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Changed chart(s) since Disc 26-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2012

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+10:00 no 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'

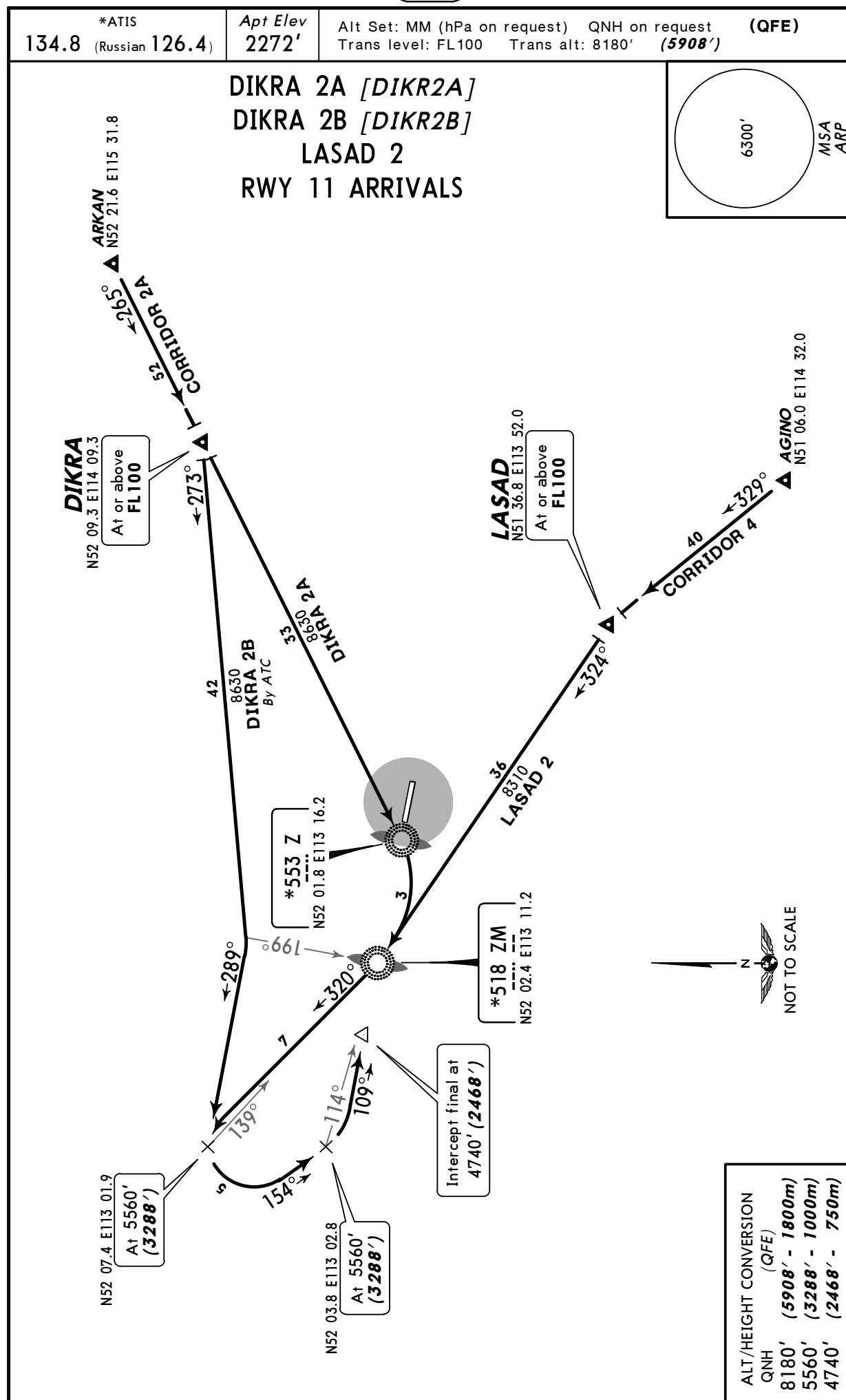
Lights: Edge, ALS

Communications InfoATIS **134.8**ATIS **126.4** Non-EnglishChita Tower **118.1**Chita Radar **122.0****Notebook Info**

UIAA/HTA
 KADALA

JEPPESEN
 19 OCT 12 10-2

CHITA, RUSSIA
 STAR



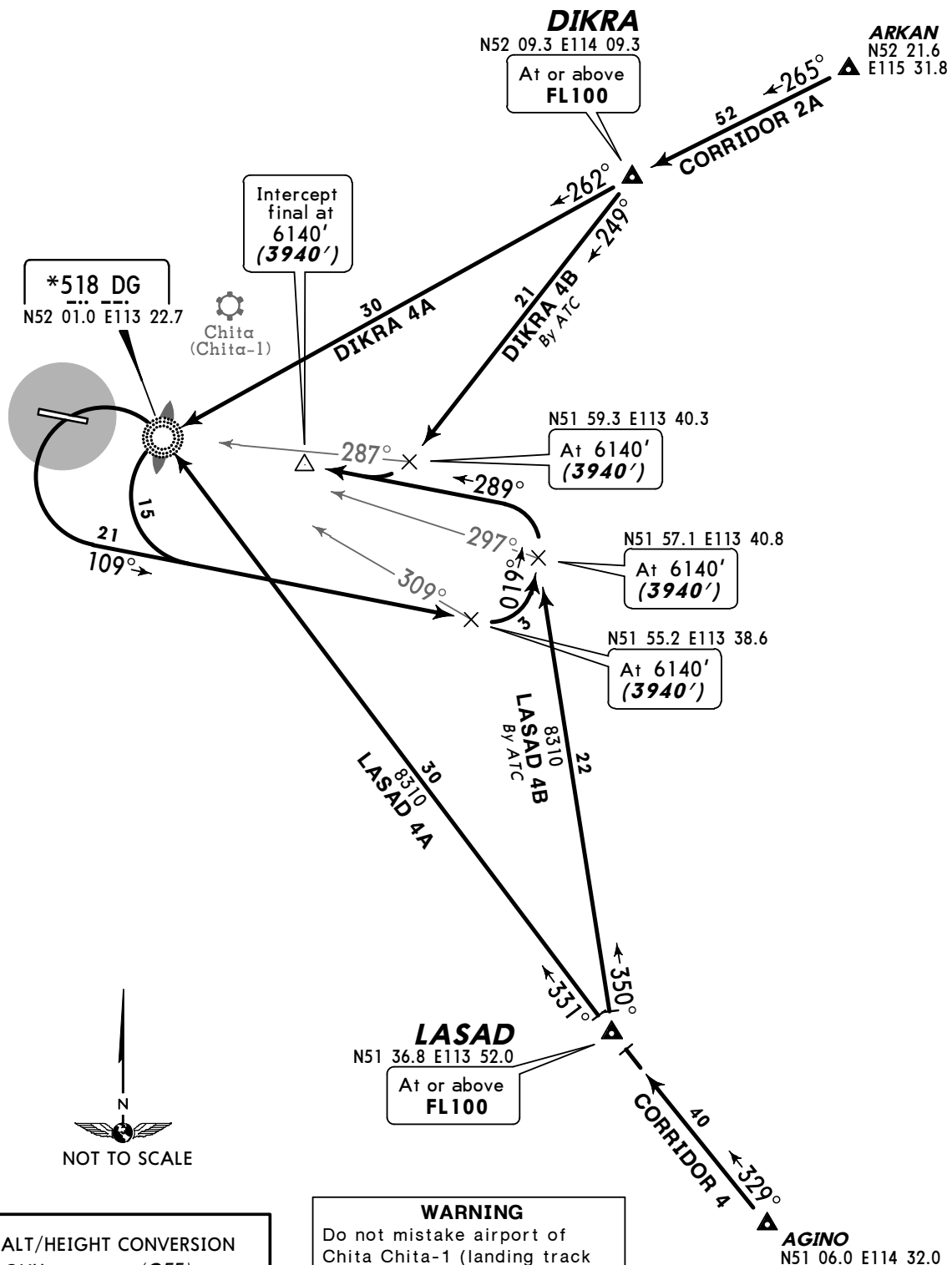
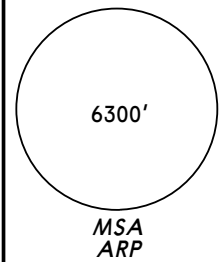
UIAA/HTA
KADALA

JEPPESEN
19 OCT 12 (10-2A)

CHITA, RUSSIA
STAR

*ATIS 134.8 (Russian 126.4)	Apt Elev 2272'	Alt Set: MM (hPa on request) QNH on request Trans level: FL100 Trans alt: 8180' (5980')	(QFE)
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DIKRA 4A [DIKR4A], DIKRA 4B [DIKR4B]
LASAD 4A [LASA4A], LASAD 4B [LASA4B]
RWY 29 ARRIVALS



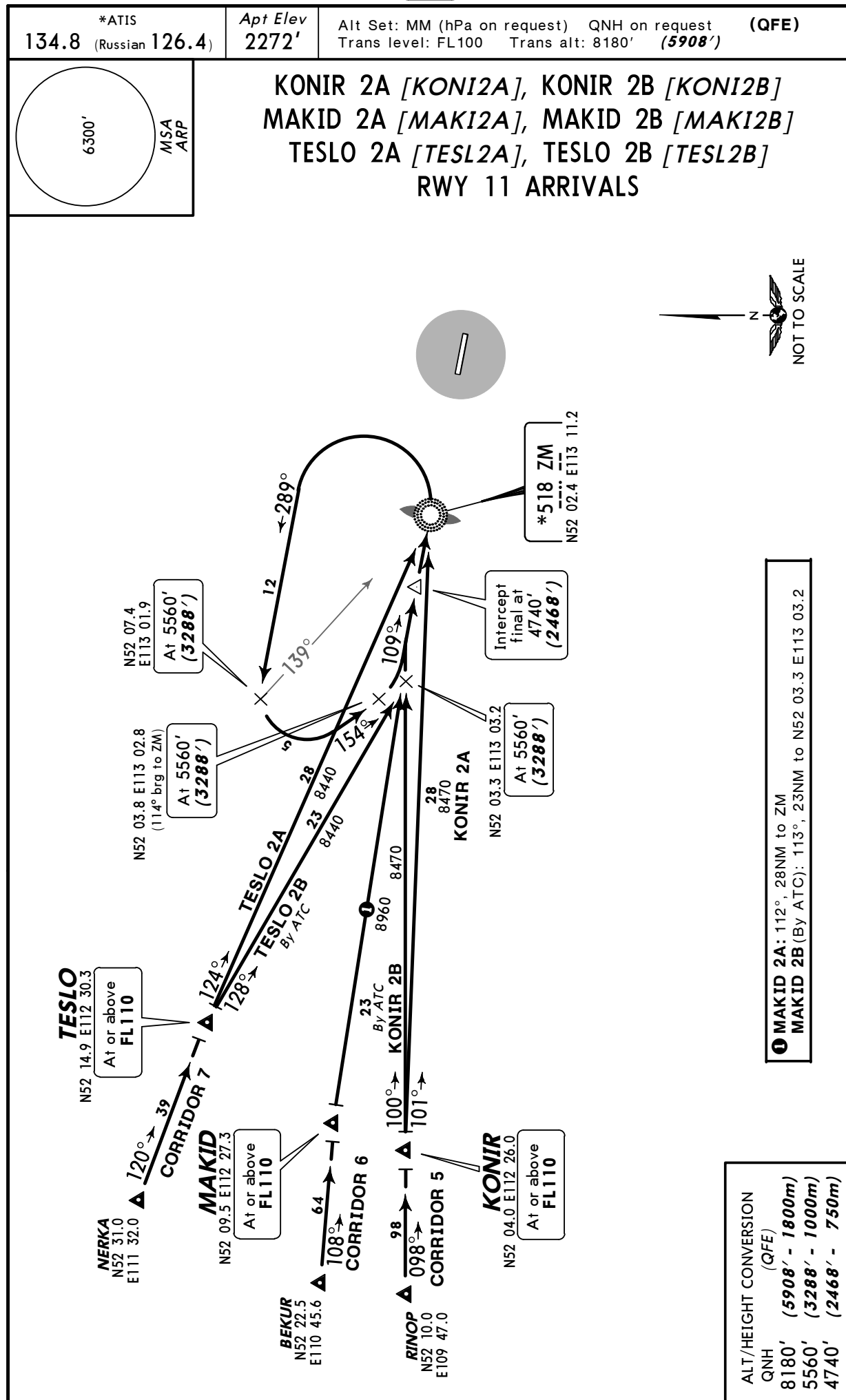
ALT/HEIGHT CONVERSION
QNH (QFE)
8180' (5980' - 1800m)
6140' (3940' - 1200m)

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

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 KADALA

JEPPESEN
 19 OCT 12 10-2B

CHITA, RUSSIA
 STAR



UIAA/HTA
KADALA

JEPPESEN
19 OCT 12 10-2C

CHITA, RUSSIA

STAR

*ATIS 134.8 (Russian 126.4)	Apt Elev 2272'	Alt Set: MM (hPa on request) QNH on request Trans level: FL100 Trans alt: 8180' (5980')	(QFE)
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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

CORRIDOR 5
N52 10.0
E109 47.0

RINOP
N52 10.0
E109 47.0

CORRIDOR 6
N52 09.5 E112 27.3
At or above
FL110

MAKID 4B
By ATC

MAKID 4A
By ATC

TESLO 4B
By ATC

TESLO 4A
By ATC

KONIR 4B
By ATC

KONIR 4A
By ATC

KONIR
N52 04.0 E112 26.0
At or above
FL110

Chita
(Chita-1)

***518 DG**
N52 01.0 E113 22.7

Intercept final at 6140' (3940')

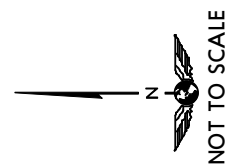
N51 57.1 E113 40.8
At 6140' (3940')

N51 55.2 E113 38.6
At 6140' (3940')

N51 57.6 E113 18.7

6300'
MSA ARP

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



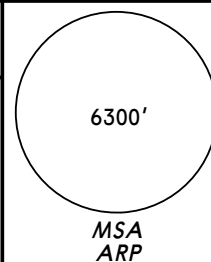
UIAA/HTA
KADALA

JEPPESEN
4 NOV 11 10-3 Eff 17 Nov

CHITA, RUSSIA
SID

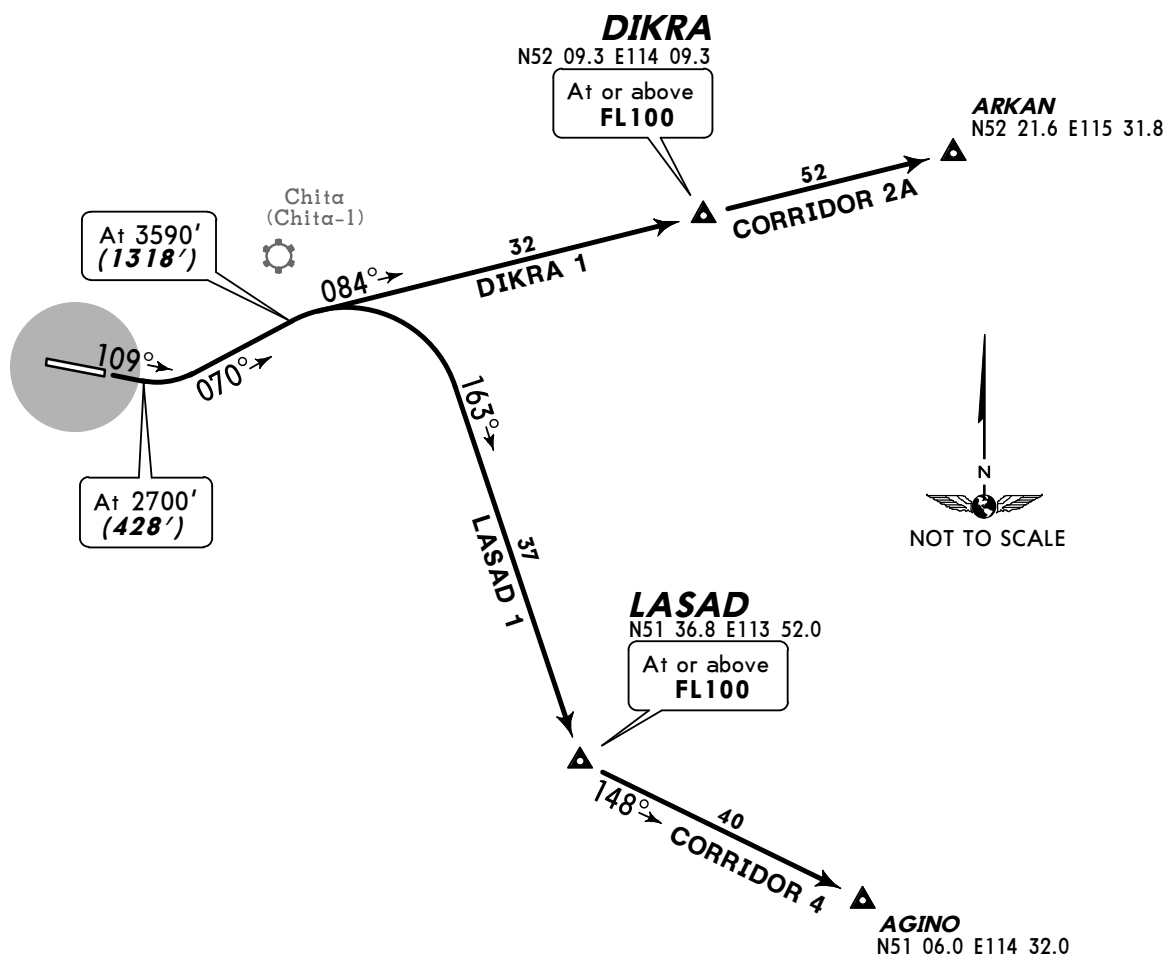
Apt Elev
2272'

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)

**UIAA/HTA
KADALA**

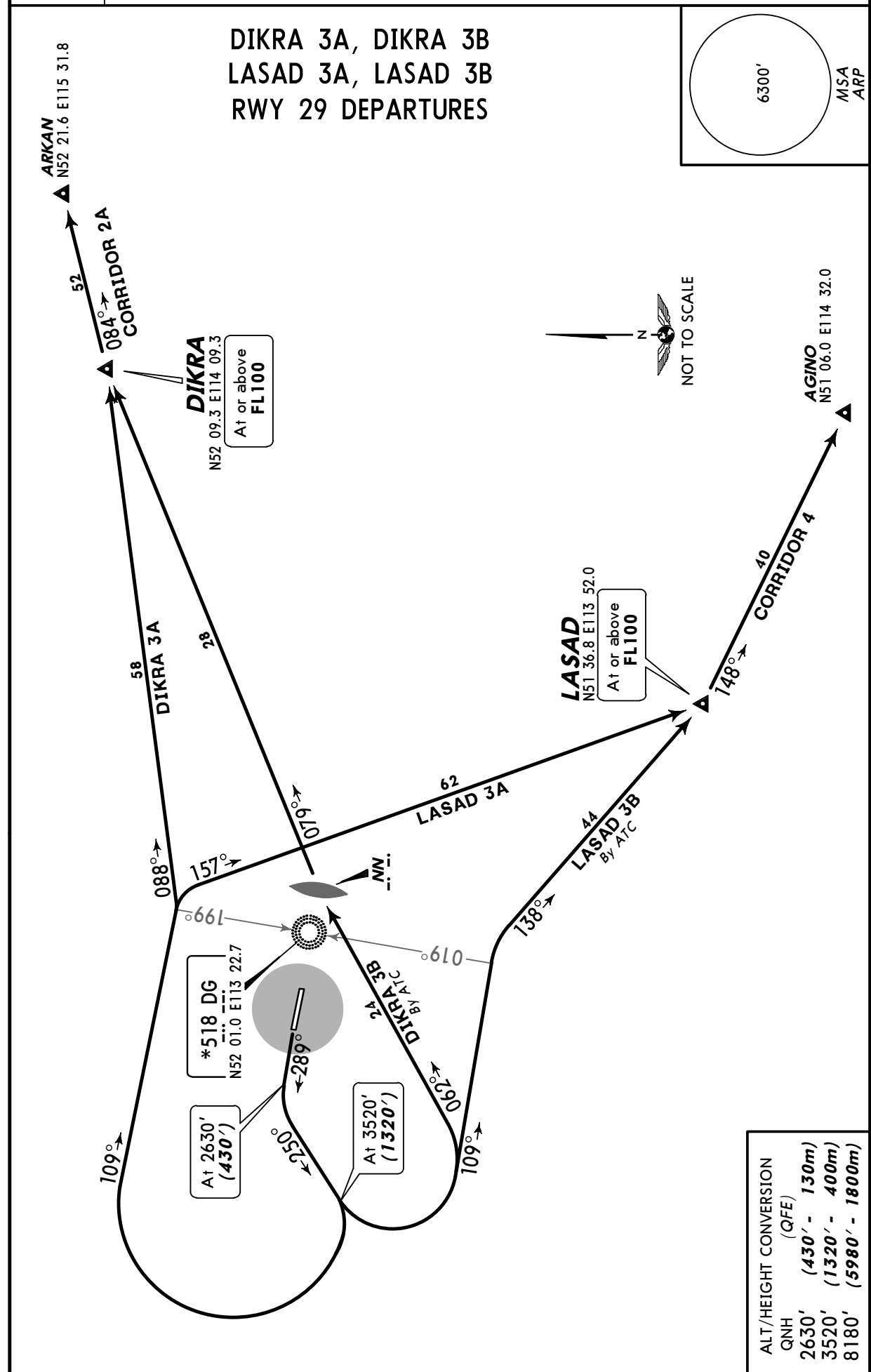
JEPPESSEN
4 NOV 11 (10-3A) Eff 17 Nov

CHITA, RUSSIA

SID

Apt Elev
2272'

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



CHANGES: Trans level & crossings.

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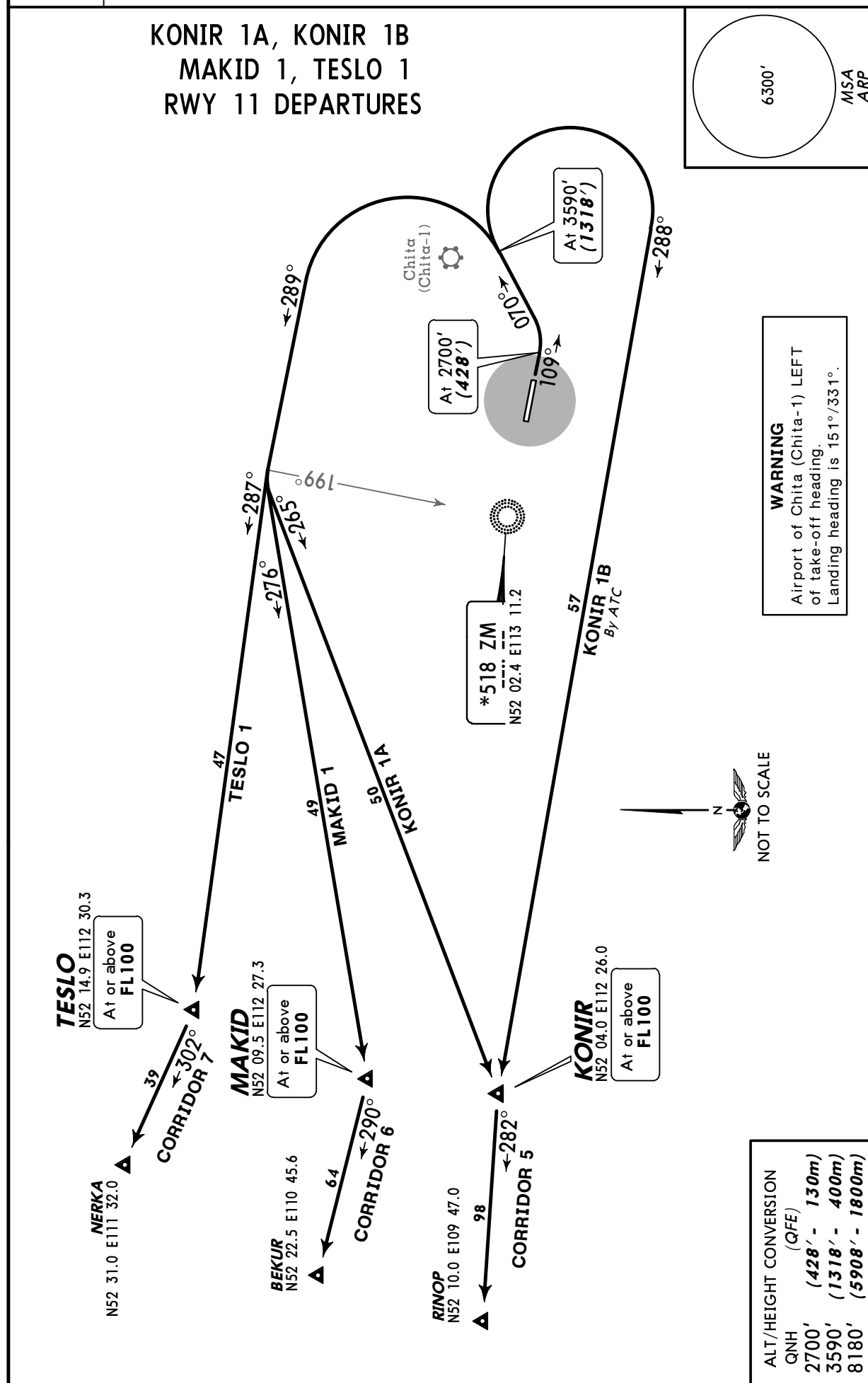
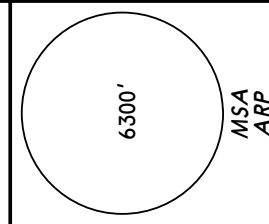
UIAA/HTA
KADALA

JEPPESEN
4 NOV 11 10-3B Eff 17 Nov

CHITA, RUSSIA
SID

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



**UIAA/HTA
KADALA**

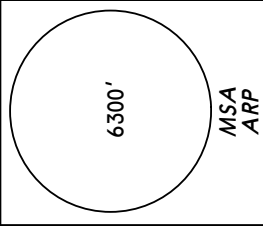
JEPPESSEN
4 NOV 11 **(10-3C)** **Eff 17 Nov**

CHITA, RUSSIA

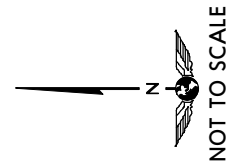
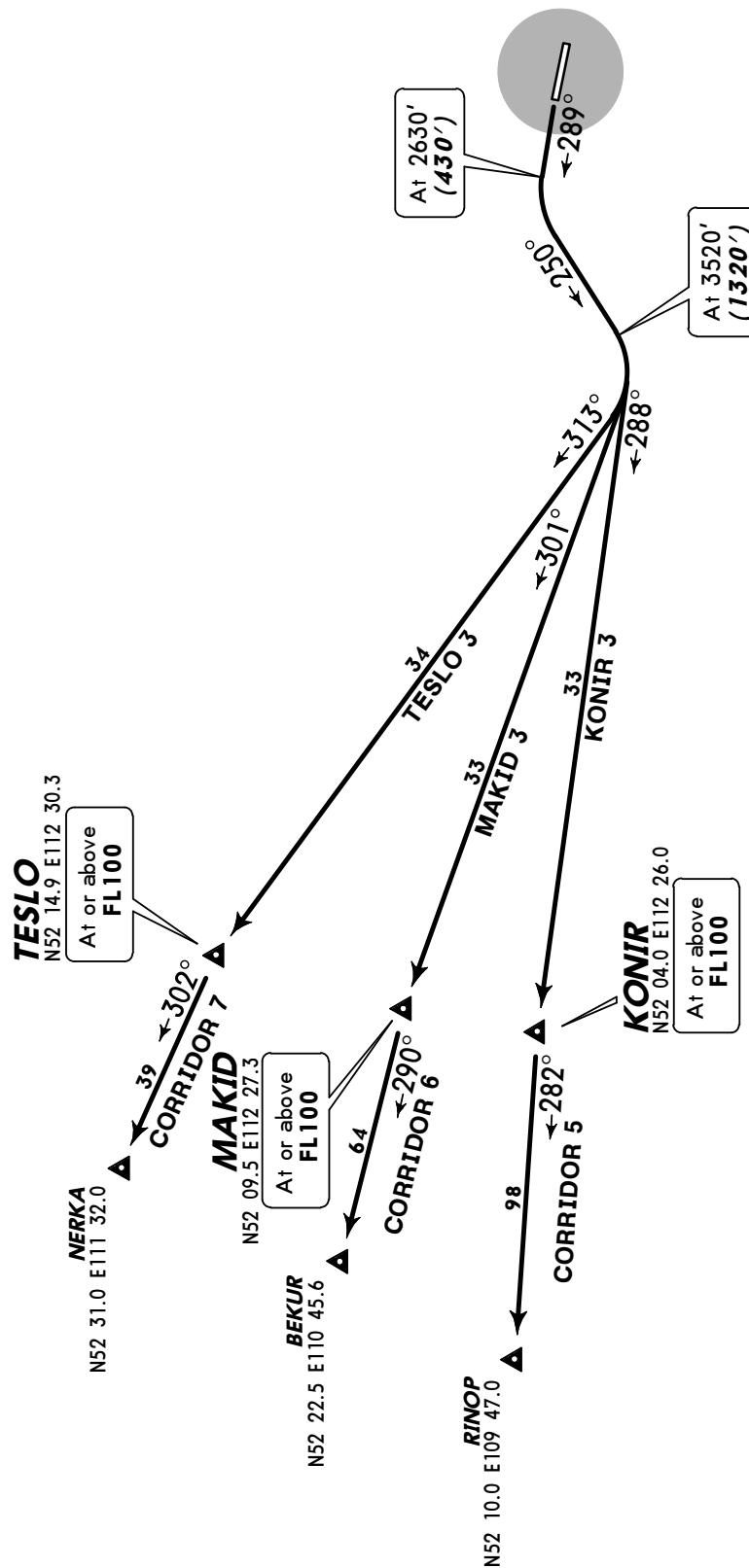
SID

Apt Elev
2272'

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



KONIR 3, MAKID 3, TESLO 3 RWY 29 DEPARTURES

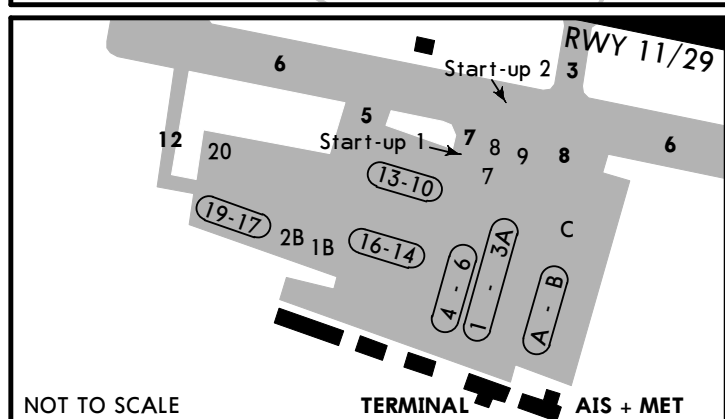
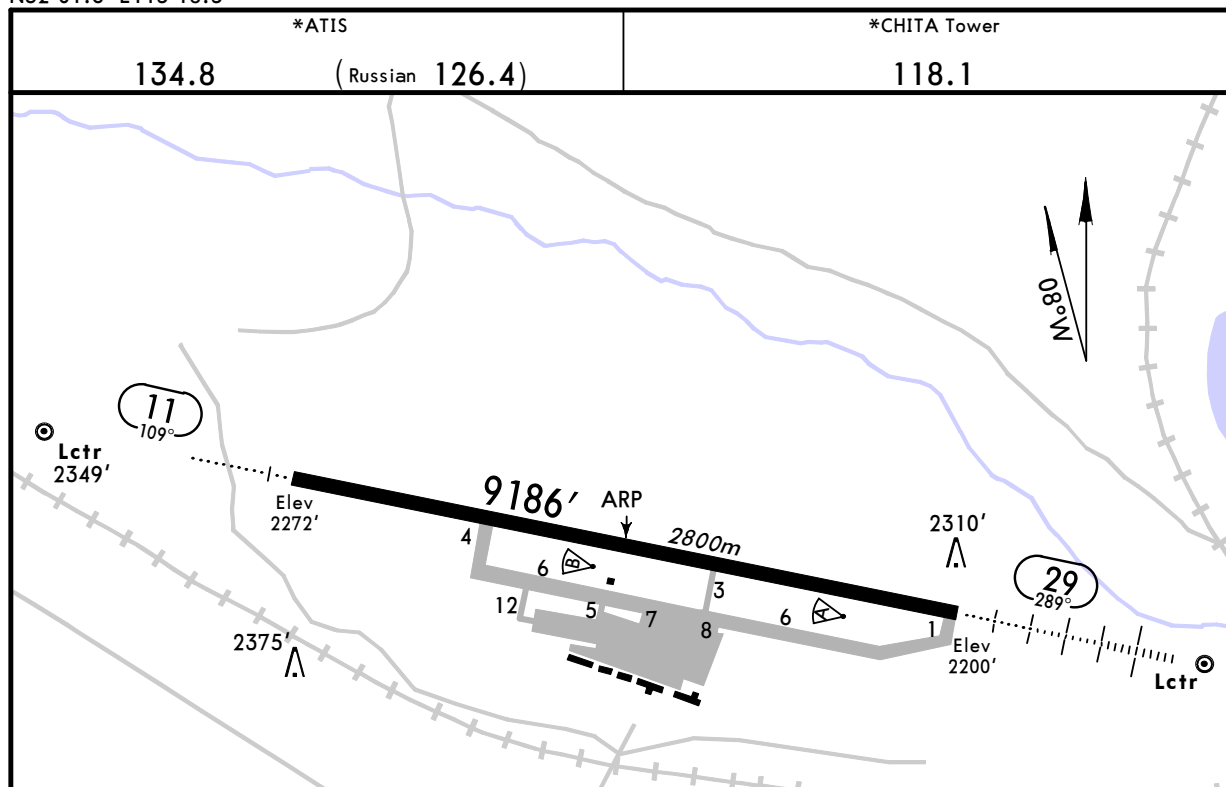


ALT/HEIGHT CONVERSION	QNH	(QFE)
	2630'	(430' - 130m)
	3520'	(1320' - 400m)
	8180'	(5980' - 1800m)

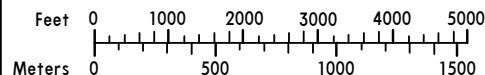
UIAA/HTA
Apt Elev **2272'**
N52 01.6 E113 18.3

JEPP ESEN
19 OCT 12 (10-9)

CHITA, RUSSIA
KADALA



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



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 btm 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 Rwy's

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

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



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')
	<i>ALS out</i>	R550m	R550m	R550m	R550m
		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

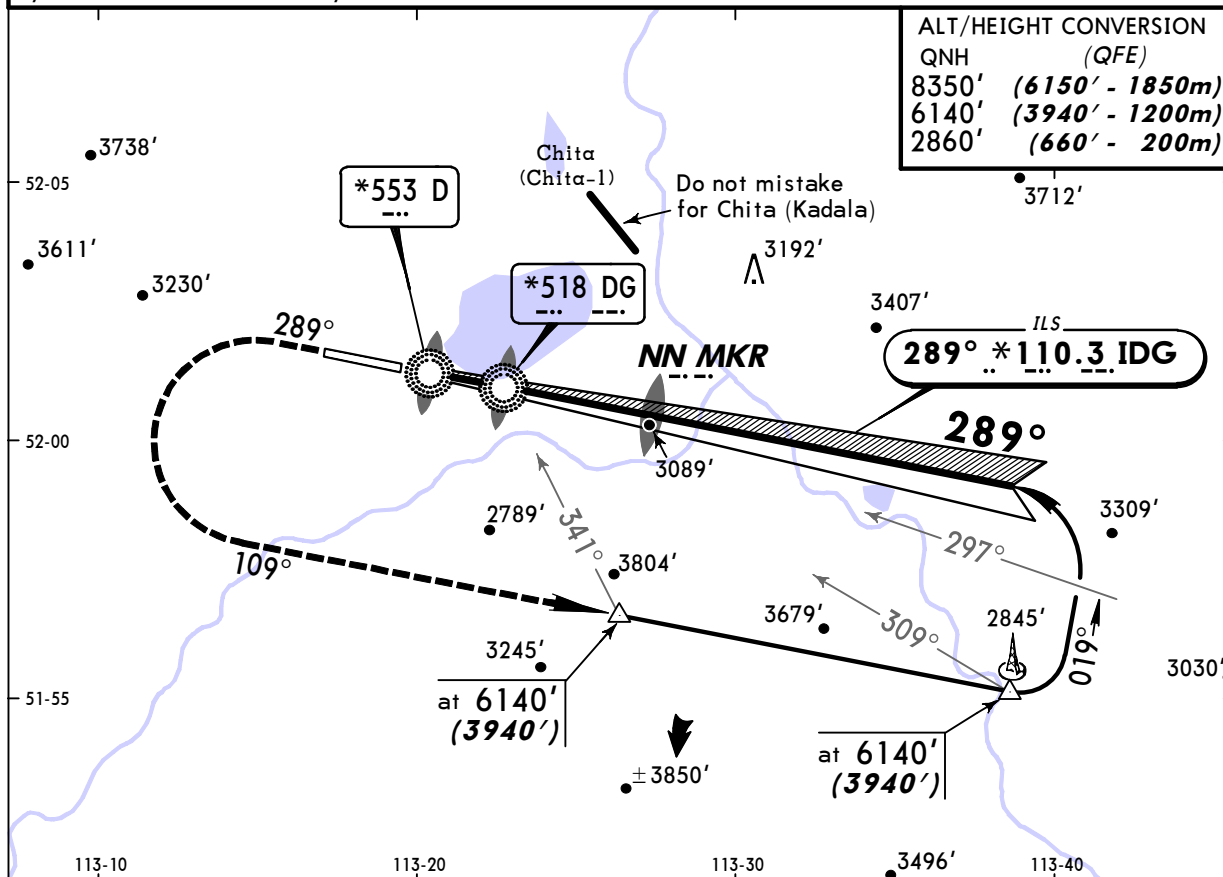
JEPPESEN
19 OCT 12 (11-1)

CHITA, RUSSIA
ILS Rwy 29

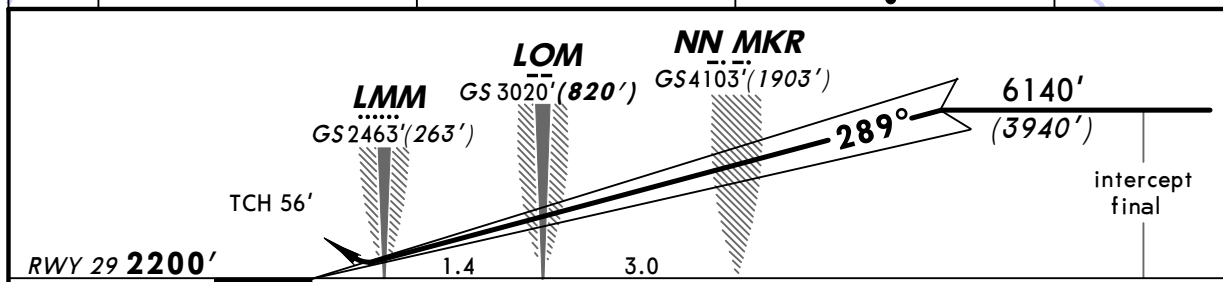
BRIEFING STRIP

*ATIS		*CHITA Radar		*CHITA Tower (SRE/TWR)		6300' MSA ARP
134.8 (Russian 126.4)		122.0		118.1		
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 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	HIALS PAPI	2860' (660') on 289°
GS 3.50°	434	557	619	743	867	991		

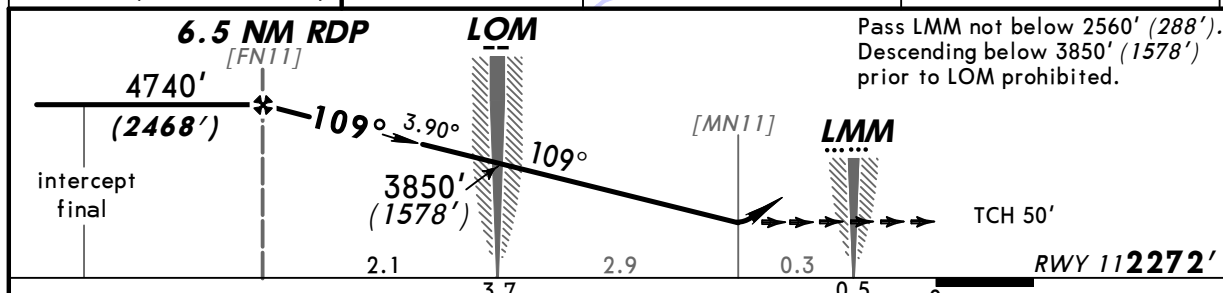
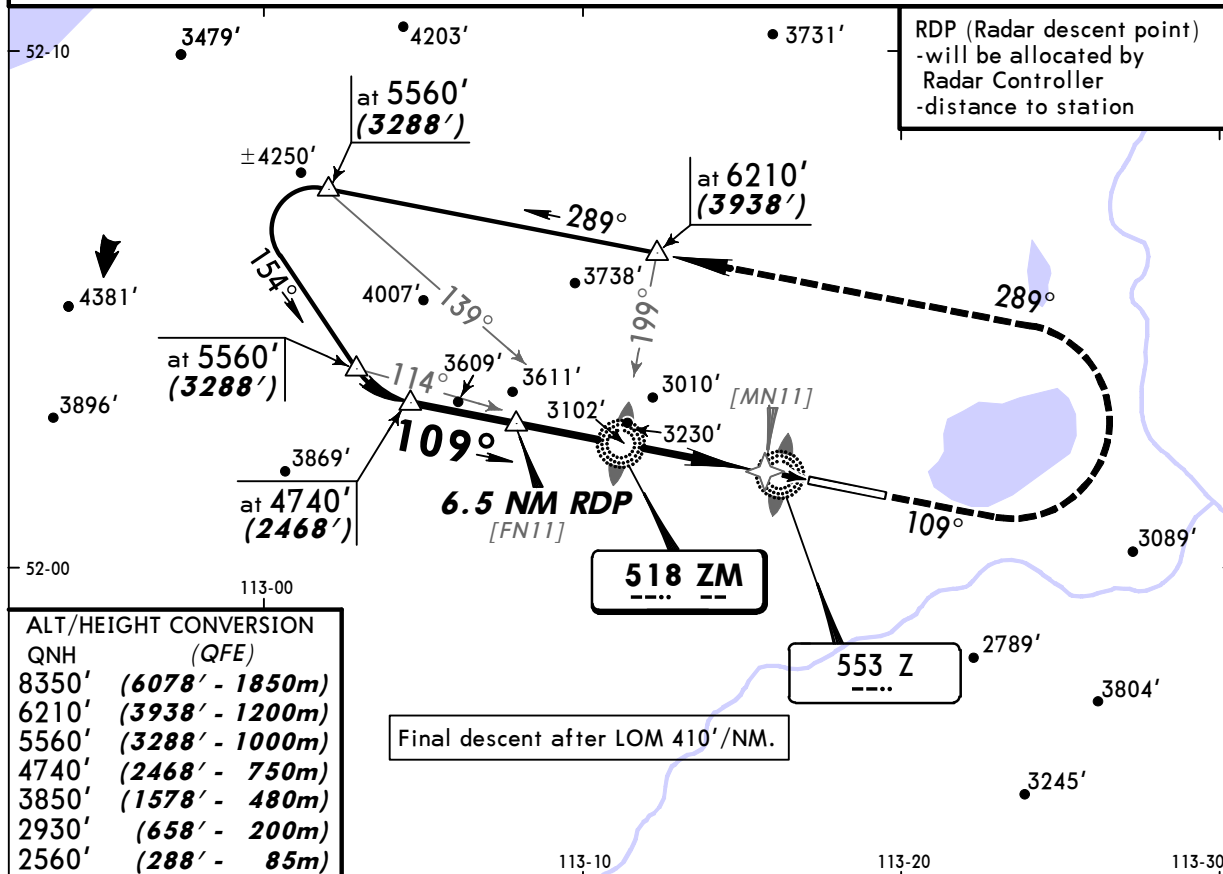
STRAIGHT-IN LANDING RWY 29						
ILS <i>DA(H)</i> 2400' (200')			LOC (GS out)			
FULL		ALS out				
A	RVR 720m VIS 800m		1200m		NOT AUTHORIZED	
B						
C						
D						

PANS OPS

UIAA/HTA
KADALAJEPPESEN
19 OCT 12 (16-1)CHITA, RUSSIA
2 NDB Rwy 11

BRIEFING STRIP

*ATIS		*CHITA Radar		*CHITA Tower (SRE/TWR)		6300' MSA ARP
134.8 (Russian 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 100 Trans alt: 8350'(6078') 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	ALS	PAPI	2930' (658') on 109°
Descent angle	3.90°	483	621	690	828	967			

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	with 6.5 NM RDP	w/o 6.5 NM RDP
MDA(H)	MDA(H)	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	ALS out	ALS out		
A							
B	RVR 1500m VIS 1600m	3200m	2600m	3200m	3200m	3200m	3200m
C		4800m	2800m	4800m	4800m	4800m	4800m
D	RVR 1800m VIS 2000m		3200m				

PANS OPS

UIAA/HTA
KADALAJEPPESEN
19 OCT 12 (16-2)CHITA, RUSSIA
2 NDB Rwy 29