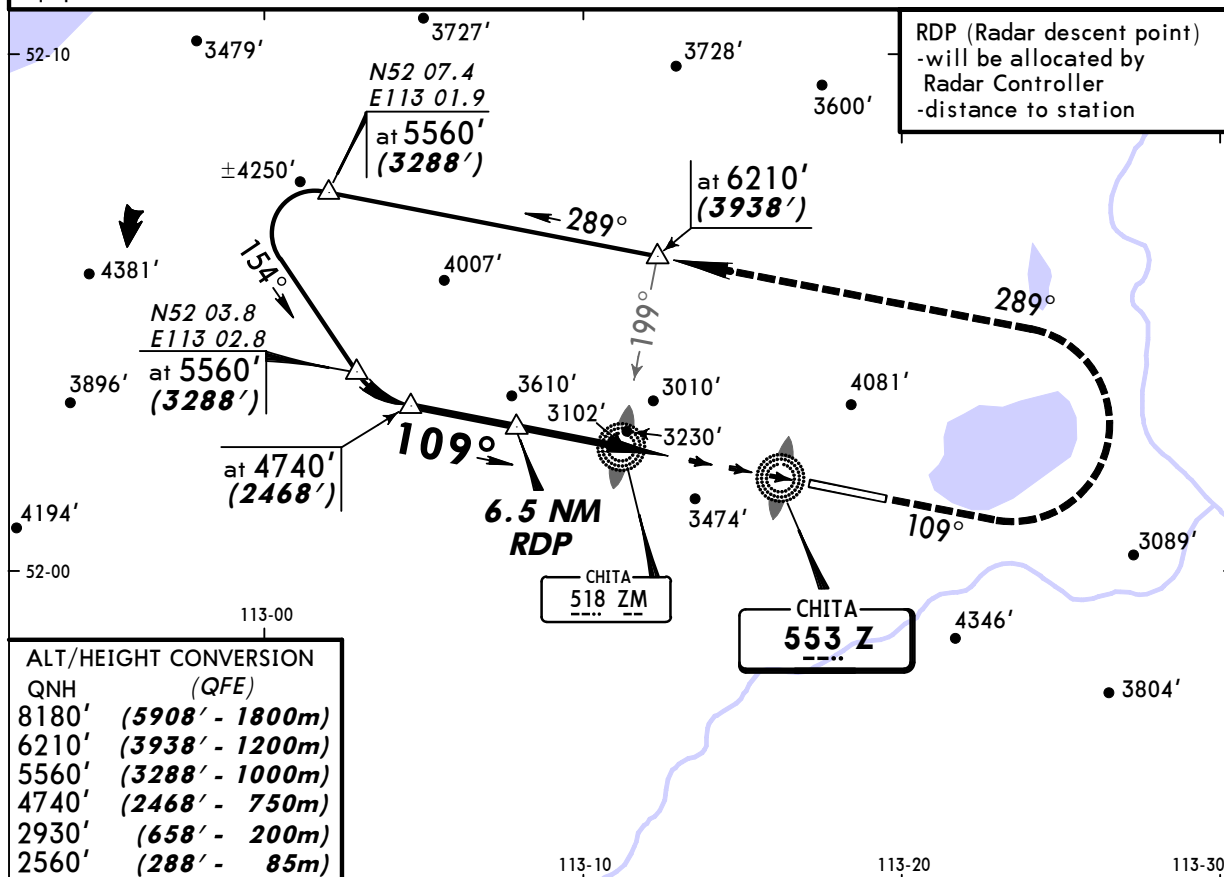
UIAA/HTA  
KADALAJEPPESEN  
20 MAR 09 (16-2)CHITA, RUSSIA  
Z Lctr Rwy 11

BRIEFING STRIP™

|                                                                                                                               |                           |                       |                                         |                                 |  |                                         |
|-------------------------------------------------------------------------------------------------------------------------------|---------------------------|-----------------------|-----------------------------------------|---------------------------------|--|-----------------------------------------|
| *ATIS<br>126.4                                                                                                                |                           | *CHITA Radar<br>122.0 |                                         | *CHITA Tower (SRE/TWR)<br>118.1 |  | <div>6300'</div> <div>MSA<br/>ARP</div> |
| Lctr<br>Z<br>553                                                                                                              | Final<br>Apch Crs<br>109° | Minimum Alt<br>No FAF | MDA(H)<br>(CONDITIONAL)<br>3480'(1208') | Apt Elev 2270'<br>RWY 2272'     |  |                                         |
| MISSED APCH: Climb on 109° to 2930'(658'), then turn LEFT onto 289° climbing to 6210'(3938'), then according to chart.        |                           |                       |                                         |                                 |  |                                         |
| Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 98      Trans alt: 8180'(5908')                           |                           |                       |                                         |                                 |  |                                         |
| Do not descend on final until cleared by ATC and before steady operation of aircraft and ground landing equipment is assured. |                           |                       |                                         |                                 |  |                                         |

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 98    Trans alt: 8180' (5908')

Do not descend on final until cleared by ATC and before steady operation of aircraft and ground landing equipment is assured.



| Gnd speed-Kts    | 70   | 90  | 100 | 120 | 140 | 160 | <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">ALS</div> <div style="border: 1px solid black; padding: 2px;">PAPI</div> </div> | <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px;">2930' (658') on 109°</div> </div> |
|------------------|------|-----|-----|-----|-----|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|
| Descent Gradient | 6.8% | 482 | 620 | 689 | 826 | 964 |                                                                                                                                                                       |                                                                                                                         |
|                  |      |     |     |     |     |     |                                                                                                                                                                       |                                                                                                                         |

| STRAIGHT-IN LANDING RWY 11 |       |                      |       |  |  |  |  |
|----------------------------|-------|----------------------|-------|--|--|--|--|
| with 6.5 NM RDP            |       | w/o 6.5 NM RDP       |       |  |  |  |  |
| MDA(H) 3480' (1208')       |       | MDA(H) 4570' (2298') |       |  |  |  |  |
| ALS out                    |       | ALS out              |       |  |  |  |  |
| A                          | 3200m |                      | 3200m |  |  |  |  |
| B                          |       |                      |       |  |  |  |  |
| C                          | 4800m |                      | 4800m |  |  |  |  |
| D                          |       |                      |       |  |  |  |  |

PANS OPS

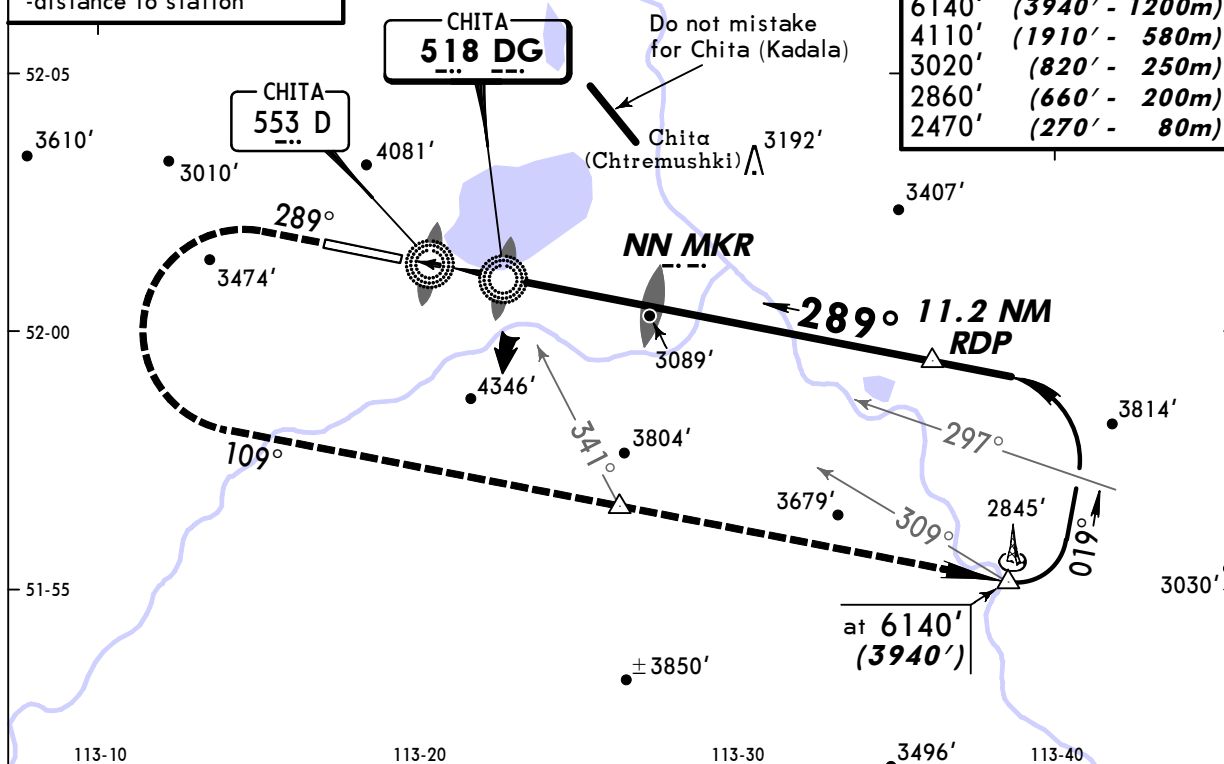
UIAA/HTA  
KADALAJEPPESEN  
20 MAR 09 (16-3)CHITA, RUSSIA  
2 NDB Rwy 29

BRIEFING STRIP

|                                                                                                                                                                                                                       |                           |                                    |                                                       |                                                       |                             |  |                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|-------------------------------------------------------|-------------------------------------------------------|-----------------------------|--|-----------------------------------------|
| *ATIS                                                                                                                                                                                                                 |                           |                                    | *CHITA Radar                                          |                                                       | *CHITA Tower (SRE/TWR)      |  | <div>6300'</div> <div>MSA<br/>ARP</div> |
| 126.4                                                                                                                                                                                                                 |                           |                                    | 122.0                                                 |                                                       | 118.1                       |  |                                         |
| NDB<br>DG<br>518                                                                                                                                                                                                      | Final<br>Apch Crs<br>289° | Minimum Alt<br>Refer to<br>Profile | with NN MKR<br>MDA(H)<br>(CONDITIONAL)<br>2540'(340') | w/o NN MKR<br>MDA(H)<br>(CONDITIONAL)<br>3570'(1370') | Apt Elev 2270'<br>RWY 2200' |  |                                         |
| MISSED APCH: Climb on 289° to 2860' (660'), then turn LEFT onto 109° climbing to 6140' (3940'), then according to chart.                                                                                              |                           |                                    |                                                       |                                                       |                             |  |                                         |
| Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 98      Trans alt: 8180' (5980')<br>Due to possible interference caused by MKR of a nearby airport, do not descend on final until cleared by ATC. |                           |                                    |                                                       |                                                       |                             |  |                                         |

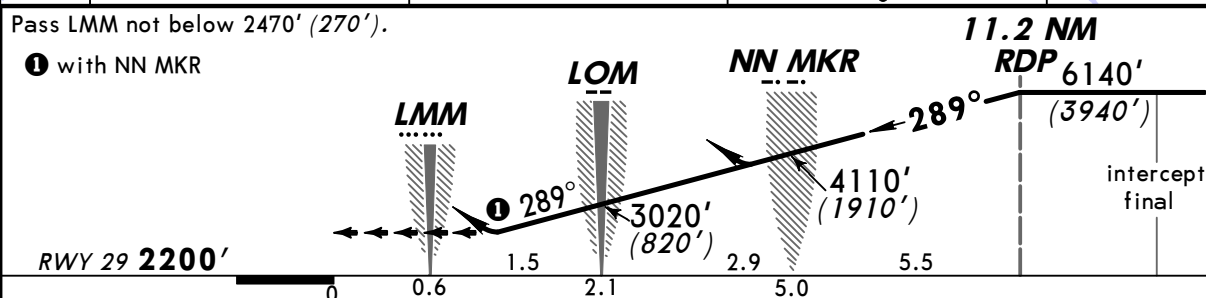
RDP (Radar descent point)  
-will be allocated by  
Radar Controller  
-distance to station

| ALT/HEIGHT CONVERSION |                 |
|-----------------------|-----------------|
| QNH                   | (QFE)           |
| 8180'                 | (5980' - 1800m) |
| 6140'                 | (3940' - 1200m) |
| 4110'                 | (1910' - 580m)  |
| 3020'                 | (820' - 250m)   |
| 2860'                 | (660' - 200m)   |
| 2470'                 | (270' - 80m)    |

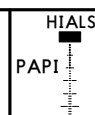


Pass LMM not below 2470' (270').

① with NN MKR



| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 |
|-----------------------|-----|-----|-----|-----|-----|-----|
| Descent Gradient 6.1% | 432 | 556 | 618 | 741 | 865 | 988 |



| STRAIGHT-IN LANDING RWY 29 |                        |                        |                        |                     |       |                     |       |
|----------------------------|------------------------|------------------------|------------------------|---------------------|-------|---------------------|-------|
| with NN MKR                |                        |                        |                        | w/o NN MKR          |       |                     |       |
| with 11.2 NM RDP           |                        | w/o 11.2 NM RDP        |                        | with 11.2 NM RDP    |       | w/o 11.2 NM RDP     |       |
| MDA(H) 2540'(340')         |                        | MDA(H) 2640'(440')     |                        | MDA(H) 3570'(1370') |       | MDA(H) 4090'(1890') |       |
| ALS out                    |                        | ALS out                |                        | ALS out             |       | ALS out             |       |
| A                          |                        |                        |                        |                     |       |                     |       |
| B                          | 1200m                  | RVR 1500m<br>VIS 1600m | 1200m                  | 1900m               | 3200m | 3200m               |       |
| C                          |                        |                        | RVR 1800m<br>VIS 2000m | 4000m               | 4800m | 4000m               | 4800m |
| D                          | RVR 1500m<br>VIS 1600m | RVR 1800m<br>VIS 2000m | 2400m                  | 4400m               | 4400m | 4400m               | 4400m |

PANS OPS

CHANGES: MSA.

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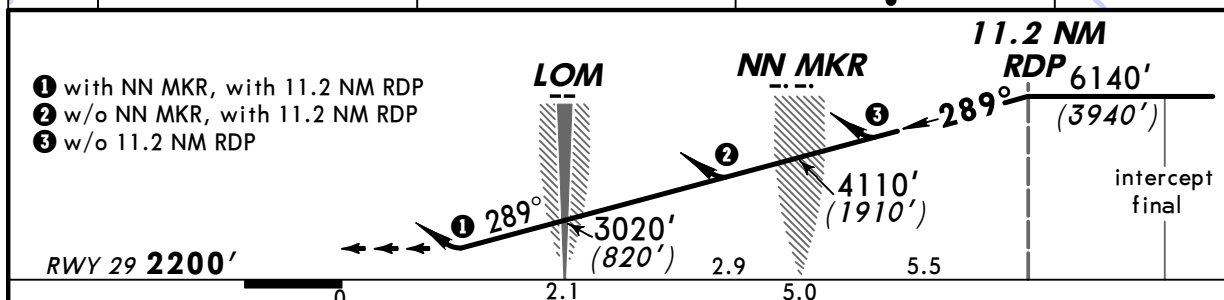
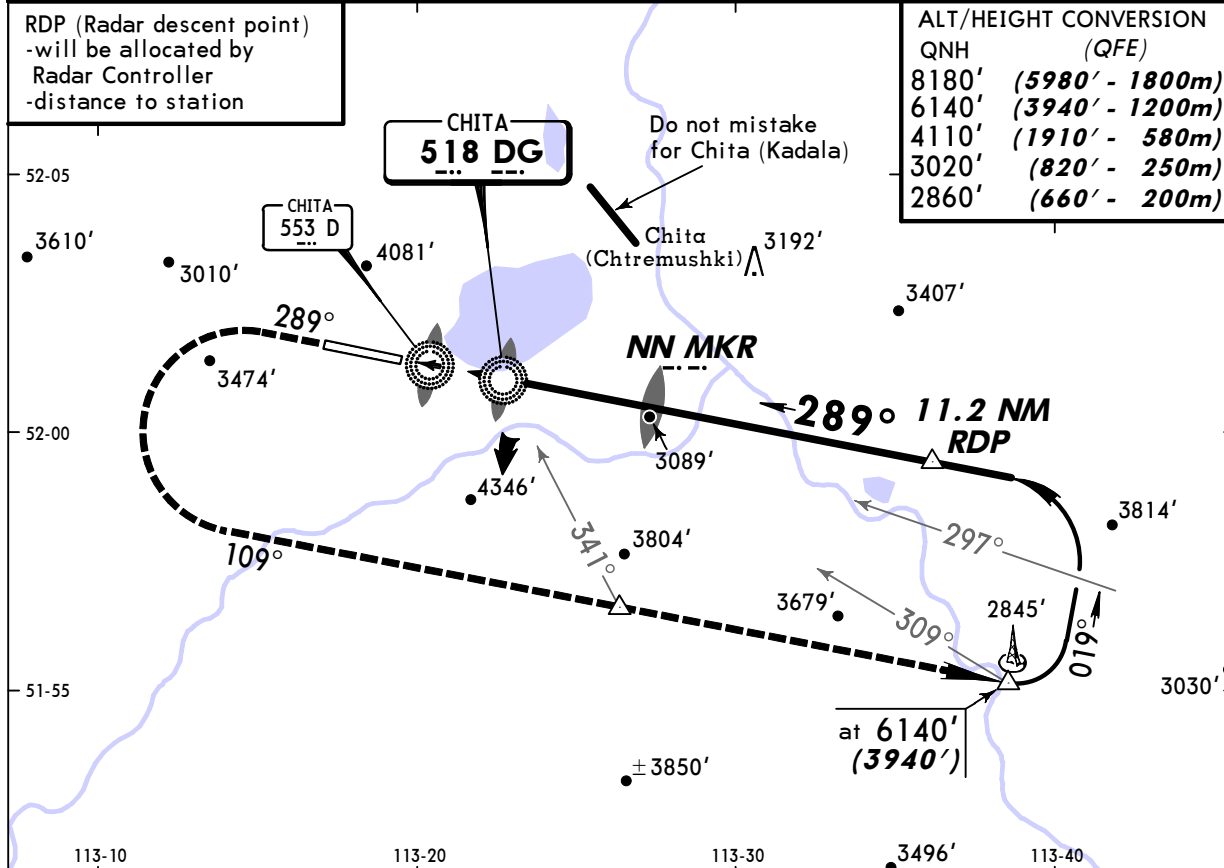
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KADALA

JEPPESEN  
20 MAR 09 (16-4)

CHITA, RUSSIA  
DG NDB Rwy 29

BRIEFING STRIP

|                                                                                                                                                                                                                      |                           |                                    |                                                       |                                                       |                             |  |                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|-------------------------------------------------------|-------------------------------------------------------|-----------------------------|--|-----------------------------------------|
| *ATIS                                                                                                                                                                                                                |                           |                                    | *CHITA Radar                                          |                                                       | *CHITA Tower (SRE/TWR)      |  | <div>6300'</div> <div>MSA<br/>ARP</div> |
| 126.4                                                                                                                                                                                                                |                           |                                    | 122.0                                                 |                                                       | 118.1                       |  |                                         |
| NDB<br>DG<br>518                                                                                                                                                                                                     | Final<br>Apch Crs<br>289° | Minimum Alt<br>Refer to<br>Profile | with NN MKR<br>MDA(H)<br>(CONDITIONAL)<br>2780'(580') | w/o NN MKR<br>MDA(H)<br>(CONDITIONAL)<br>3940'(1740') | Apt Elev 2270'<br>RWY 2200' |  |                                         |
| MISSED APCH: Climb on 289° to 2860'(660'), then turn LEFT onto 109° climbing to 6140'(3940'), then according to chart.                                                                                               |                           |                                    |                                                       |                                                       |                             |  |                                         |
| Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 98      Trans alt: 8180'(5980')<br>Due to possible interference caused by MKR of a nearby airport, do not descend on final until cleared by ATC. |                           |                                    |                                                       |                                                       |                             |  |                                         |



| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI | 2860'<br>(660') on 289° |
|-----------------------|-----|-----|-----|-----|-----|-----|---------------|-------------------------|
| Descent Gradient 6.1% | 432 | 556 | 618 | 741 | 865 | 988 |               |                         |
|                       |     |     |     |     |     |     |               |                         |

| STRAIGHT-IN LANDING RWY 29 |       |                      |       |                      |       |                      |  |
|----------------------------|-------|----------------------|-------|----------------------|-------|----------------------|--|
| with NN MKR                |       |                      |       | w/o NN MKR           |       |                      |  |
| with 11.2 NM RDP           |       | w/o 11.2 NM RDP      |       | with 11.2 NM RDP     |       | w/o 11.2 NM RDP      |  |
| MDA(H) 2780' (580')        |       | MDA(H) 4190' (1990') |       | MDA(H) 3940' (1740') |       | MDA(H) 4190' (1990') |  |
| ALS out                    |       | ALS out              |       | ALS out              |       | ALS out              |  |
| A                          |       | 3200m                |       | 3200m                |       | 3200m                |  |
| B                          | 1800m | 2600m                |       |                      |       |                      |  |
| C                          |       |                      | 4000m | 4000m                | 4000m | 4000m                |  |
| D                          | 2400m | 2800m                | 4400m | 4400m                | 4400m | 4400m                |  |

PANS OPS