

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UIAA

Terminal Charts For UIAA

Revision Letter For Cycle 25-2012

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: 0035 Z
Sunset: 0824 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

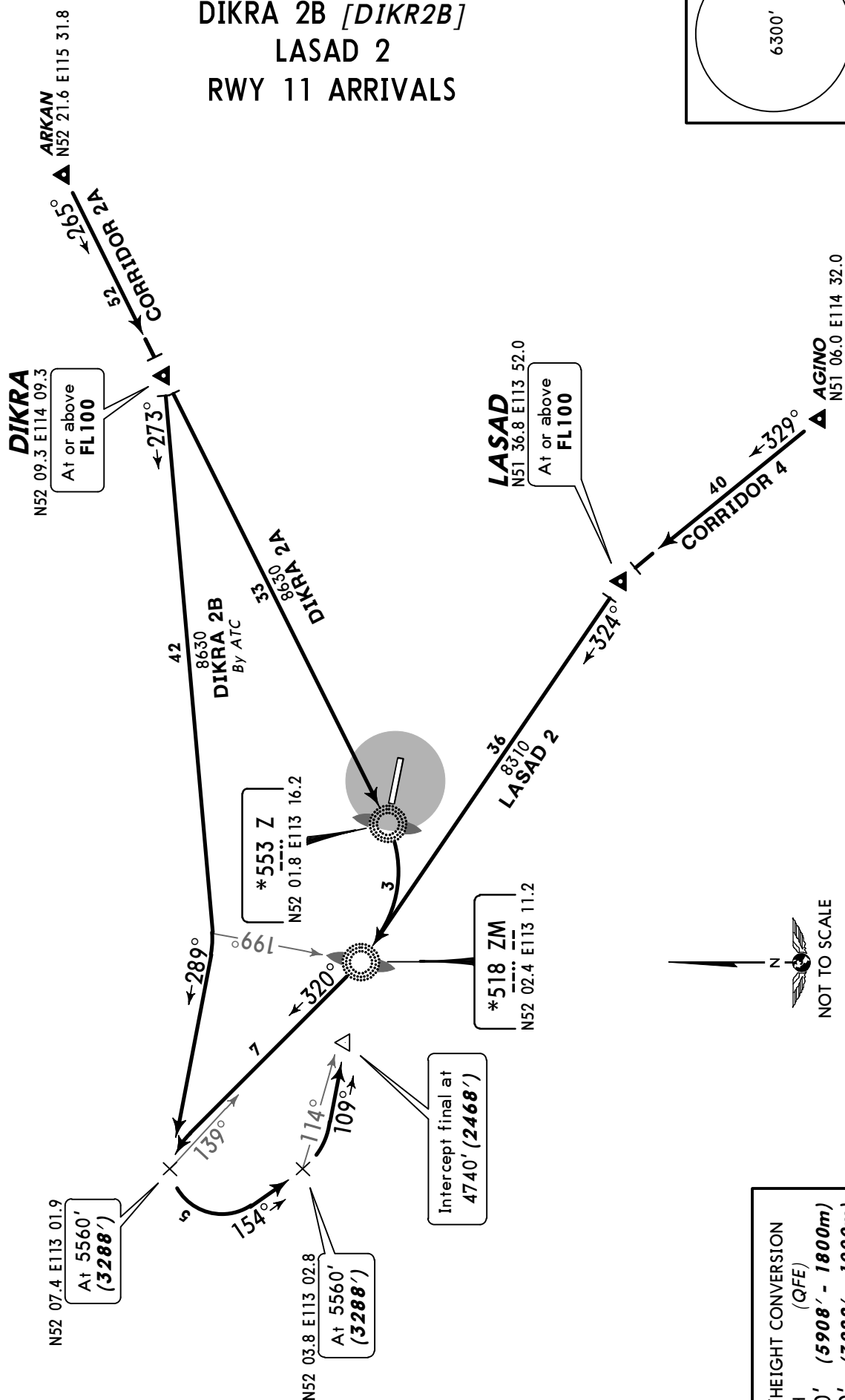
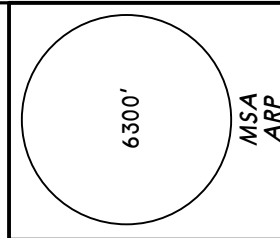
ATIS 134.8
ATIS 126.4 Non-English
Chita Tower 118.1
Chita Radar 122.0

*ATIS
134.8 (Russian 126.4)

Apt Elev
2272'

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

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

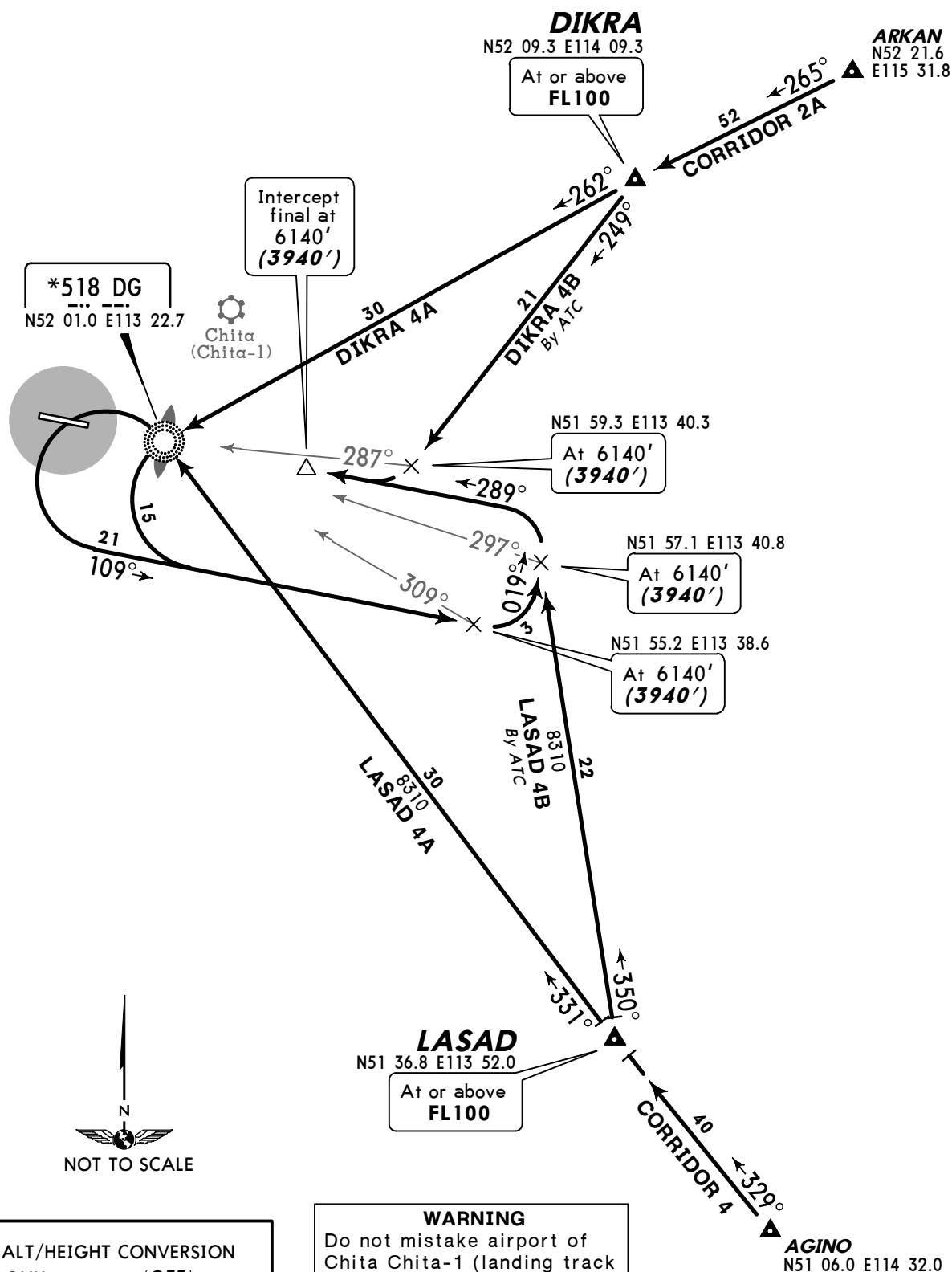


Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL100 Trans alt: 8180' **(5980')**



6300'

MSA
ARP



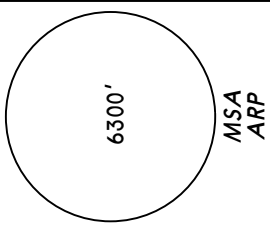
WARNING
Do not mistake airport of
Chita Chita-1 (landing track
151°/331°) for Chita Kadala.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

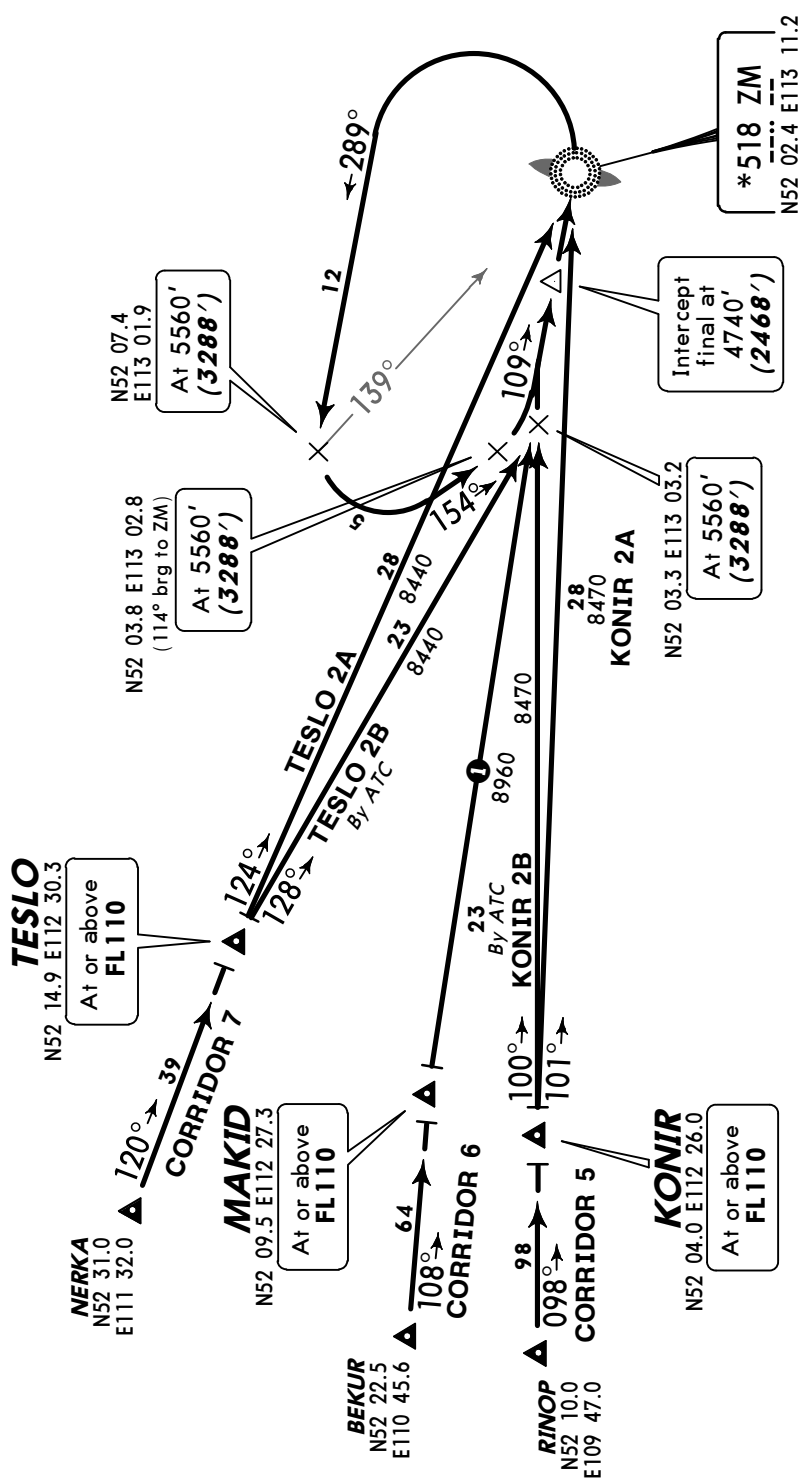
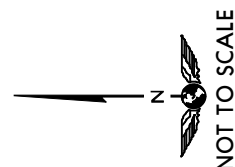
*ATIS
134.8 (Russian 126.4)

Apt Elev
2272'

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



KONIR 2A [KONI2A], KONIR 2B [KONI2B]
MAKID 2A [MAKI2A], MAKID 2B [MAKI2B]
TESLO 2A [TESL2A], TESLO 2B [TESL2B]
RWY 11 ARRIVALS



① MAKID 2A: 112°, 28NM to ZM
MAKID 2B (By ATC): 113°, 23NM to N52 03.3 E113 03.2

ALT/HEIGHT CONVERSION
(QFE)
QNH
8180' (5908' - 1800m)
5560' (3288' - 1000m)
4740' (2468' - 750m)

*ATIS
134.8 (Russian 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

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

*518 DG
N52 01.0 E113 22.7

Chita
(Chita-1)

N51 57.1
E113 40.8

At 6140'
(3940')

6300'

MSA
ARP

N51 55.2 E113 38.6

At 6140'
(3940')

ALT/HEIGHT CONVERSION

QNH (QFE)

8180' (5980' - 1800m)

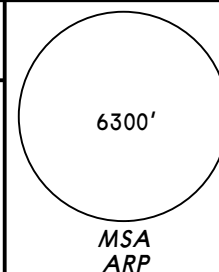
6140' (3940' - 1200m)



NOT TO SCALE

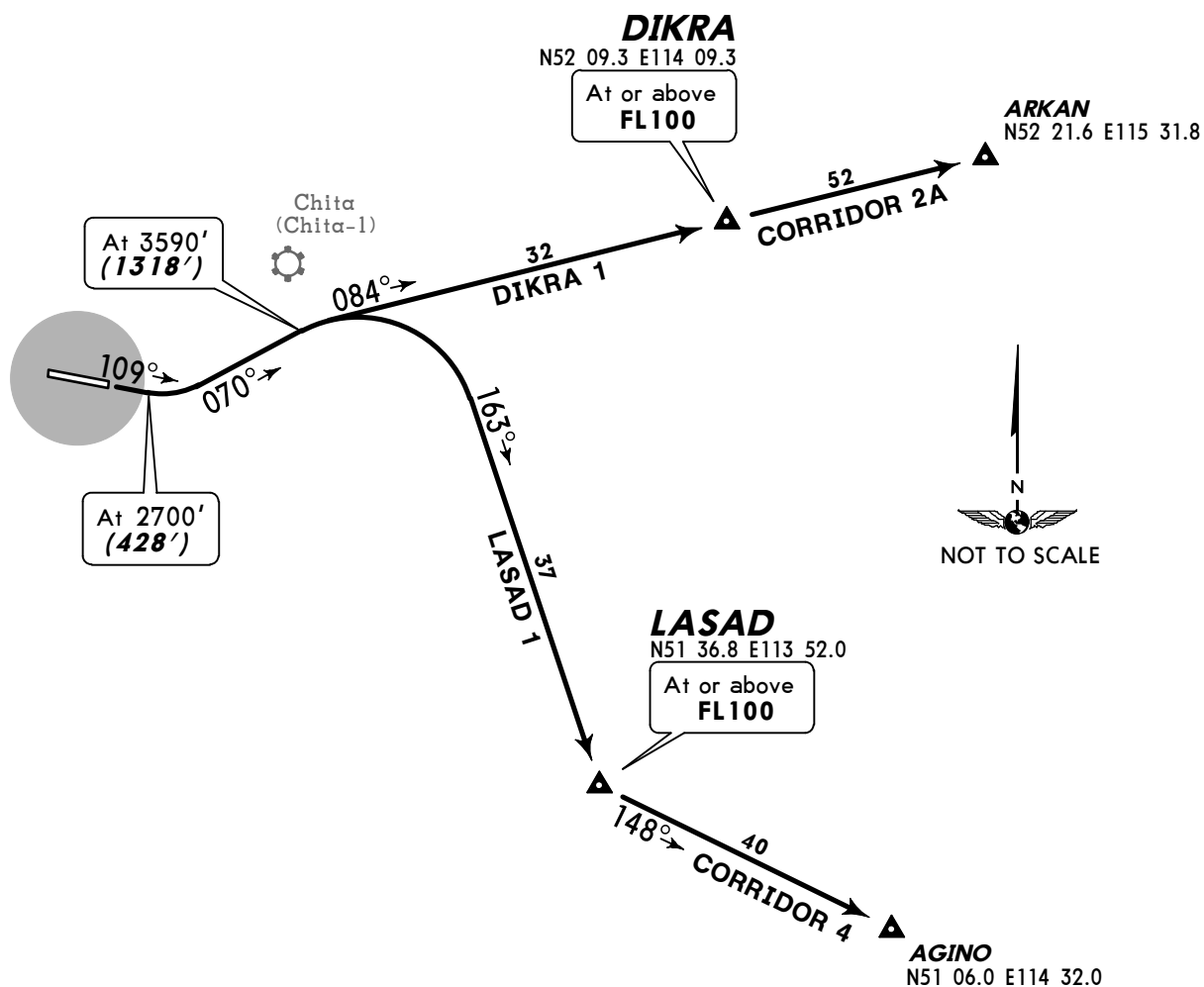
Apt Elev
2272'

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)

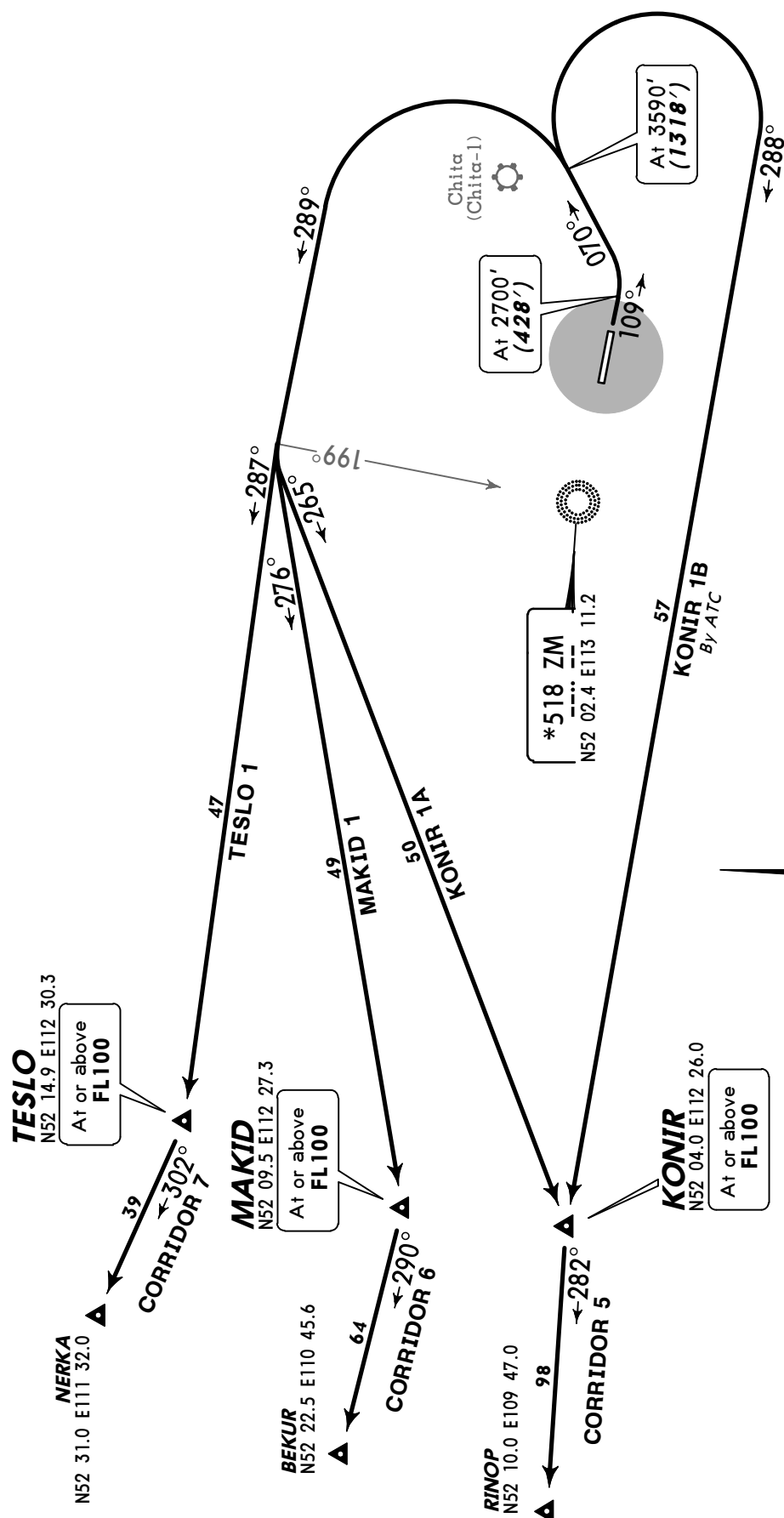
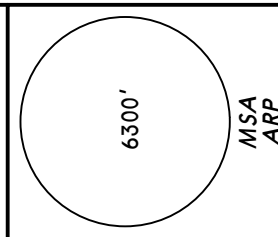
ALT/HEIGHT CONVERSION
(QFE)

QNH	
2630'	(430' - 130m)
3520'	(1320' - 400m)
8180'	(5980' - 1800m)

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

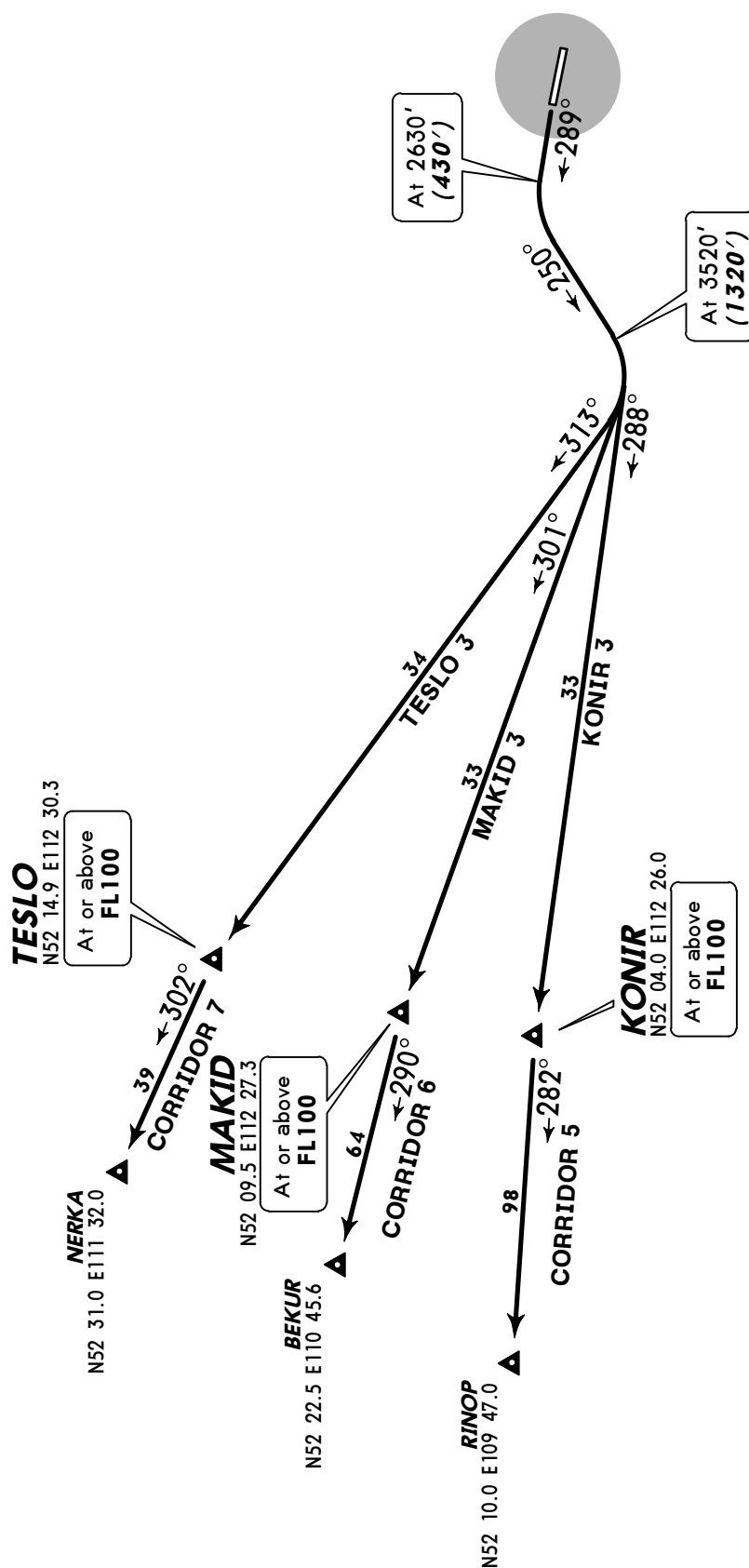


WARNING
Airport of Chita (Chita-1) LEFT
of take-off heading.
Landing heading is 151°/331°.

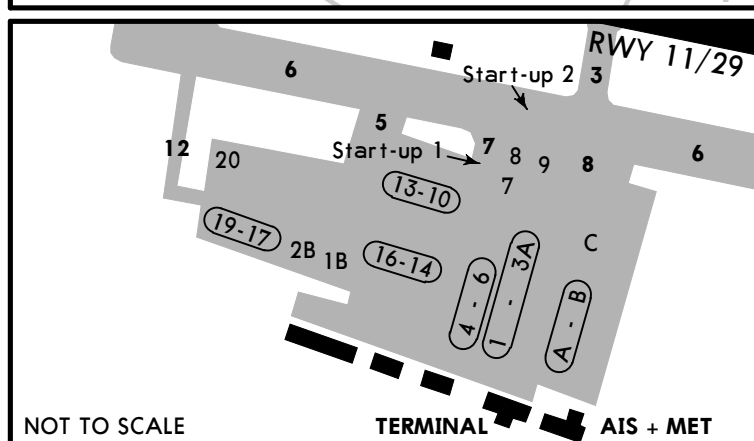
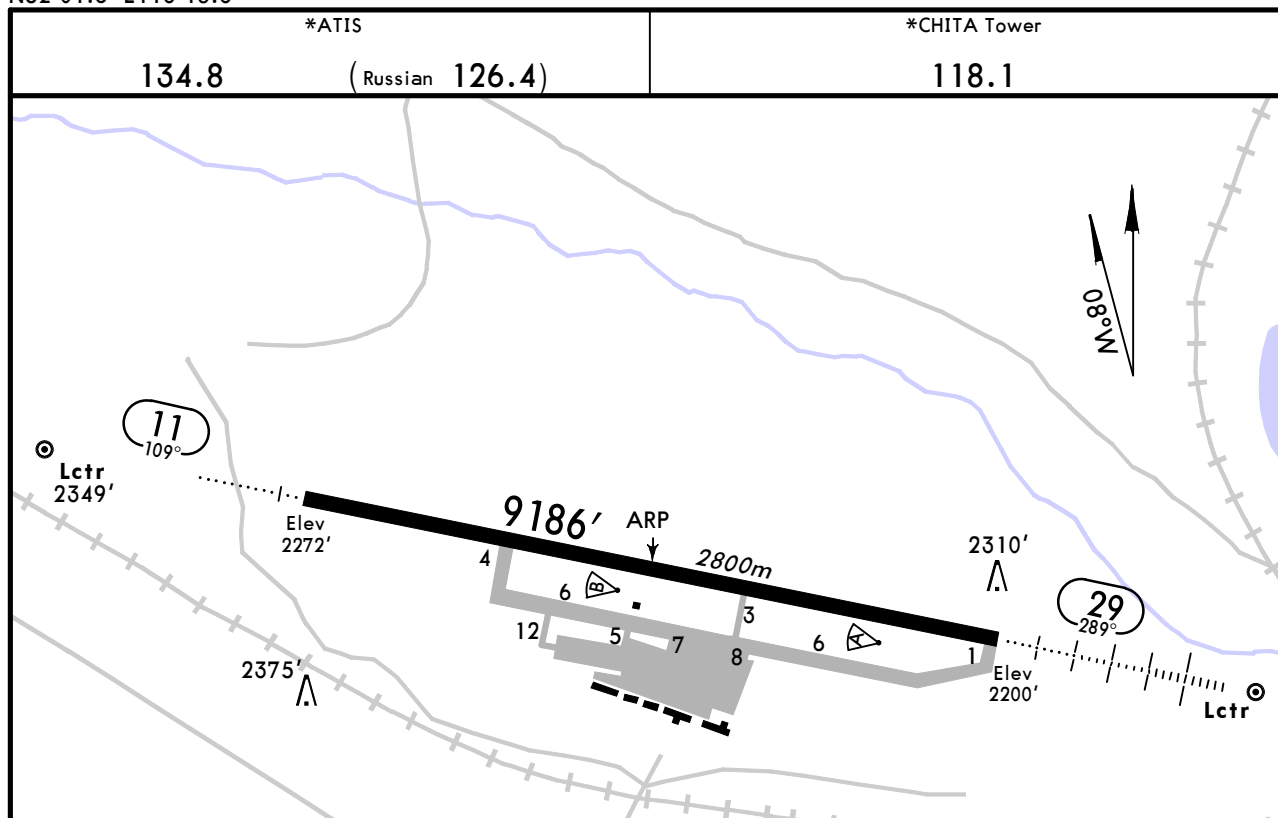
NOT TO SCALE

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

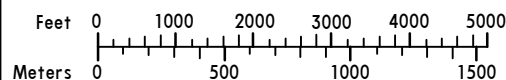
QNH on request (**QFE**)
Trans level: FL100 Trans alt: 8180' (**5980'**)



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



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

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

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					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 Rwy's

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 ⑥	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 ③⑦	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 ⑥	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

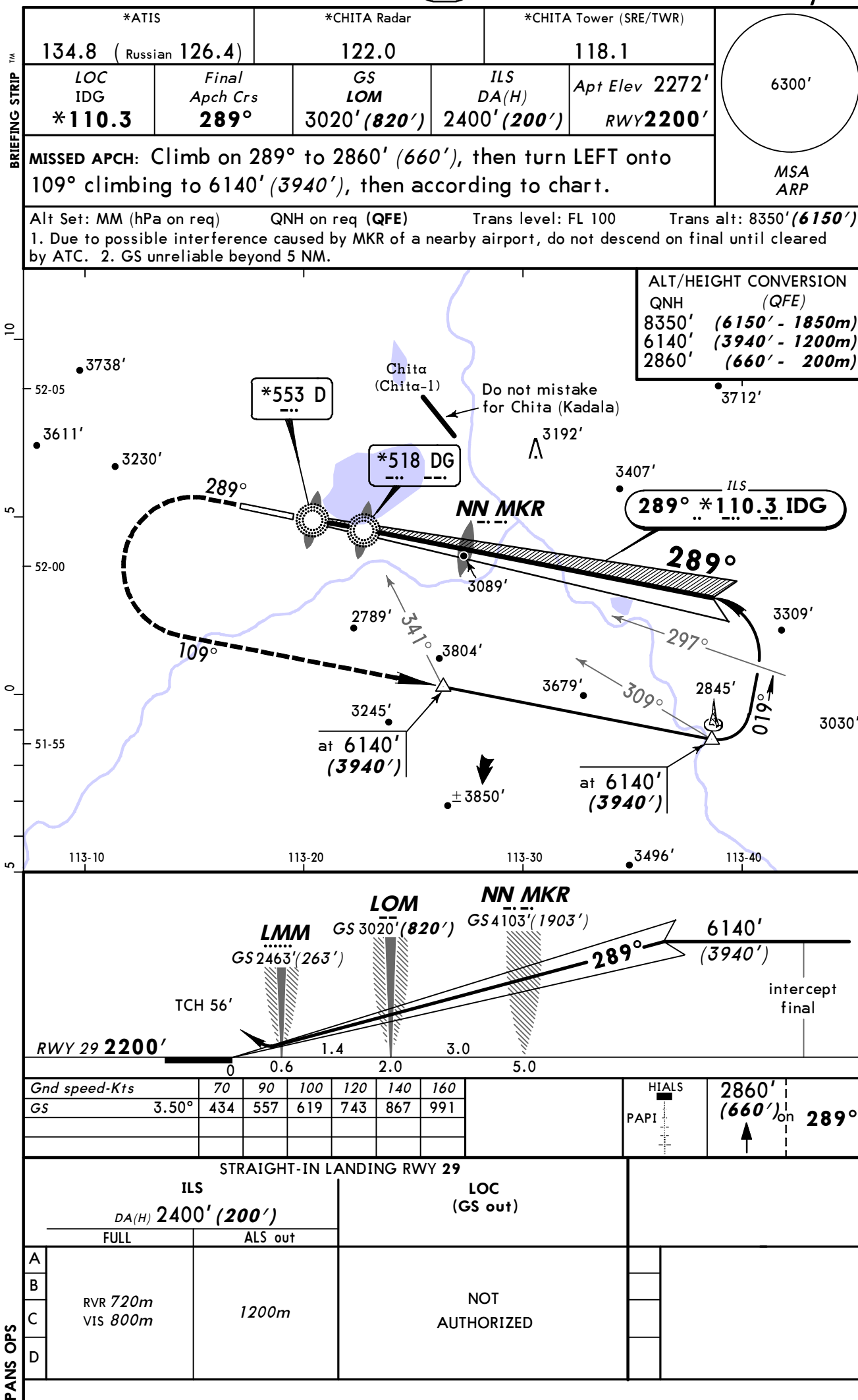
TAKE-OFF RWY 11, 29

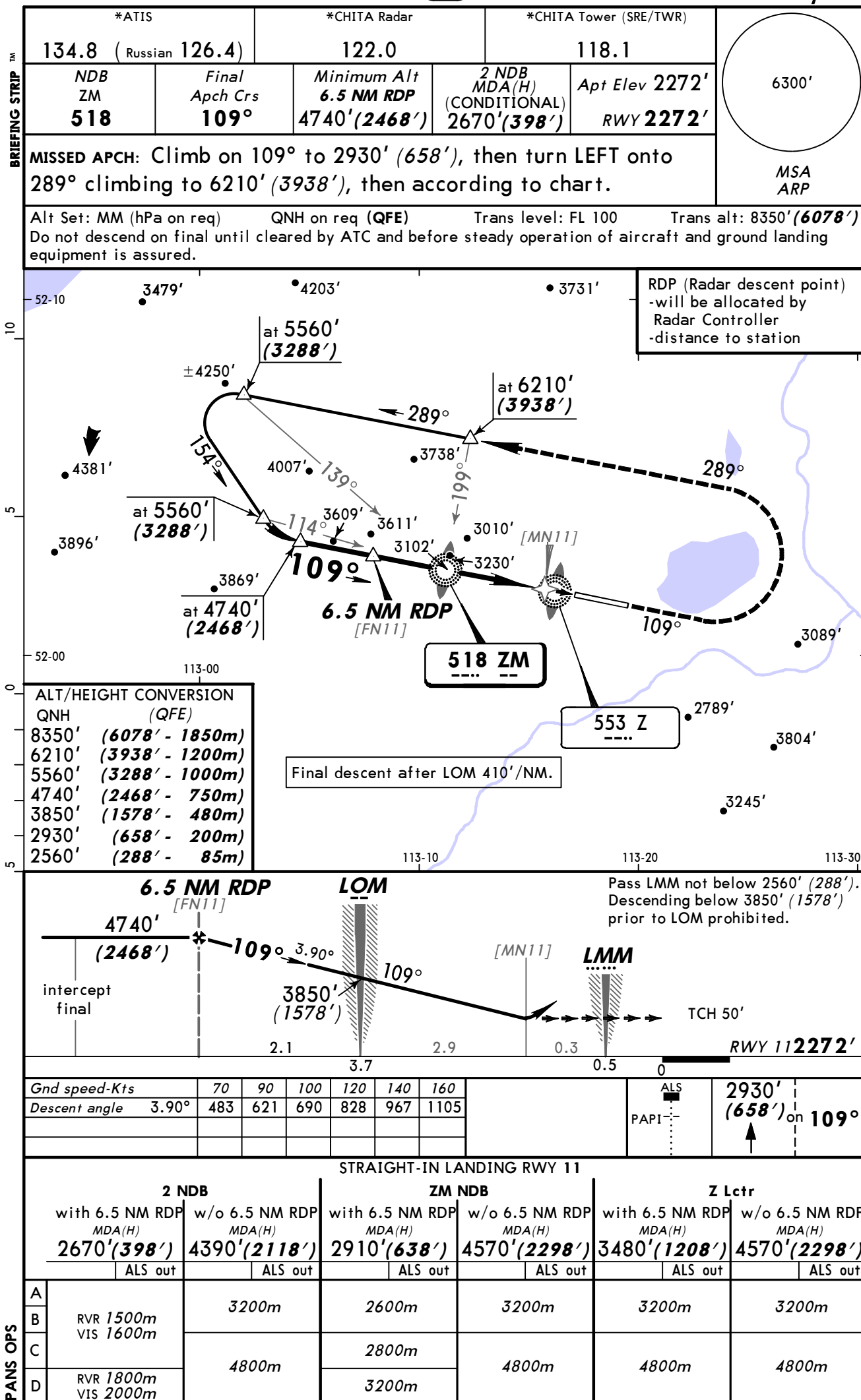
LVP must be in force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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

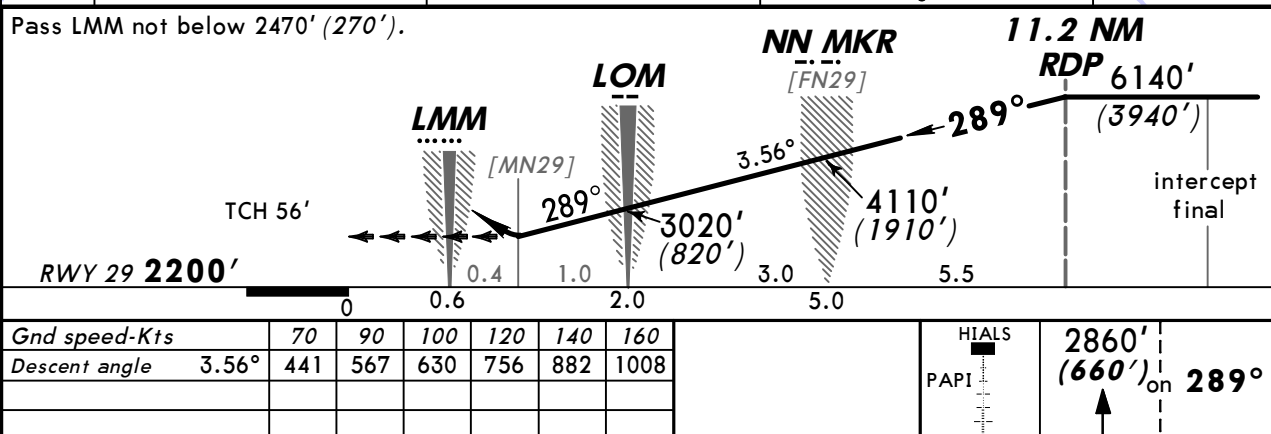
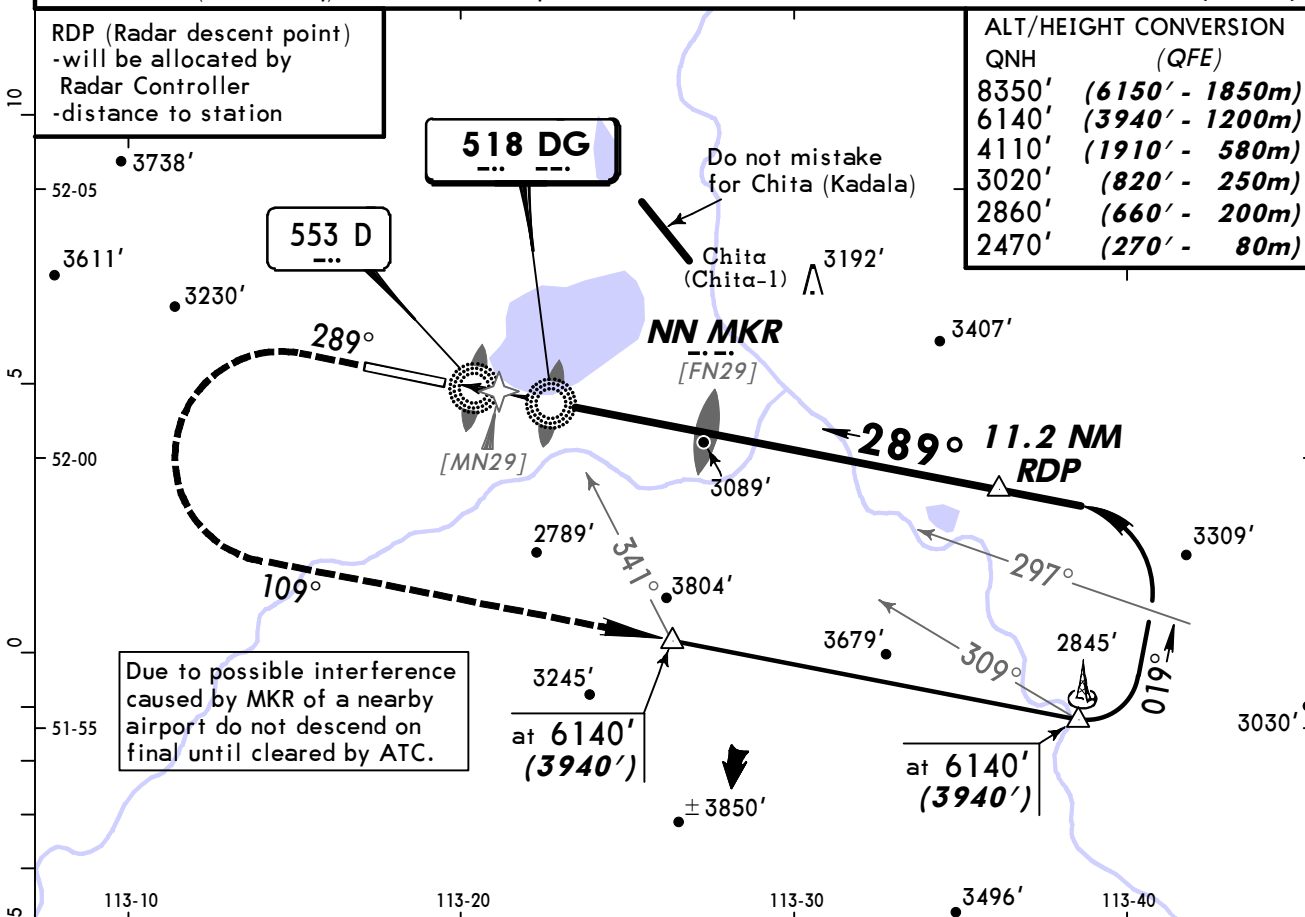
TAKE-OFF RWY 11, 29

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			





*ATIS 134.8 (Russian 126.4)		*CHITA Radar 122.0		*CHITA Tower (SRE/TWR) 118.1	
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.					6300' MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 100	
				Trans alt: 8350' (6150')	



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')	3200m		2780'(580')	4190'(1990')	3940'(1740')	3200m	
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			4000m	4000m	
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