

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UIAA

Terminal Charts For UIAA

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Chita Rus
IATA Code: HTA
Lat/Long: N52° 01.6' E113° 18.3'
Elevation: 2272 ft

Airport Use: Public
Magnetic Variation: 8.1 °W

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 2121 Z
Sunset: 1131 Z,

Runway Information

Runway: 11
Length x Width: 9186 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 2272 ft
Lighting: Edge, ALS

Runway: 29
Length x Width: 9186 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 2200 ft
Lighting: Edge, ALS

Communication Information

ATIS 126.4
Chita Tower 118.1
Chita Radar 122.0

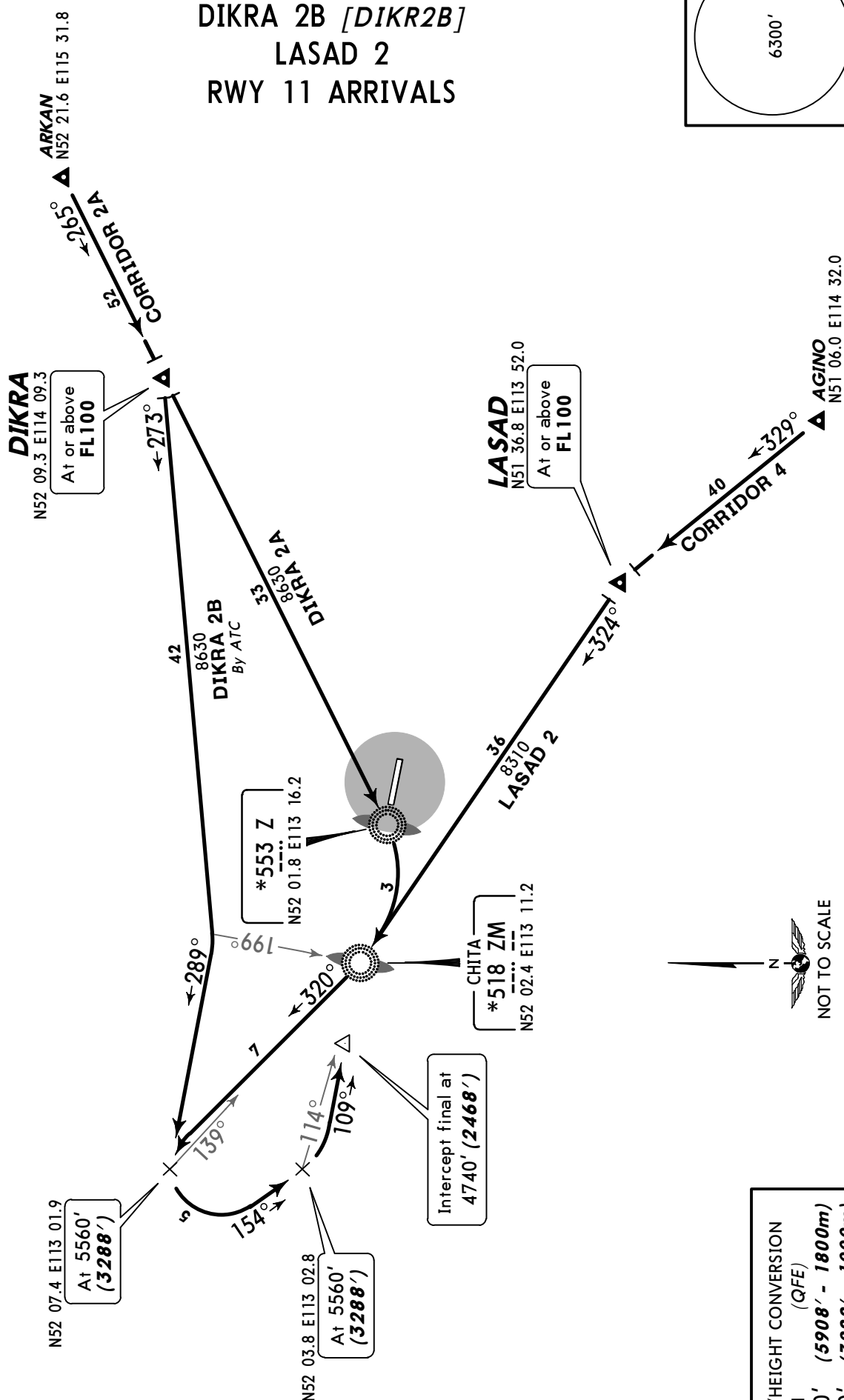
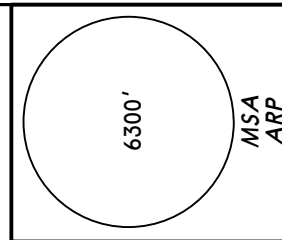
*ATIS
126.4

Apt Elev
2272'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL100 Trans alt: 8180' (5908')

(QFE)

DIKRA 2A [DIKR2A]
DIKRA 2B [DIKR2B]
LASAD 2
RWY 11 ARRIVALS

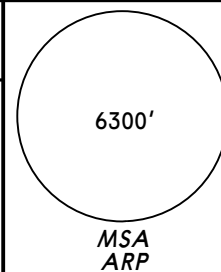


*ATIS
126.4

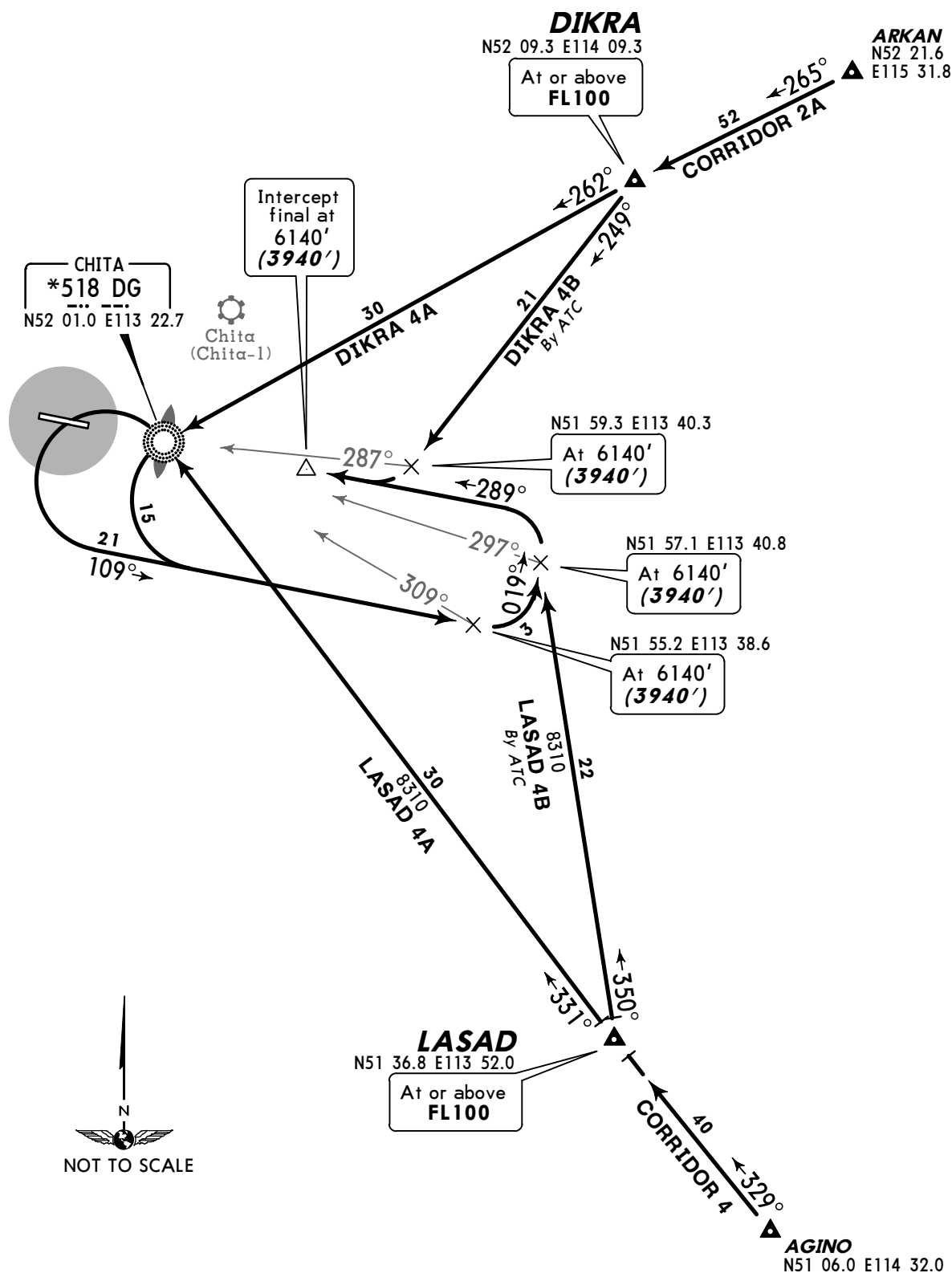
Apt Elev
2272'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL100 Trans alt: 8180' (5980')

(QFE)



DIKRA 4A [DIKR4A], DIKRA 4B [DIKR4B]
LASAD 4A [LASA4A], LASAD 4B [LASA4B]
RWY 29 ARRIVALS



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

WARNING
Do not mistake airport of
Chita Chita-1 (landing track
151°/331°) for Chita Kadala.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

*ATIS 126.4 Apt Elev 2272' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100 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

WARNING

Do not mistake airport of
Chita Chita-1 (landing track
151°/331°) for Chita Kadala.

TESLO

N52 14.9 E112 30.3
At or above
FL110

NERKA
N52 31.0
E111 32.0

MAKID

N52 09.5 E112 27.3
At or above
FL110

BEKUR
N52 22.5
E110 45.6

RINOP
N52 10.0
E109 47.0

KONIR

N52 04.0 E112 26.0
At or above
FL110

CHITA

*518 DG
N52 01.0 E113 22.7

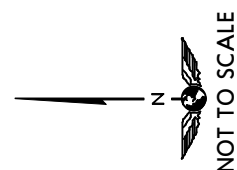
Chita
(Chita-1)

N51 57.1
E113 40.8
At 6140'
(3940')

Intercept
final at
6140'
(3940')

6300'
MSA
ARP

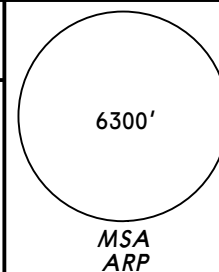
N51 55.2 E113 38.6
At 6140'
(3940')



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

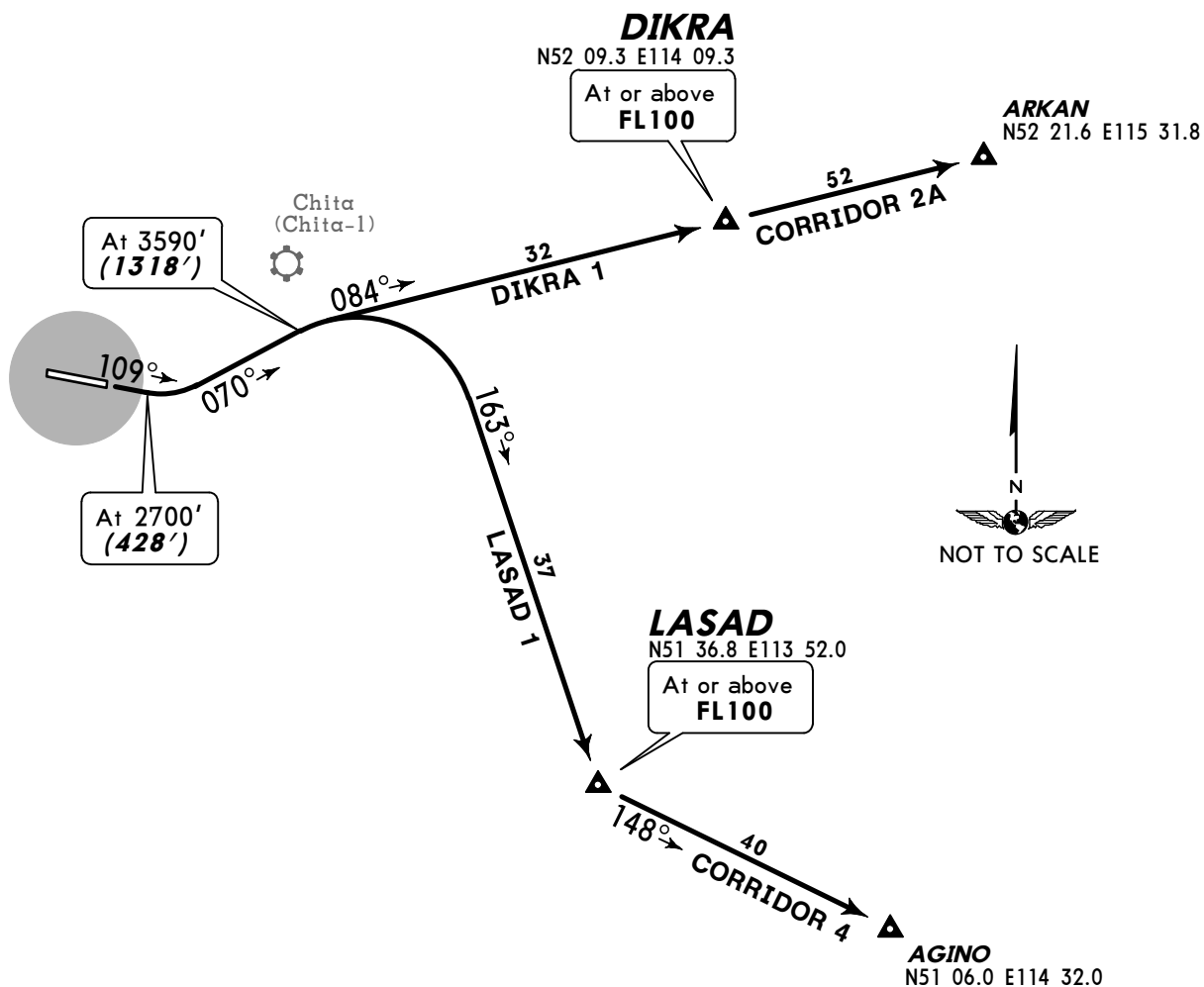
Apt Elev
2272'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8180' (5908')



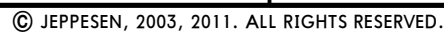
DIKRA 1, LASAD 1 RWY 11 DEPARTURES

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)
8180'	(5908' - 1800m)

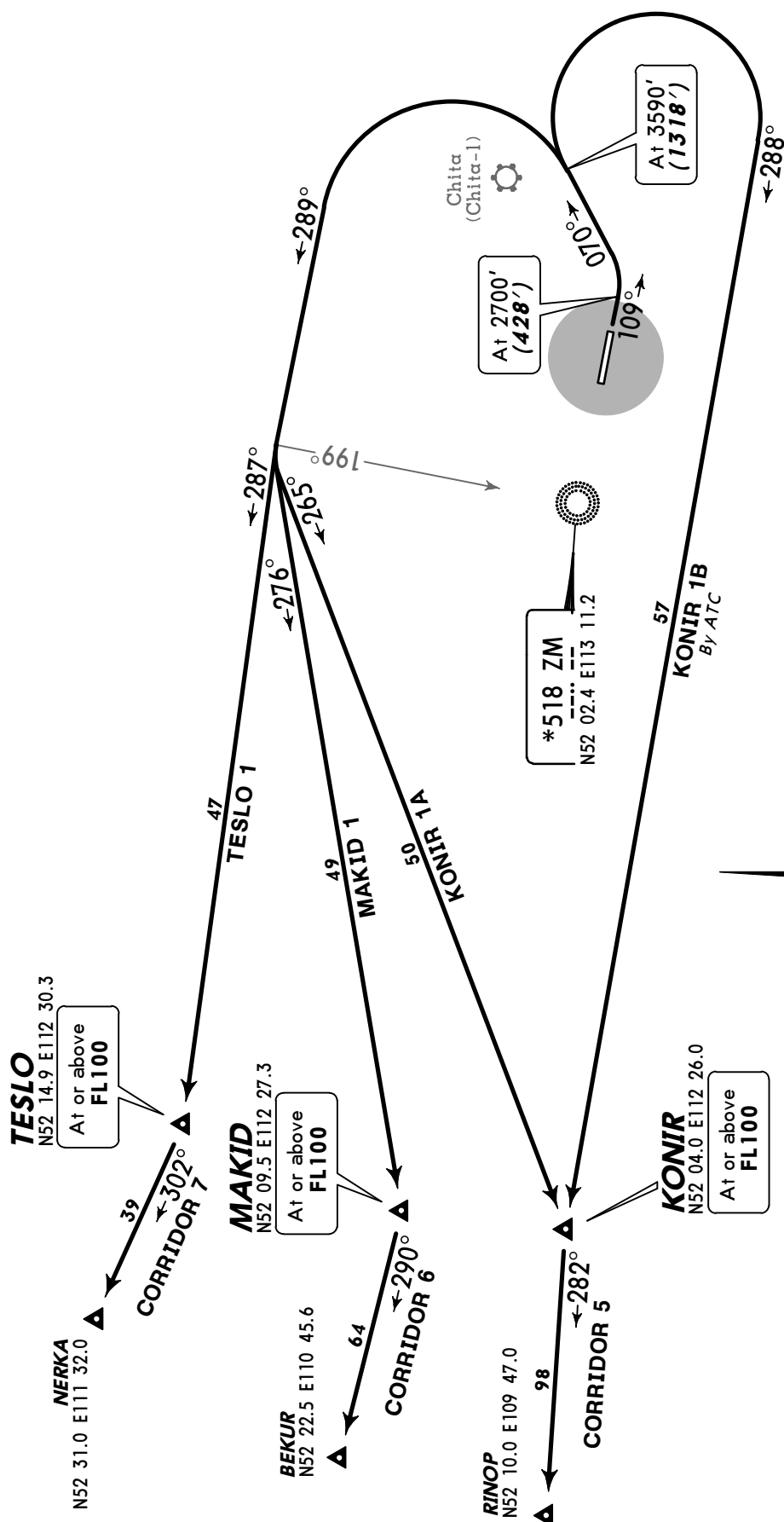
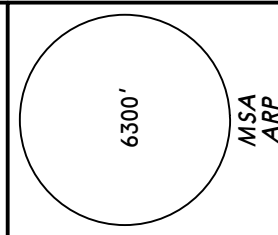
QNH on request **(QFE)**
Trans level: FL100 Trans alt: 8180' **(5980')**



Apt Elev
2272'

QNH on request (QFE)
Trans level: FL100 Trans alt: 8180' (5908')

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



WARNING

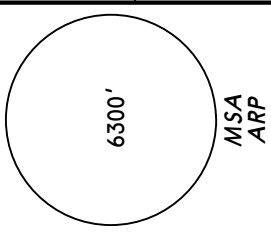
Airport of Chita (Chita-1) LEFT
of take-off heading.
Landing heading is 151°/331°.

NOT TO SCALE

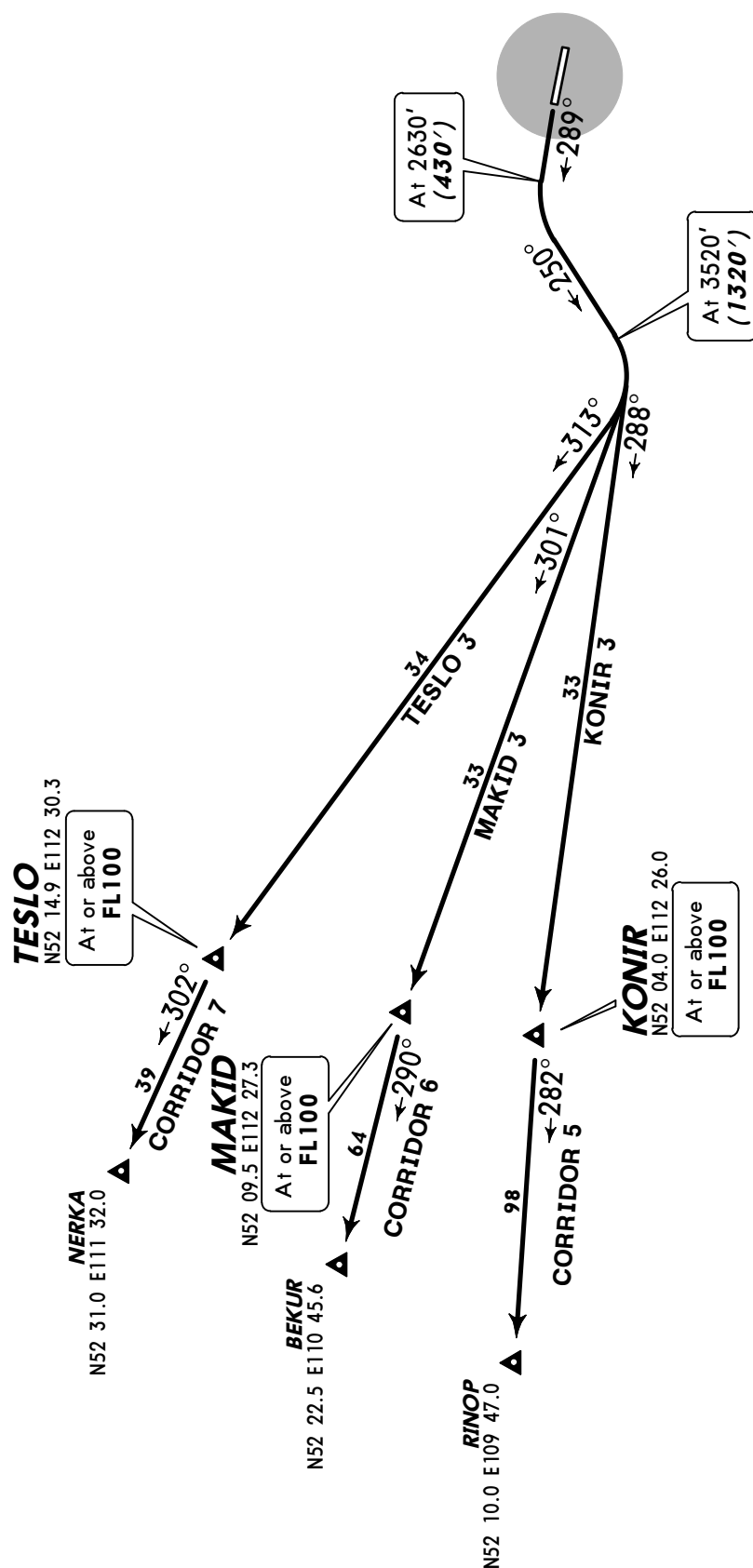
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2700'	(428' - 130m)
3590'	(1318' - 400m)
8180'	(5908' - 1800m)

Apt Elev
2272'

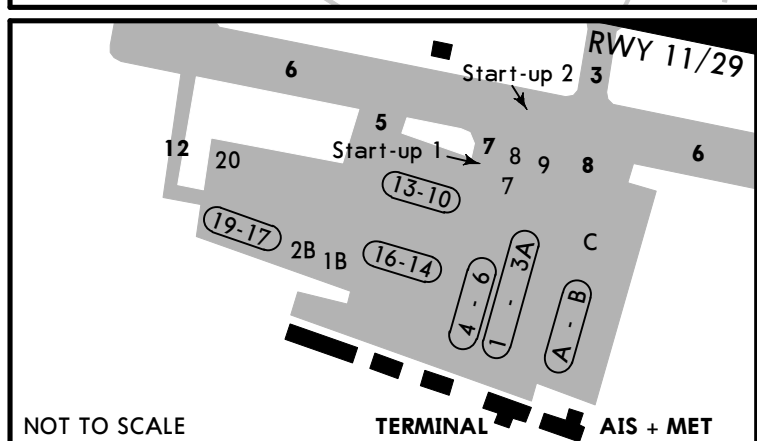
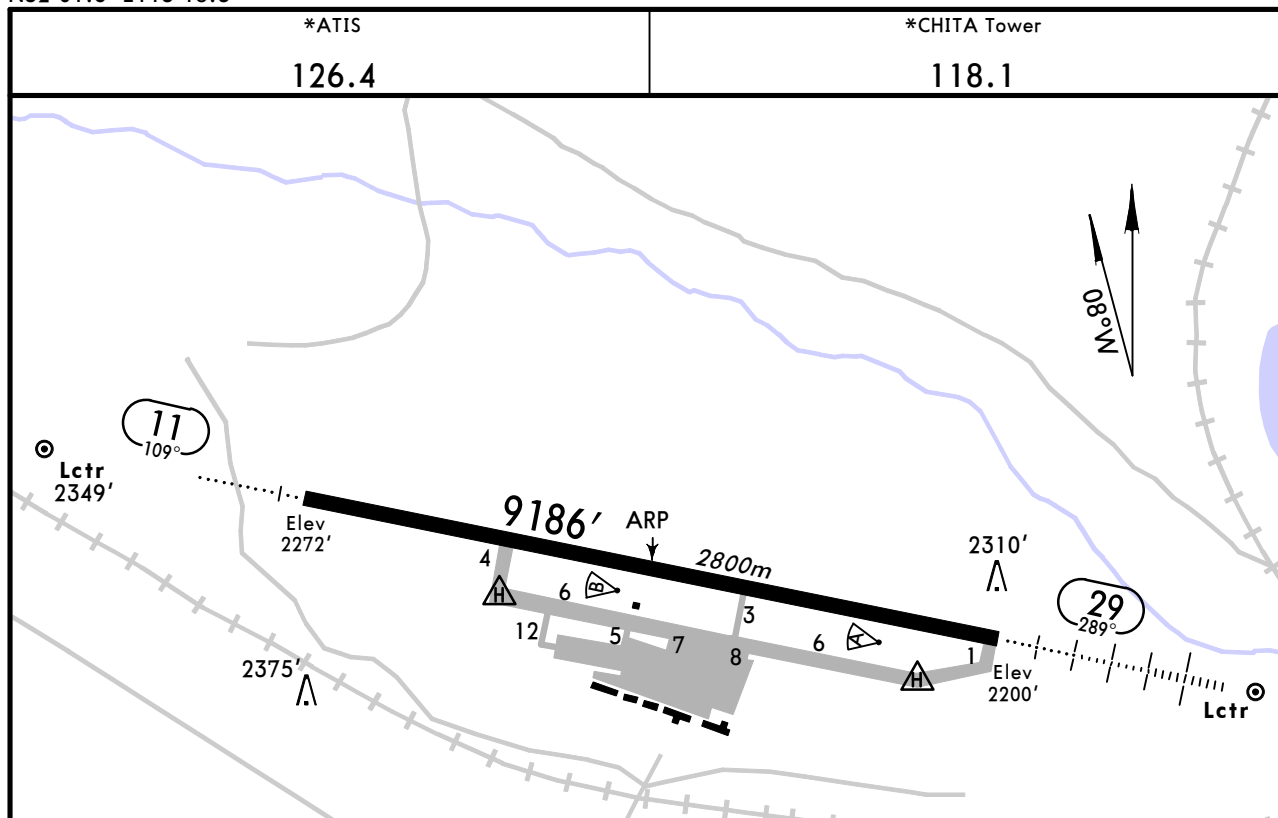
QNH on request (QFE)
Trans level: FL100 Trans alt: 8180' (5980')



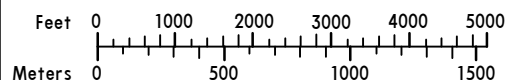
KONIR 3, MAKID 3, TESLO 3 RWY 29 DEPARTURES



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



PARKING POSITIONS		
STAND	COORDINATES	
1 thru 3	N52 01.3	E113 18.5
4 thru 6	N52 01.3	E113 18.4
A thru C	N52 01.3	E113 18.6



NOT TO SCALE

TERMINAL AIS + MET

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 Rws

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A

B

C

D

250m

400m

300m

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 FULL	2400'(200') R550m	2400'(200') R550m	2400'(200') R550m	2400'(200') 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

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		

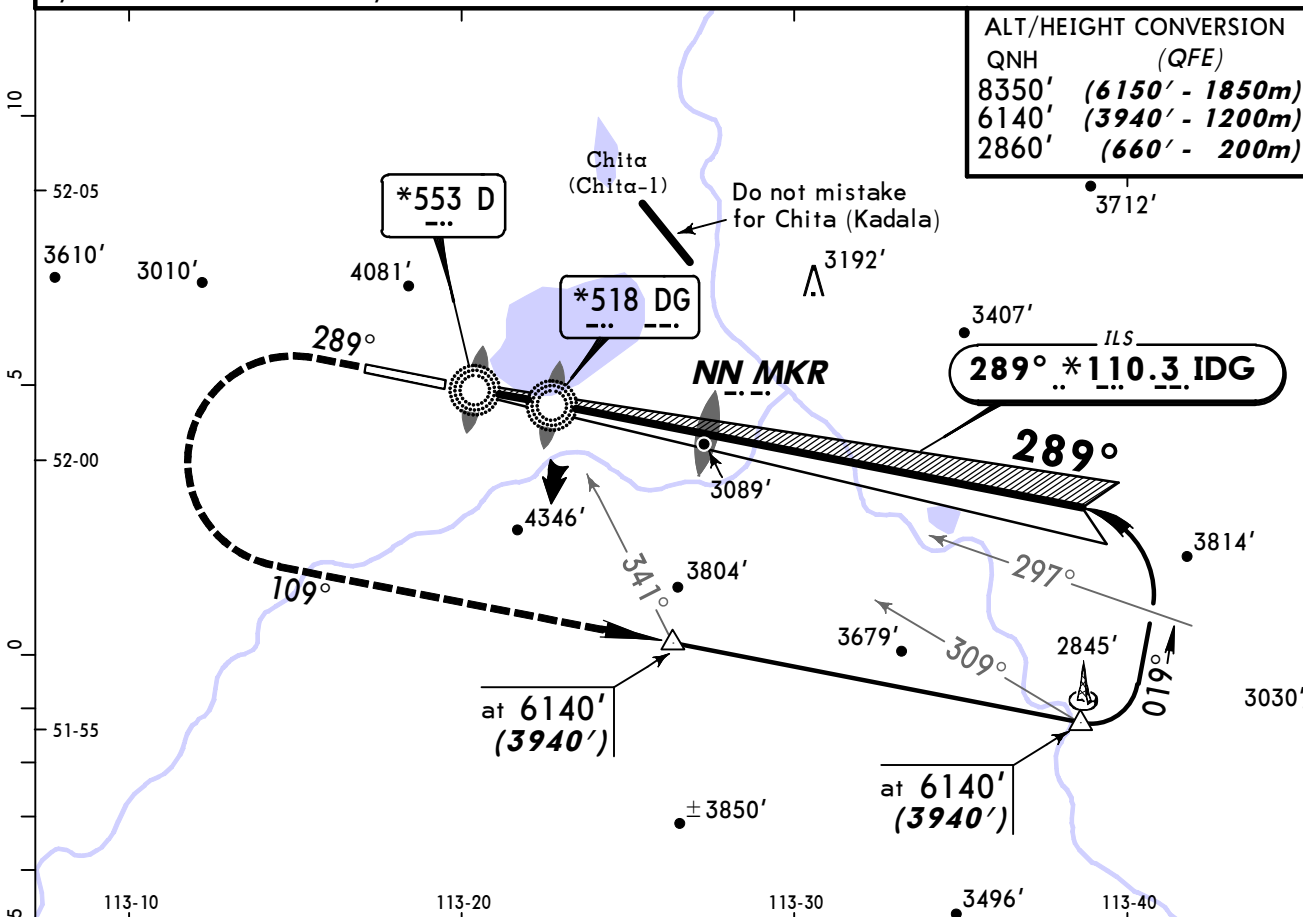
STRAIGHT-IN RWY		A	B	C	D
11	2 NDB	2670' (398')	2670' (398')	2670' (398')	2670' (398')
	with 6.5 NM RDP	R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	4400' (2128')	4400' (2128')	4400' (2128')	4400' (2128')
	w/o 6.5 NM RDP	R1500m	R1500m	R2000m	R2000m
	ZM NDB	2910' (638')	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
	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
29	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

TAKE-OFF RWY 11, 29

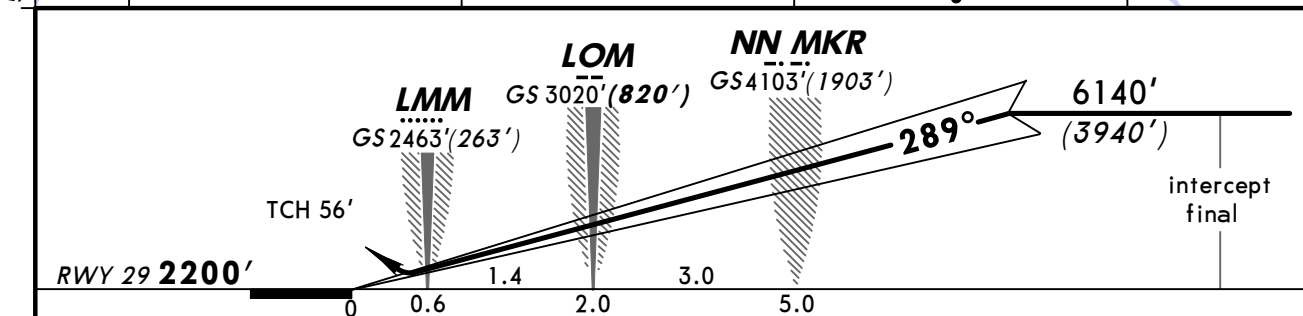
LVP must be in Force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	B			
B	250m	400m	500m	
C				
D	300m			

BRIEFING STRIP™

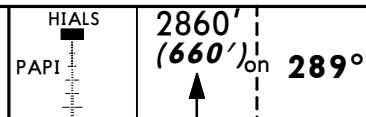
*ATIS 126.4		*CHITA Radar 122.0		*CHITA Tower (SRE/TWR) 118.1		6300' MSA ARP
LOC IDG *110.3	Final Apch Crs 289°	GS LOM 3020' (820')	ILS DA(H) 2400' (200')	Apt Elev 2272' RWY2200'		
MISSED APCH: Climb on 289° to 2860' (660'), then turn LEFT onto 109° climbing to 6140' (3940'), then according to chart.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 100 Trans alt: 8350' (6150') 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.						



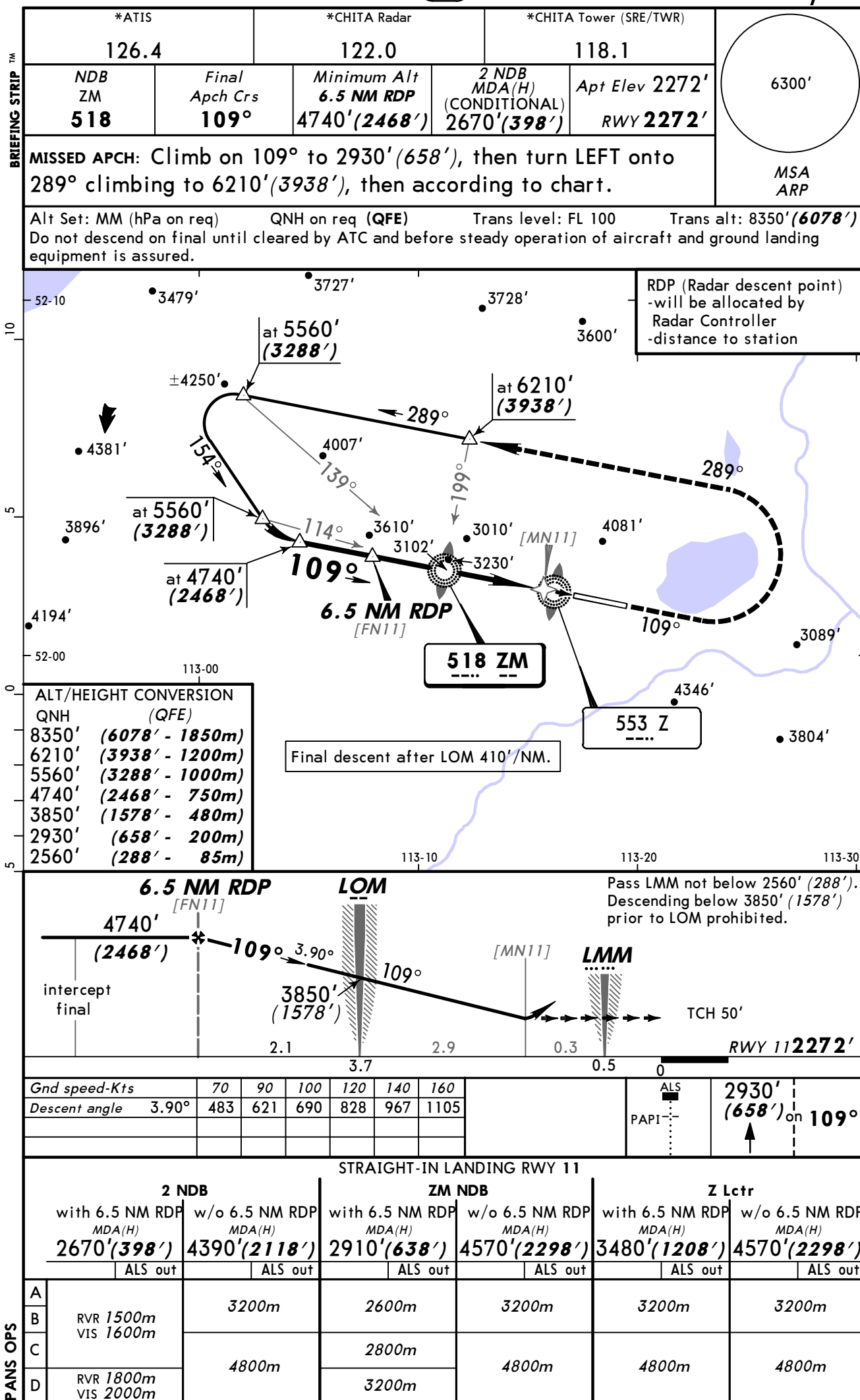
ALT/HEIGHT CONVERSION	
QNH	(QFE)
8350'	(6150' - 1850m)
6140'	(3940' - 1200m)
2860'	(660' - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.50°	439	565	628	753	879	1004



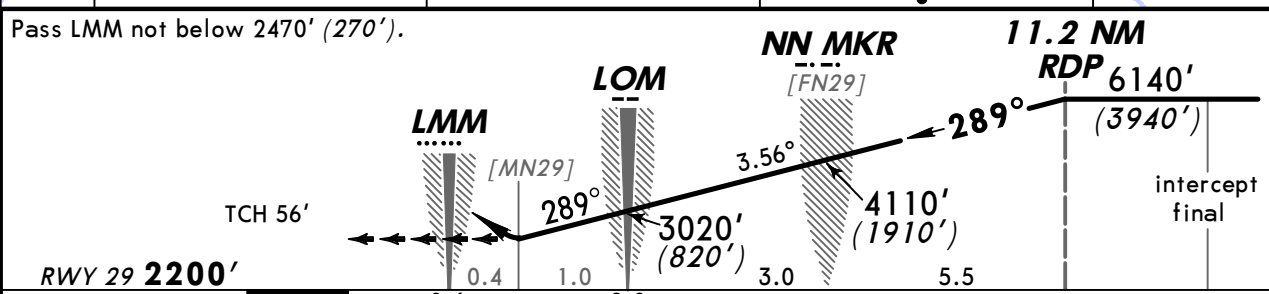
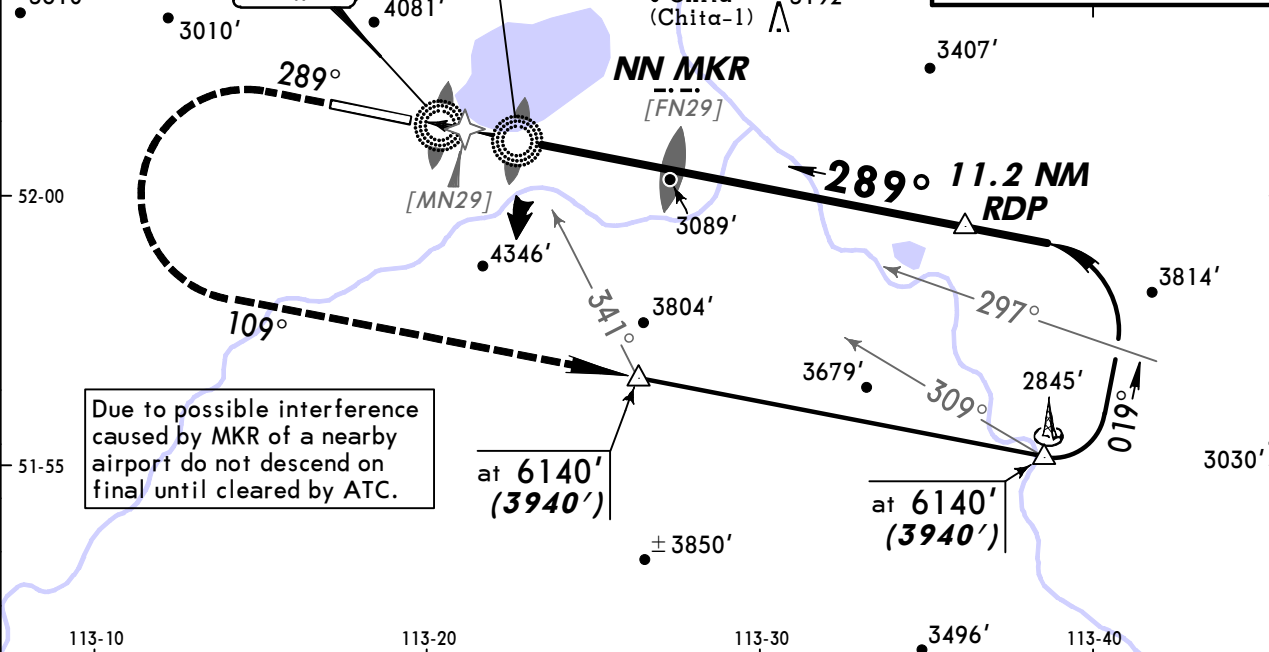
STRAIGHT-IN LANDING RWY 29			
ILS		LOC (GS out)	
DA(H) 2400' (200')			
FULL	ALS out		
A			
B			
C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
D			



BRIEFING STRIP™	*ATIS 126.4		*CHITA Radar 122.0		*CHITA Tower (SRE/TWR) 118.1		6300' MSA ARP
	NDB DG 518	Final Apch Crs 289°	Minimum Alt Refer to Profile	2 NDB with NN MKR MDA(H) (CONDITIONAL) 2540'(340')	Apt Elev 2272' 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 100 Trans alt: 8350' (**6150'**)

RDP (Radar descent point) -will be allocated by Radar Controller -distance to station		ALT/HEIGHT CONVERSION QNH (QFE)	
		8350' (6150' - 1850m)	
		6140' (3940' - 1200m)	
		4110' (1910' - 580m)	
		3020' (820' - 250m)	
		2860' (660' - 200m)	
		2470' (270' - 80m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2860' (660') on 289°
Descent angle	3.56°	441	567	630	756	882		

STRAIGHT-IN LANDING RWY 29									
2 NDB					DG NDB				
with NN MKR		w/o NN MKR		1	with NN MKR		w/o NN MKR		2
with 11.2 NM RDP	w/o 11.2 NM RDP	with 11.2 NM RDP	w/o 11.2 NM RDP		with 11.2 NM RDP	w/o 11.2 NM RDP	with 11.2 NM RDP	w/o 11.2 NM RDP	
MDA(H)	MDA(H)	MDA(H)	MDA(H)		MDA(H)	MDA(H)	MDA(H)	MDA(H)	
2540'(340')	2640'(440')	3570'(1370')	2780'(580')		4190'(1990')	3940'(1740')			
ALS out	ALS out	ALS out	ALS out		ALS out	ALS out	ALS out	ALS out	
A									
B	1200m	1200m	1900m	3200m	1800m	2600m	3200m	3200m	
C	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m	4800m	4000m	4800m	4000m	4800m	
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2400m	4400m	2400m	2800m	4400m	4400m	4800m

1 w/o 11.2 NM RDP: MDA(H) 4090' (1890'). 2 w/o 11.2 NM RDP: MDA(H) 4190' (1990').

CHITA, (KADALA - UIAA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UIAA

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.