

Page 1

Changed chart(s) since Disc 26-2010

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
------------	------------------------	--------------	-----------------	-----------------

No revision activity since Disc 26-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UIAA

General Info

Chita, RUS

N 52° 01.6' E113° 18.3' Mag Var: 7.0°W

Elevation: 2272'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+9:00 uses DST

Runway Info

Runway 11-29 9186' x 184' concrete

Runway 11 (109.0°M) TDZE 2272'

Lights: Edge, ALS

Runway 29 (289.0°M) TDZE 2200'

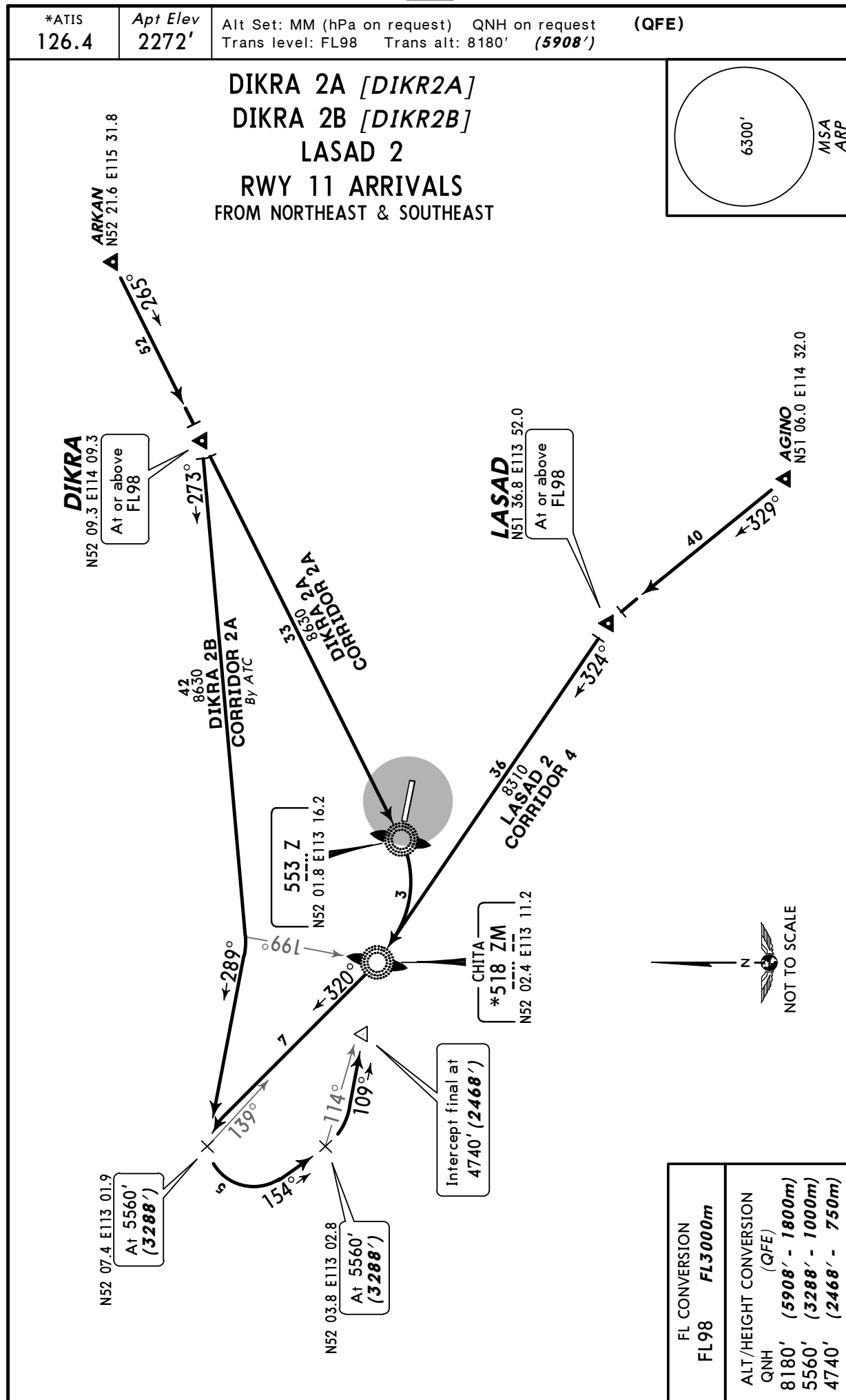
Lights: Edge, ALS

Communications InfoATIS **126.4**Chita Tower **118.1**Chita Radar **122.0****Notebook Info**

UIAA/HTA
KADALA

JEPPESEN
 26 JUN 09 **10-2**

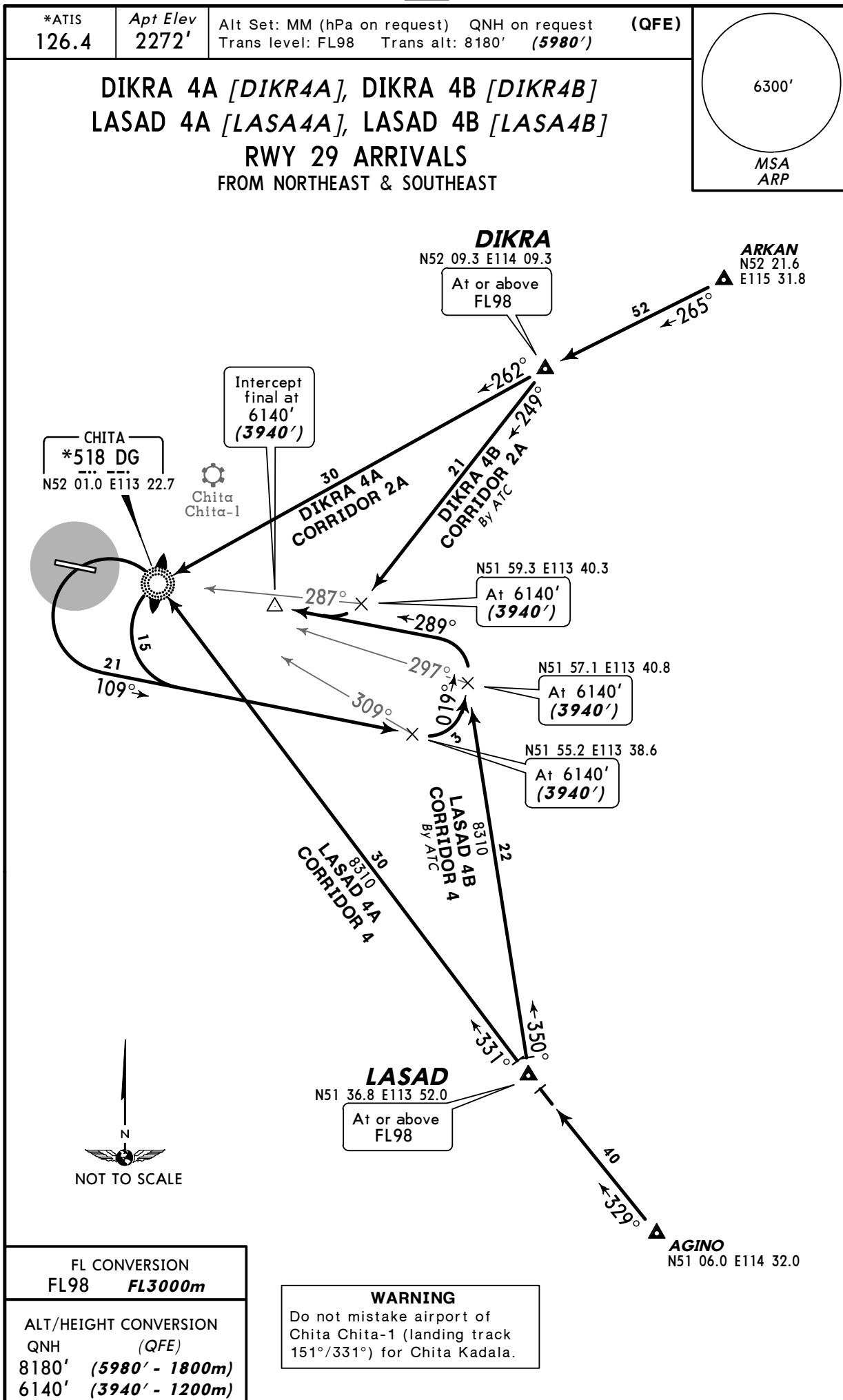
CHITA, RUSSIA
STAR



UIAA/HTA
KADALA

JEPPESEN
 26 JUN 09 **(10-2A)**

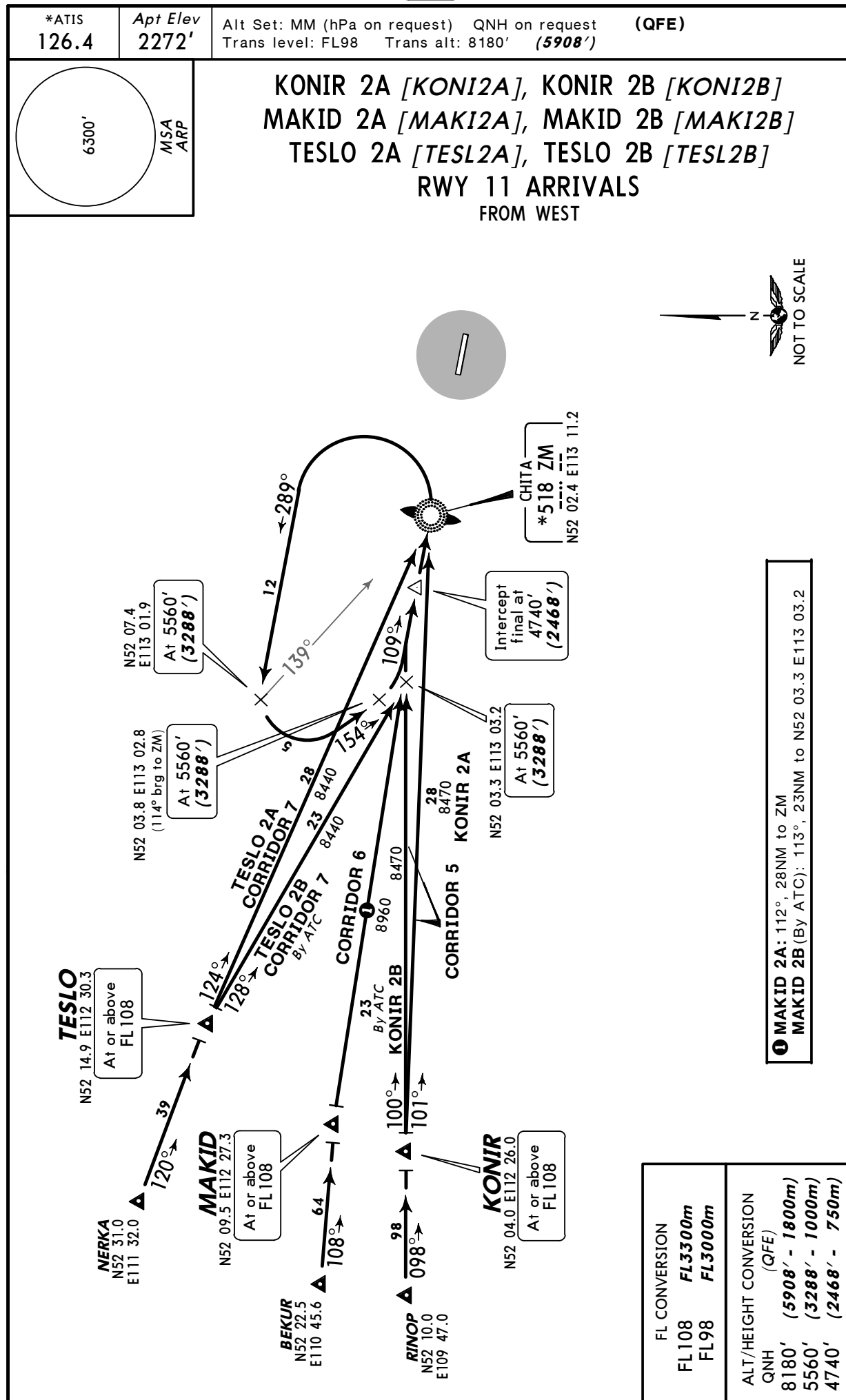
CHITA, RUSSIA
STAR



UIAA/HTA
KADALA

JEPPESEN
22 MAY 09 **10-2B** **Eff 4 Jun**

CHITA, RUSSIA
STAR



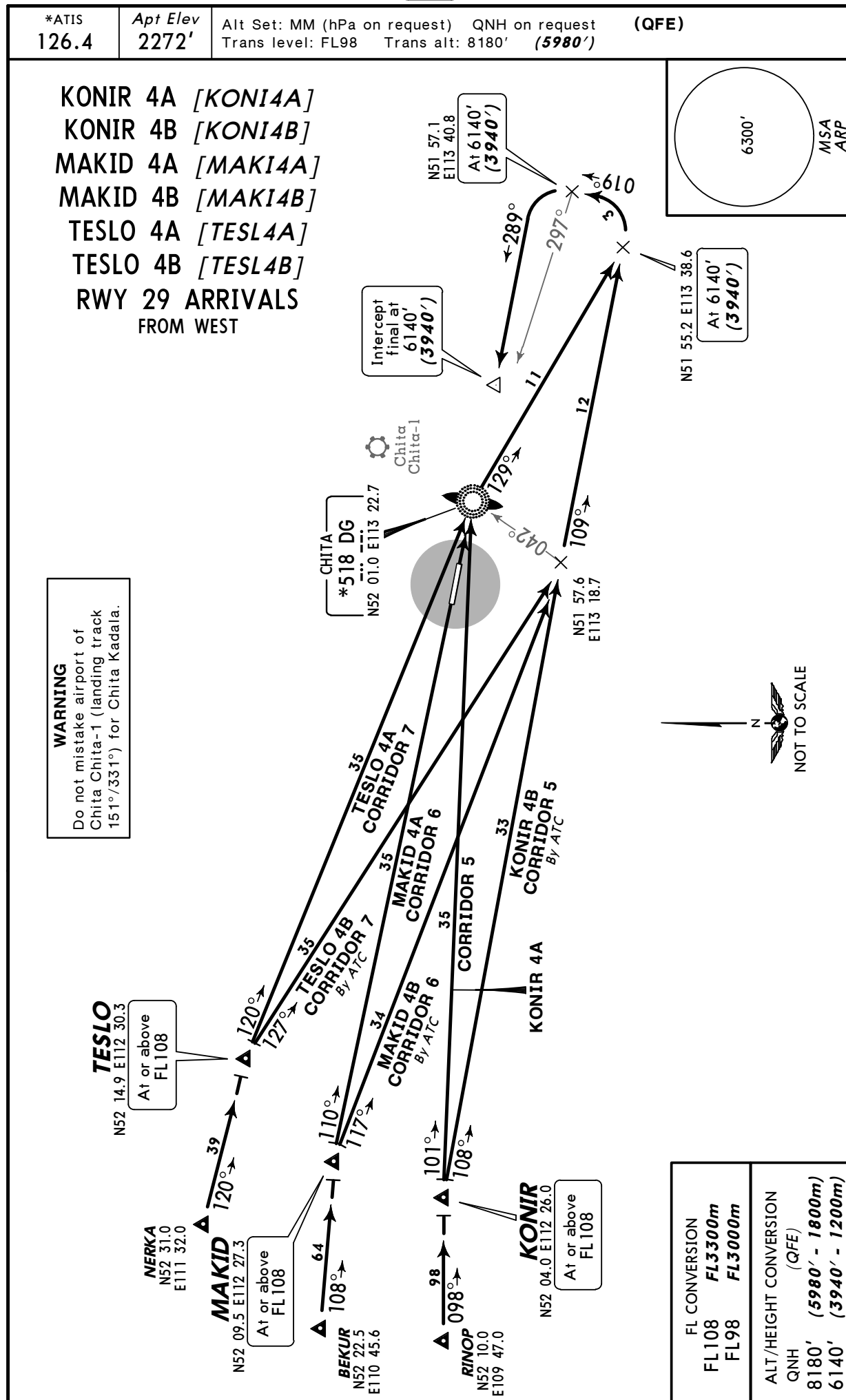
CHANGES: None.

© JEPPESEN, 2003, 2009. ALL RIGHTS RESERVED.

UIAA/HTA
 KADALA

JEPPesen
 22 MAY 09 **10-2C** Eff 4 Jun

CHITA, RUSSIA
STAR



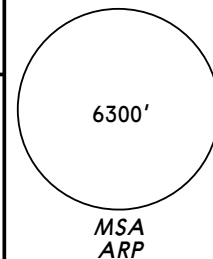
UIAA/HTA
KADALA

JEPPESEN
 1 JAN 10 **10-3**

CHITA, RUSSIA
SID

Apt Elev
2272'

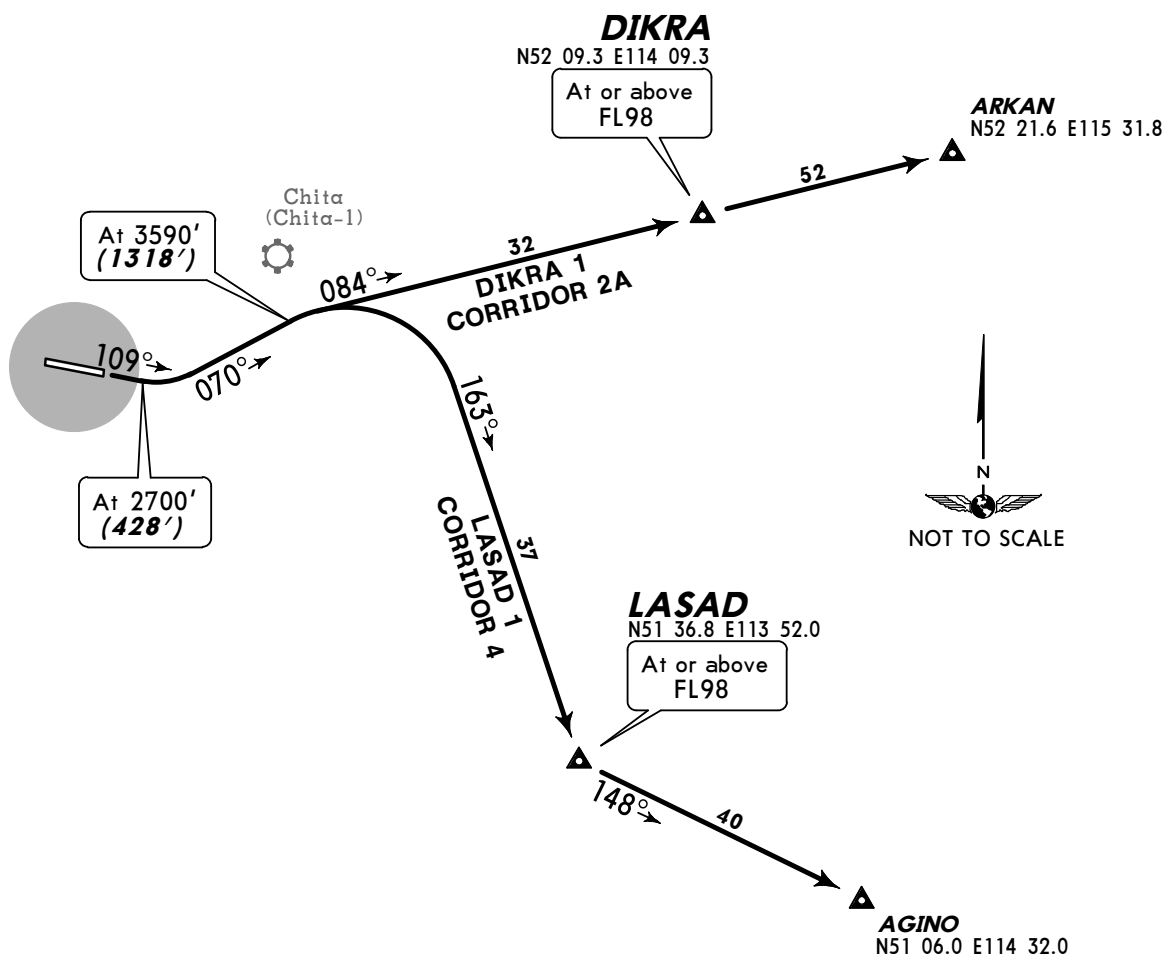
QNH on request **(QFE)**
 Trans level: FL98 Trans alt: 8180' **(5908')**



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

It is permitted by coordination with ATC to climb straight ahead to 4570' **(2298')** with a minimum climb gradient of 261' per NM (4.3%), then proceed to corridors and flight routes climbing to assigned FL.

WARNING
 Airport of Chita (Chita-1) LEFT of take-off heading.
 Landing heading is 151°/331°.



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

FL CONVERSION
 FL98 **FL3000m**

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

UIAA/HTA
 KADALA

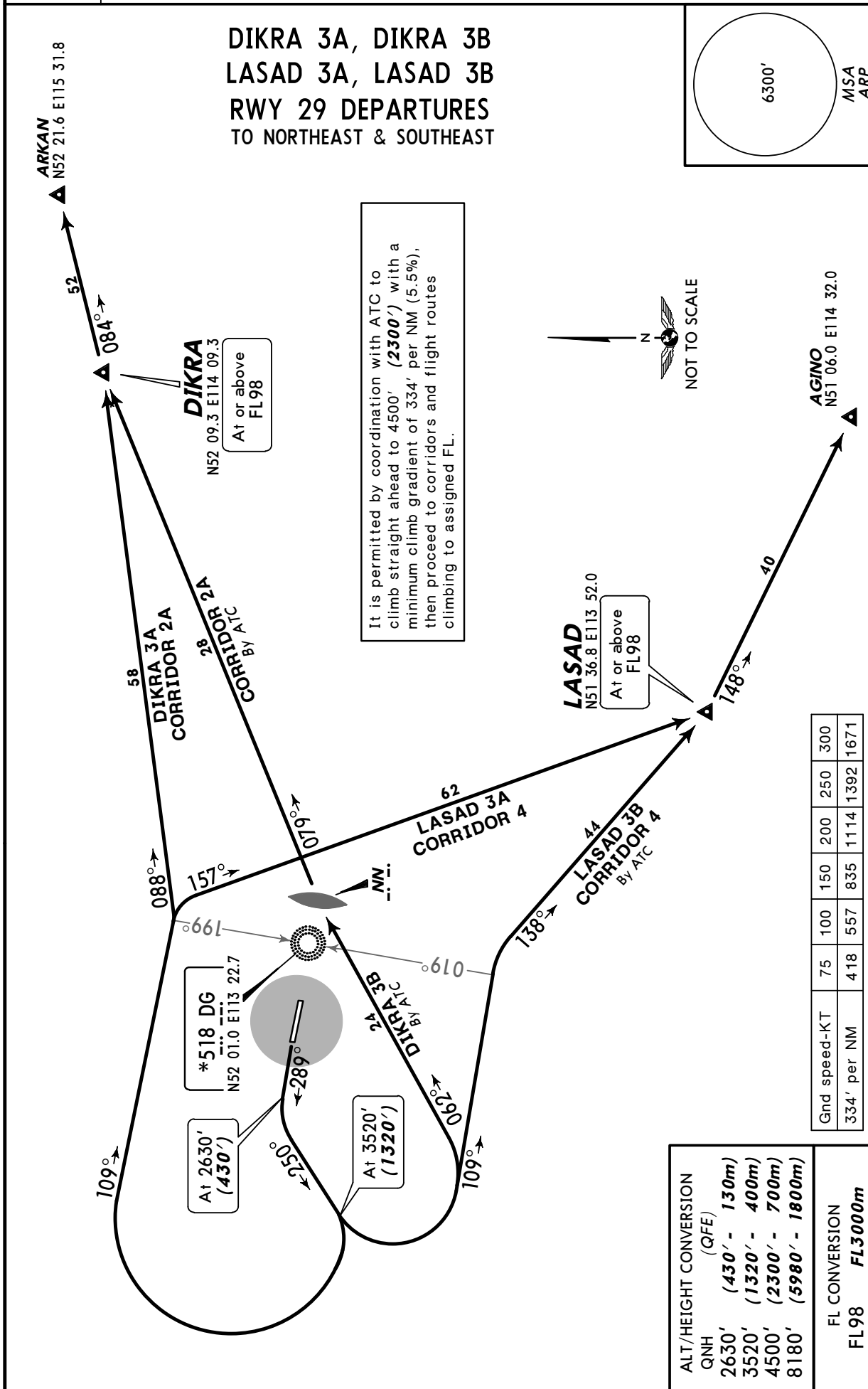
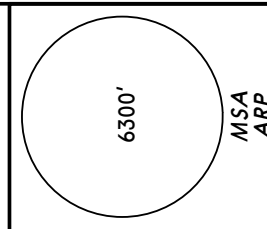
JEPPESSEN
 1 JAN 10 **(10-3A)**

CHITA, RUSSIA
SID

Apt Elev
2272'

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**



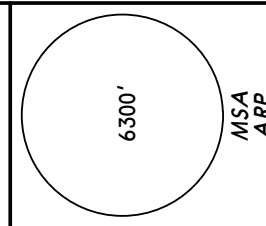
UIAA/HTA
KADALA

JEPPESSEN
 1 JAN 10 **10-3B**

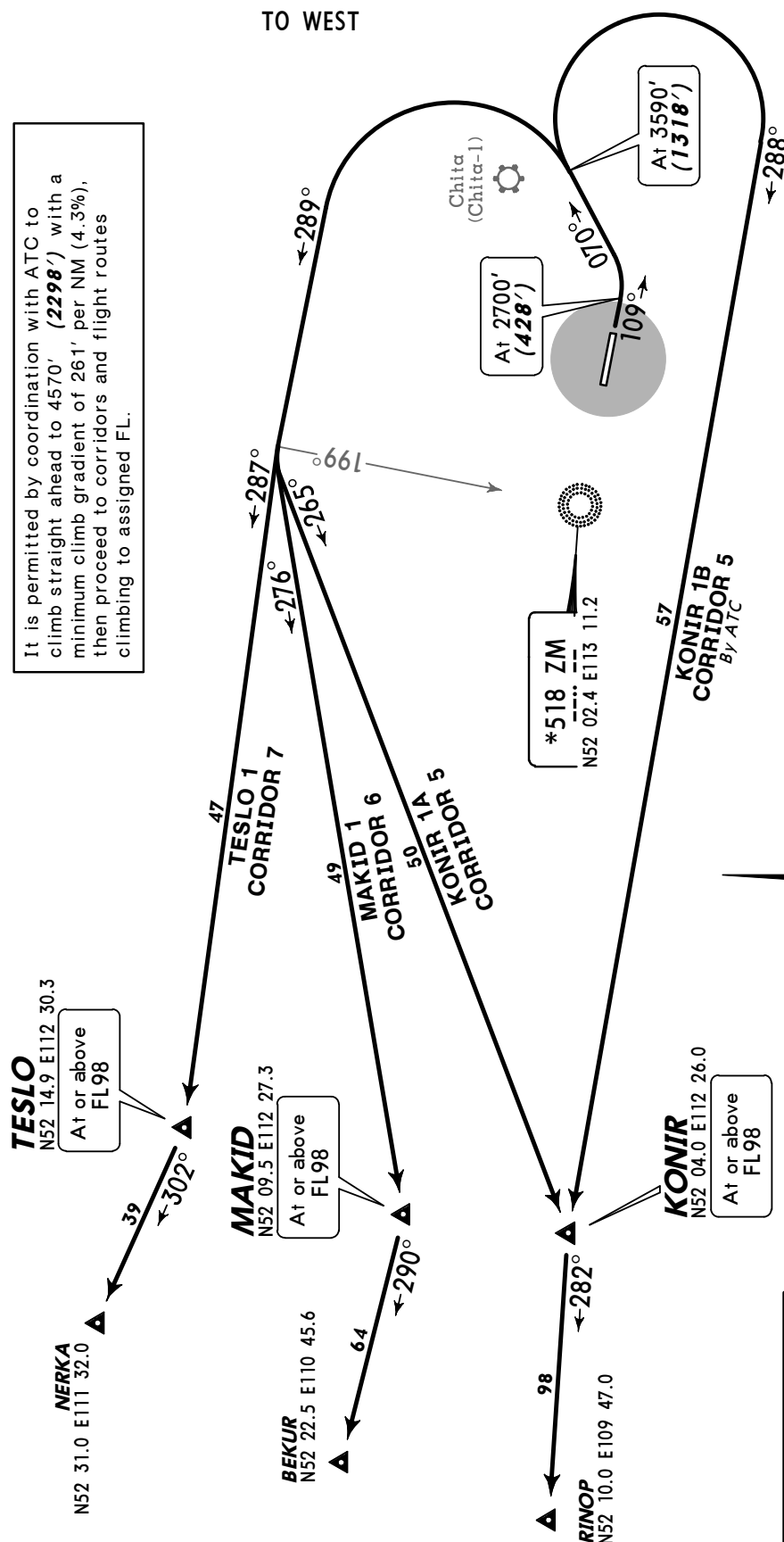
CHITA, RUSSIA
SID

Apt Elev
2272'
 QNH on request **(QFE)**
 Trans level: FL98 Trans alt: 8180' **(5908')**

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



It is permitted by coordination with ATC to climb straight ahead to 4570' (2298') with a minimum climb gradient of 261' per NM (4.3%), then proceed to corridors and flight routes climbing to assigned FL.



WARNING
 Airport of Chita (Chita-1) LEFT
 of take-off heading.
 Landing heading is 151°/331°.

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

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

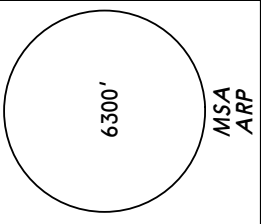
FL CONVERSION	FL3000m
FL98	

UIAA/HTA
KADALA

JEPPESEN
1 JAN 10 **(10-3C)**

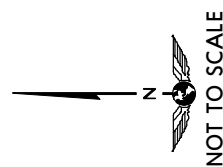
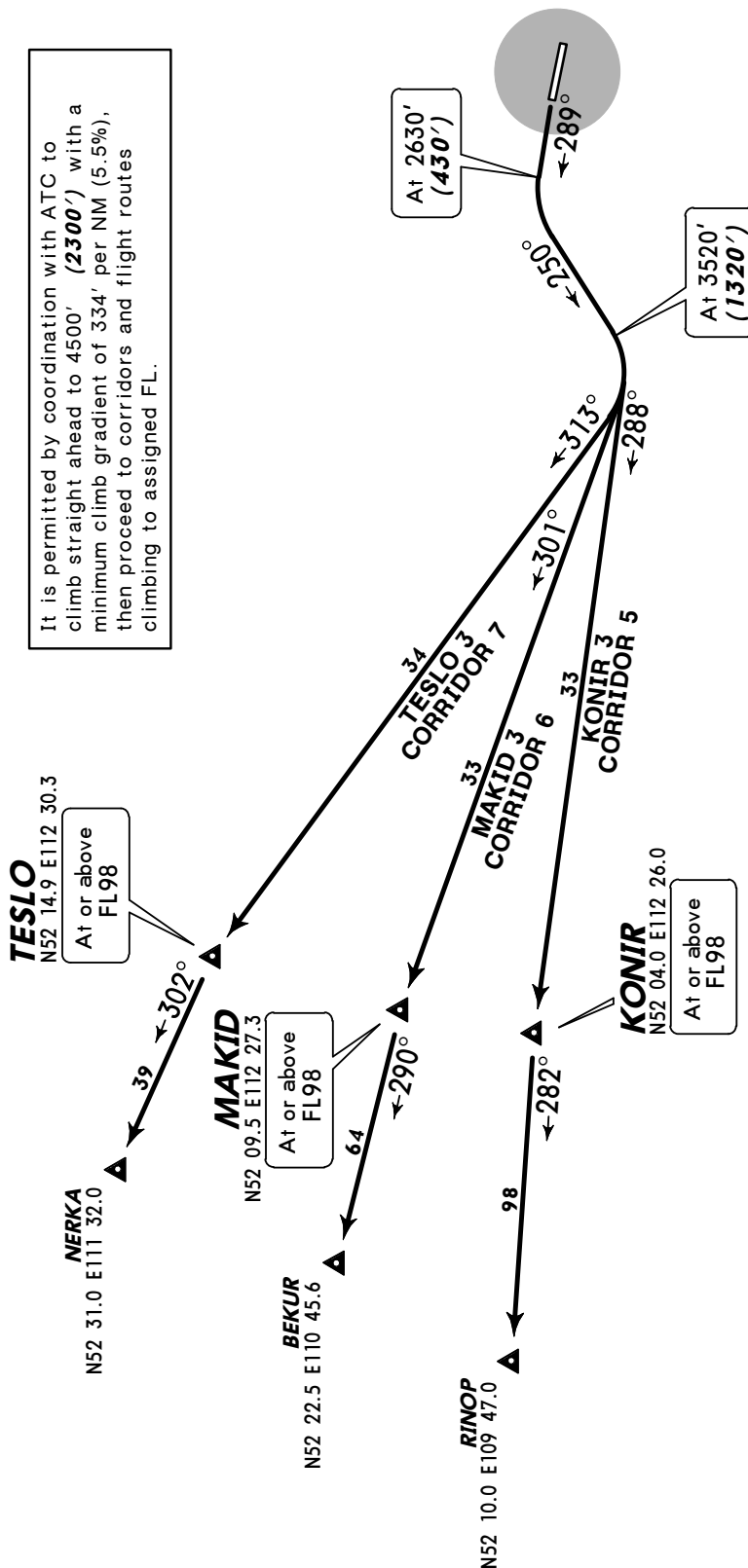
CHITA, RUSSIA
SID

Apt Elev **2272'**
QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8180' **(5980')**



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

It is permitted by coordination with ATC to climb straight ahead to 4500' **(2300')** with a minimum climb gradient of 334' per NM (5.5%), then proceed to corridors and flight routes climbing to assigned FL.



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

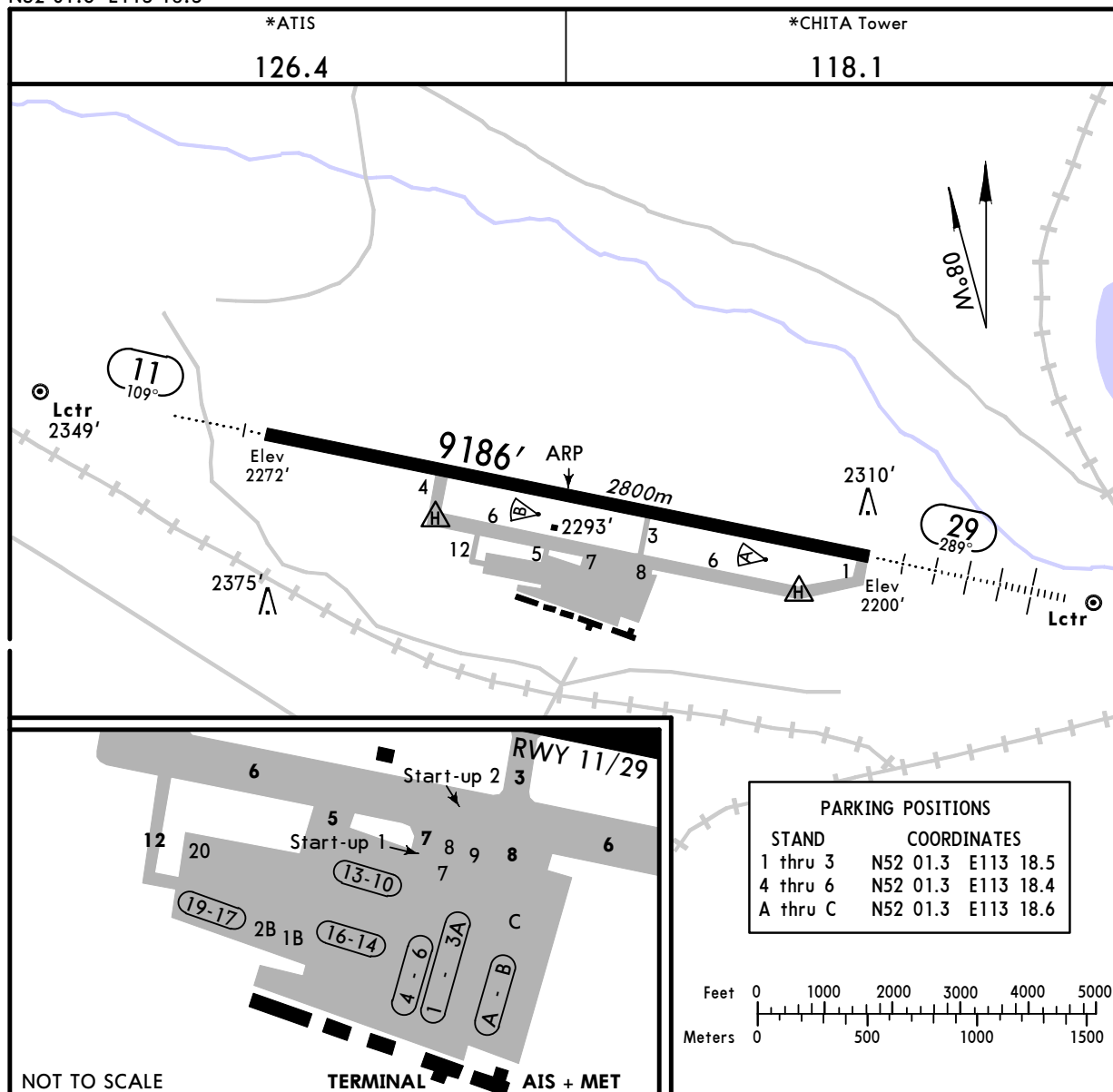
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2630'	(430' - 130m)
3520'	(1320' - 400m)
4500'	(2300' - 700m)
8180'	(5980' - 1800m)

FL CONVERSION	
FL98	FL3000m

UIAA/HTA
Apt Elev **2272'**
N52 01.6 E113 18.3

JEPPESSEN
18 JUN 10 **(10-9)** **Eff 1 Jul**

CHITA, RUSSIA
KADALA



GENERAL

Birds.
Stands A thru C, 1 thru 6 and 20 available for helicopters.
Use minimum power when taxiing out from stands A, B and 1 thru 6.
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		7972' 2430m		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: Stands. Usable length.

© JEPPESSEN, 2000, 2010. ALL RIGHTS RESERVED.

UIAA/HTA

 **JEPPESEN**
19 FEB 10 **10-9S****Standard**
CHITA, RUSSIA
KADALA

STRAIGHT-IN RWY		A	B	C	D
11	2 NDB ①②③	2670' (398') R1500m	2670' (398') R1500m	2670' (398') R1600m	2670' (398') R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ①②④	2670' (398') R1600m	2670' (398') R1600m	2670' (398') R1600m	2670' (398') R1600m
	ALS out	R1800m	R1800m	R1800m	R1800m
	2 NDB ⑤	4390' (2118') C5000m	4390' (2118') C5000m	4390' (2118') C5000m	4390' (2118') C5000m
	ZM NDB ①②	2910' (638') C2700m	2910' (638') C2700m	2910' (638') C2700m	2910' (638') C2700m
	ALS out	C2900m	C2900m	C2900m	C2900m
	ZM NDB ⑤	4570' (2298') C5000m	4570' (2298') C5000m	4570' (2298') C5000m	4570' (2298') C5000m
29	Z Lctr ②	3480' (1208') C5000m	3480' (1208') C5000m	3480' (1208') C5000m	3480' (1208') C5000m
	Z Lctr ⑤	4570' (2298') C5000m	4570' (2298') C5000m	4570' (2298') C5000m	4570' (2298') C5000m
	ILS	2400' (200')	2400' (200')	2400' (200')	2400' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①②⑥	2540' (340') R800m	2540' (340') R800m	2540' (340') R800m	2540' (340') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	2 NDB ①⑤⑥	2640' (440') R1300m	2640' (440') R1300m	2640' (440') R1300m	2640' (440') R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ②⑦	3570' (1370') C5000m	3570' (1370') C5000m	3570' (1370') C5000m	3570' (1370') C5000m
	2 NDB ⑤⑦	4090' (1890') C5000m	4090' (1890') C5000m	4090' (1890') C5000m	4090' (1890') C5000m
	DG NDB ①②⑥	2780' (580') R1500m	2780' (580') R1500m	2780' (580') R1900m	2780' (580') R1900m
	ALS out	R1500m	R1500m	C2400m	C2400m
	DG NDB ⑤	4190' (1990') C5000m	4190' (1990') C5000m	4190' (1990') C5000m	4190' (1990') C5000m
	DG NDB ②⑦	3940' (1740') C5000m	3940' (1740') C5000m	3940' (1740') C5000m	3940' (1740') C5000m

① Continuous Descent Final Approach.

② with radar control

③ with FMS

④ w/o FMS

⑤ w/o radar control

⑥ with MKR

⑦ w/o MKR

UIAA/HTA

 **JEPPESEN**
19 FEB 10 **(10-9S1)**

Standard
CHITA, RUSSIA
KADALA

TAKE-OFF RWY 11, 29

LVP must be in force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UIAA/HTA


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

STRAIGHT-IN RWY		A	B	C	D
11	2 NDB	2670' (398')	2670' (398')	2670' (398')	2670' (398')
	with 6.5 NM RDP	R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	4400' (2128')	4400' (2128')	4400' (2128')	4400' (2128')
	w/o 6.5 NM RDP	R1500m	R1500m	R2000m	R2000m
	ZM NDB	2910' (638')	2910' (638')	2910' (638')	2910' (638')
	with 6.5 NM RDP	R1500m	R1500m	R1800m	R2000m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	ZM NDB	4570' (2298')	4570' (2298')	4570' (2298')	4570' (2298')
	w/o 6.5 NM RDP	R1500m	R1500m	R2000m	R2000m
29	Z Lctr	3480' (1208')	3480' (1208')	3480' (1208')	3480' (1208')
	with 6.5 NM RDP	R1500m	R1500m	R2000m	R2000m
	Z Lctr	4570' (2298')	4570' (2298')	4570' (2298')	4570' (2298')
	w/o 6.5 NM RDP	R1500m	R1500m	R2000m	R2000m
	ILS	2400' (200')	2400' (200')	2400' (200')	2400' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	2 NDB with NN MKR	2540' (340')	2540' (340')	2540' (340')	2540' (340')
	with 11.2 NM RDP	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB with NN MKR	2640' (440')	2640' (440')	2640' (440')	2640' (440')
	w/o 11.2 NM RDP	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB w/o NN MKR	3570' (1370')	3570' (1370')	3570' (1370')	3570' (1370')
	with 11.2 NM RDP	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	2 NDB w/o NN MKR	4090' (1890')	4090' (1890')	4090' (1890')	4090' (1890')
	w/o 11.2 NM RDP	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	DG NDB with NN MKR	2780' (580')	2780' (580')	2780' (580')	2780' (580')
	with 11.2 NM RDP	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	DG NDB with NN MKR	4190' (1990')	4190' (1990')	4190' (1990')	4190' (1990')
	w/o 11.2 NM RDP	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	DG NDB w/o NN MKR	3940' (1740')	3940' (1740')	3940' (1740')	3940' (1740')
	with 11.2 NM RDP	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	DG NDB w/o NN MKR	4190' (1990')	4190' (1990')	4190' (1990')	4190' (1990')
	w/o 11.2 NM RDP	R1200m	R1400m	R1400m	R1800m
	<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) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UIAA/HTA
KADALA

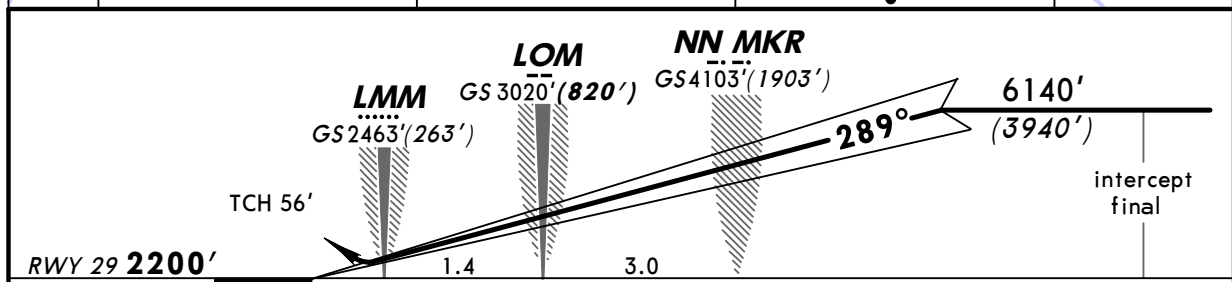
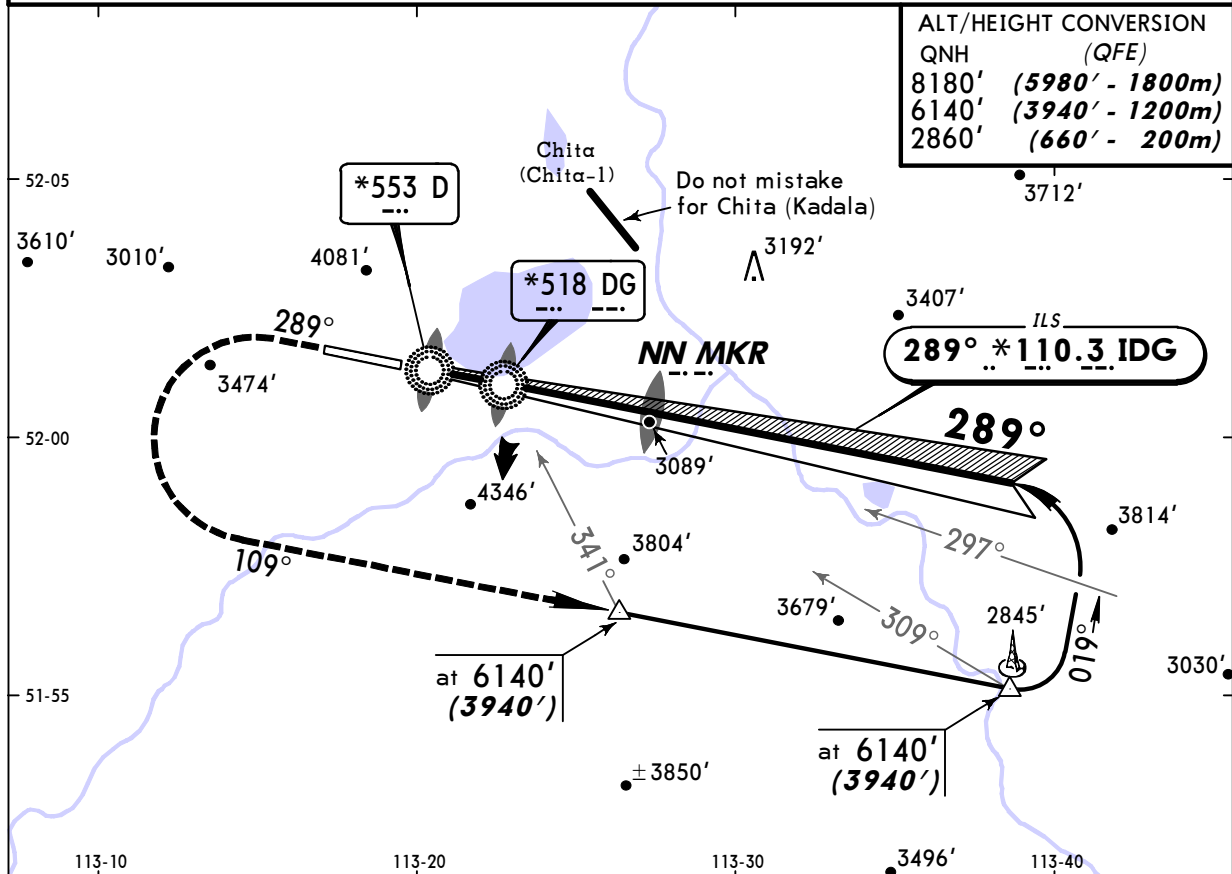
JEPPesen
18 JUN 10 **(11-1)** **Eff 1 Jul**

CHITA, RUSSIA
ILS Rwy 29

BRIEFING STRIP

*ATIS 126.4		*CHITA Radar 122.0		*CHITA Tower (SRE/TWR) 118.1		6300'
LOC IDG *110.3	Final Apch Crs 289°	GS LOM 3020'(820')	ILS DA(H) 2400'(200')	Apt Elev 2272' RWY2200'		
MISSED APCH: Climb on 289° to 2860'(660'), then turn LEFT onto 109° climbing to 6140'(3940'), then according to chart.						
MSA ARP						
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.



Gnd speed-Kts	70	90	100	120	140	160	HIALS 2860' (660') on 289°
GS	3.50°	439	565	628	753	879	

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

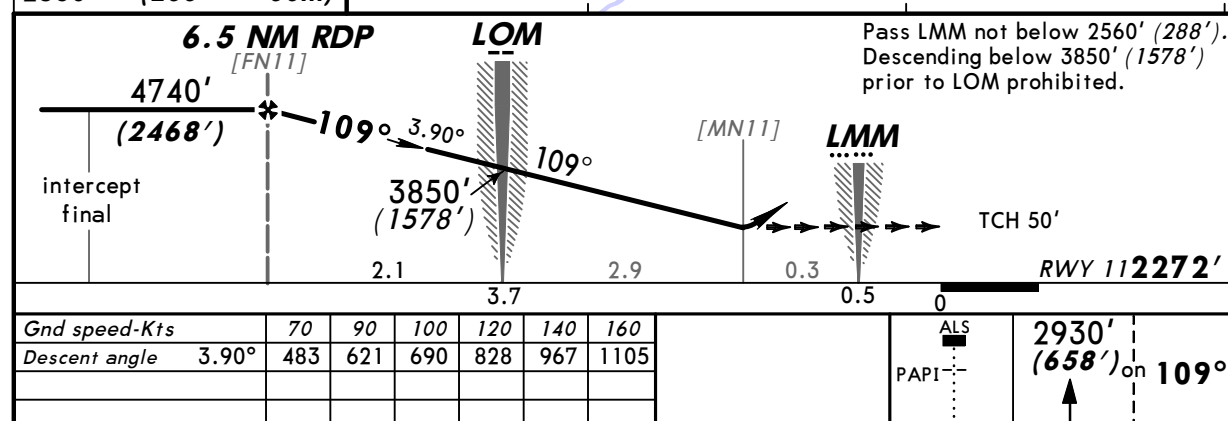
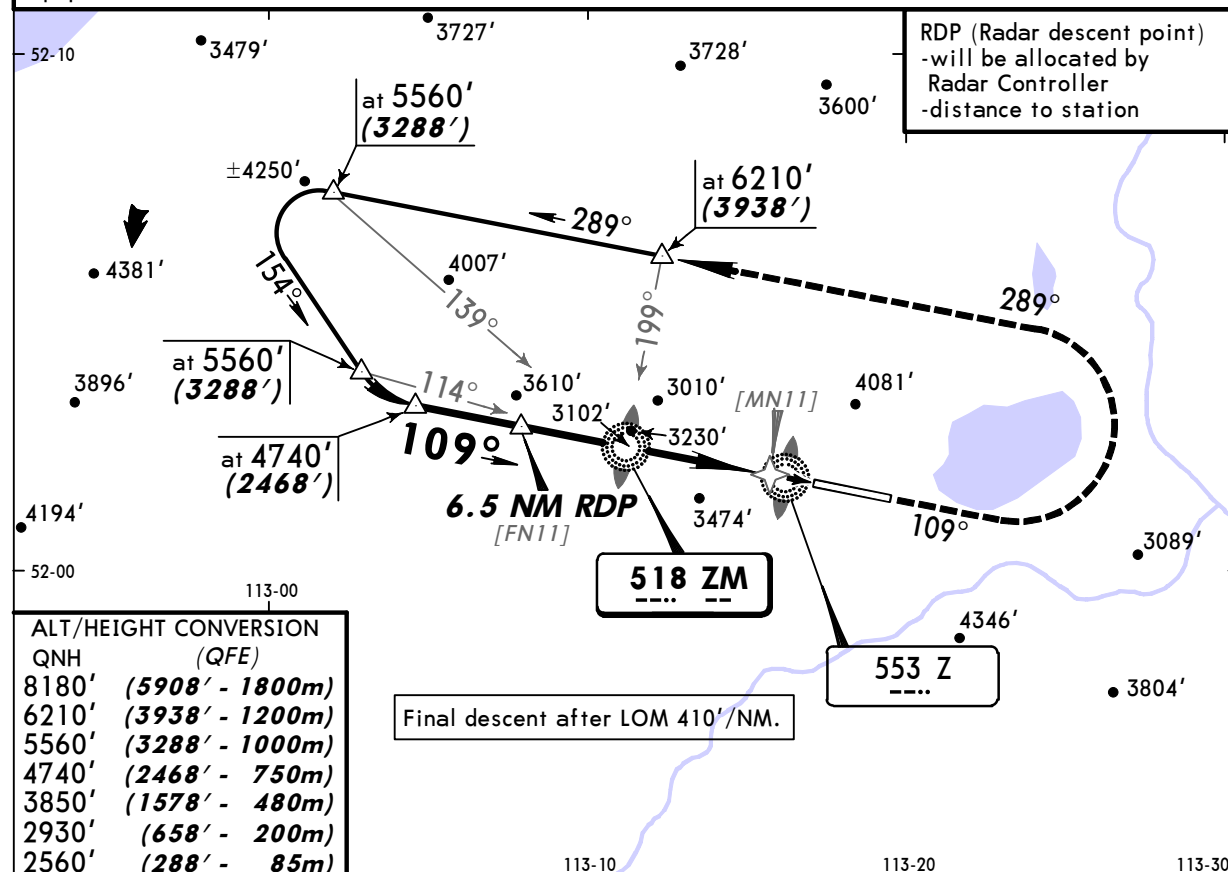
PANS OPS

**UIAA/HTA
KADALA**

JEPPESEN
20 NOV 09 (16-1)

CHITA, RUSSIA
2 NDB Rwy 11

BRIEFING STRIP ™	*ATIS		*CHITA Radar		*CHITA Tower (SRE/TWR)		6300' MSA ARP
	126.4		122.0		118.1		
	NDB ZM 518	Final Apch Crs 109°	Minimum Alt 6.5 NM RDP 4740' (2468')	2 NDB MDA (H) (CONDITIONAL) 2670' (398')	Apt Elev 2272' 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.						



PANS OPS		STRAIGHT-IN LANDING RWY 11													
		2 NDB				ZM NDB				Z Lctr					
		with 6.5 NM RDP		w/o 6.5 NM RDP		with 6.5 NM RDP		w/o 6.5 NM RDP		with 6.5 NM RDP		w/o 6.5 NM RDP			
		MDA(H)		MDA(H)		MDA(H)		MDA(H)		MDA(H)		MDA(H)			
		2670'(398')		4390'(2118')		2910'(638')		4570'(2298')		3480'(1208')		4570'(2298')			
		ALS out				ALS out				ALS out				ALS out	
A	RVR 1500m VIS 1600m		3200m		2600m		3200m		3200m		3200m				
B															
C	RVR 1800m VIS 2000m		4800m		2800m		4800m		4800m		4800m				
D															

CHANGES: Procedure. Descent angle. Minimums.

© JEPPESEN, 2000, 2009. ALL RIGHTS RESERVED.

UIAA/HTA
KADALA

JEPPesen
20 NOV 09 (16-2)

CHITA, RUSSIA
2 NDB Rwy 29

