(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UIAA
Terminal Charts For UIAA
Revision Letter For Cycle 08-2013
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

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: 2132 Z
Sunset: 1123 Z,

Runway Information

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

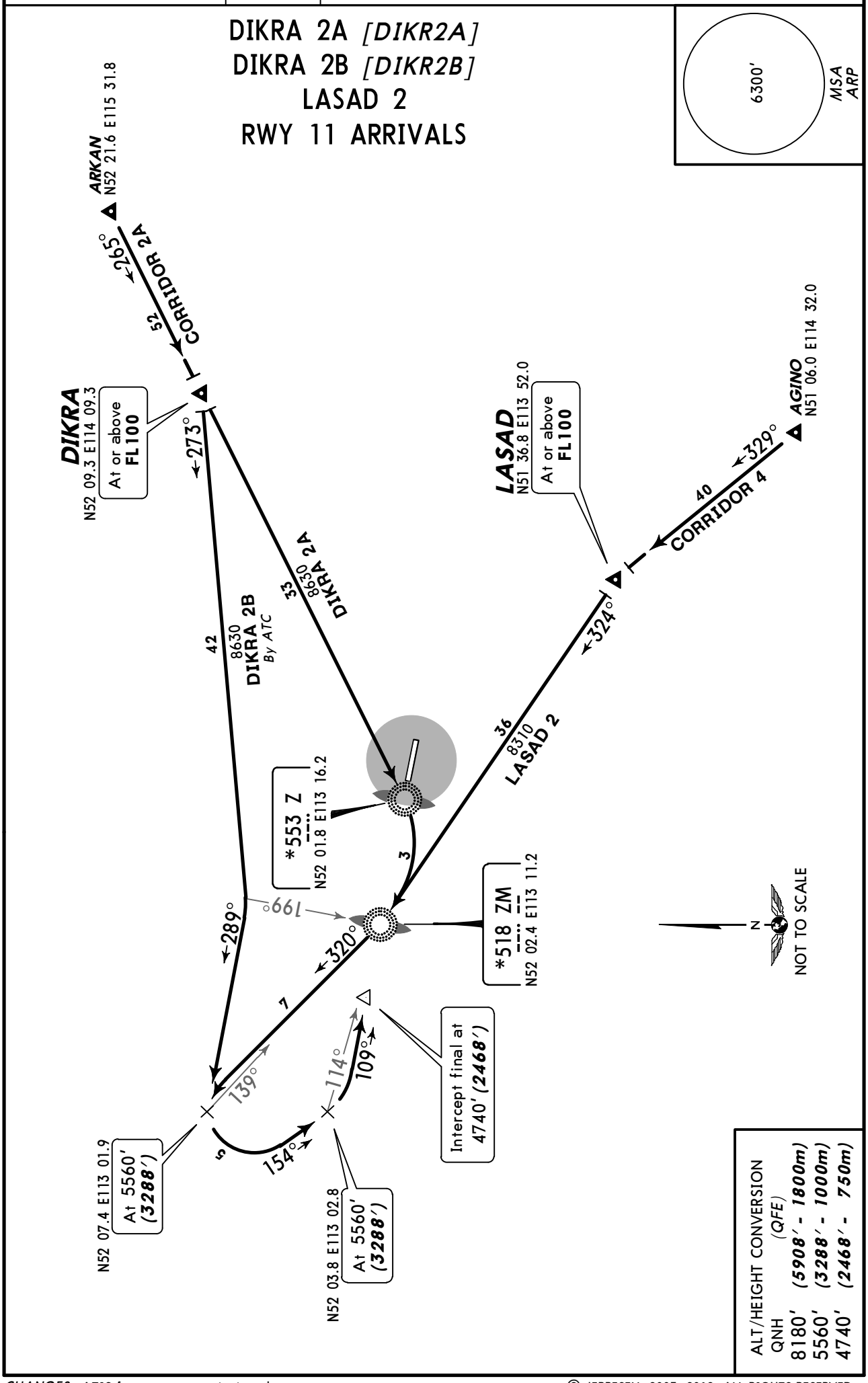
Runway: 29
Length x Width: 9186 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 2200 ft
Lighting: Edge, ALS

Communication Information

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

*ATIS	Apt Elev	
134.8 (Russian 126.4)	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/HEIGHT CONVERSION
(QFE)

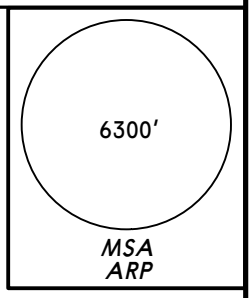
QNH	
8180′	*(5908′ - 1800m)*
5560′	*(3288′ - 1000m)*
4740′	*(2468′ - 750m)*

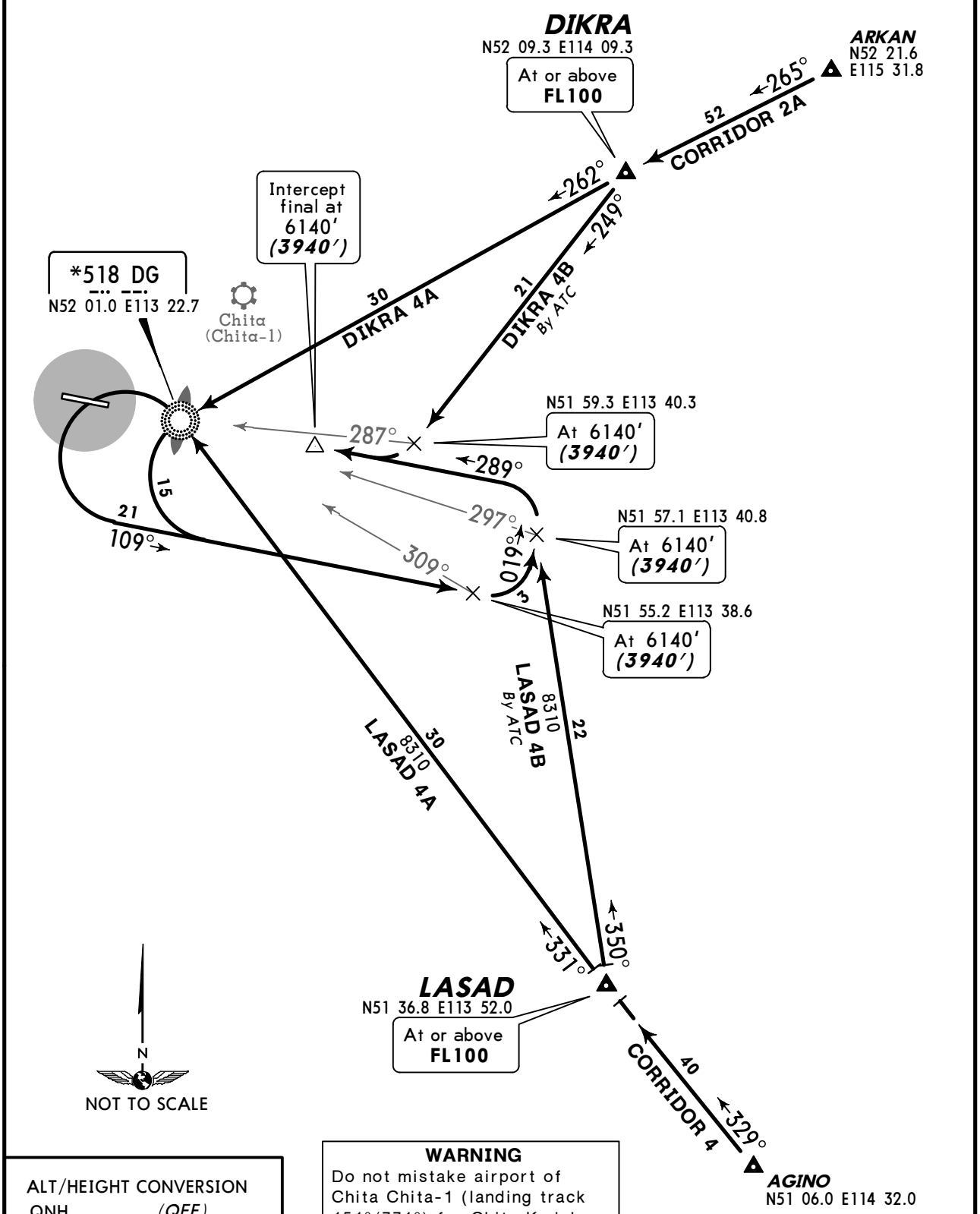
CHANGES: ATIS frequency commissioned.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

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

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





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

ALT/HEIGHT CONVERSION

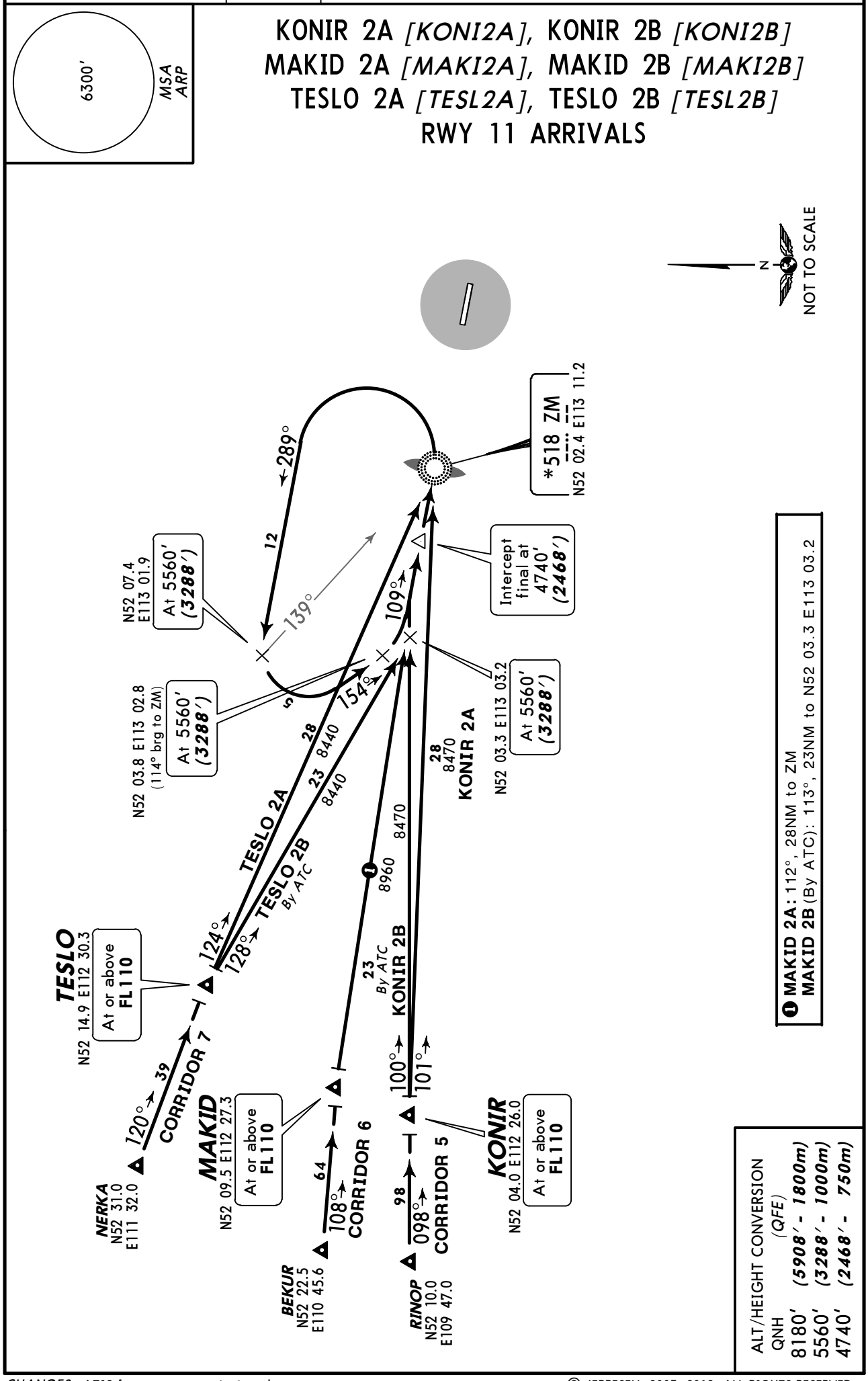
QNH	*(QFE)*
8180′	***(5980′ - 1800m)***
6140′	***(3940′ - 1200m)***

CHANGES: ATIS frequency commissioned.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
134.8 (Russian 126.4)	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

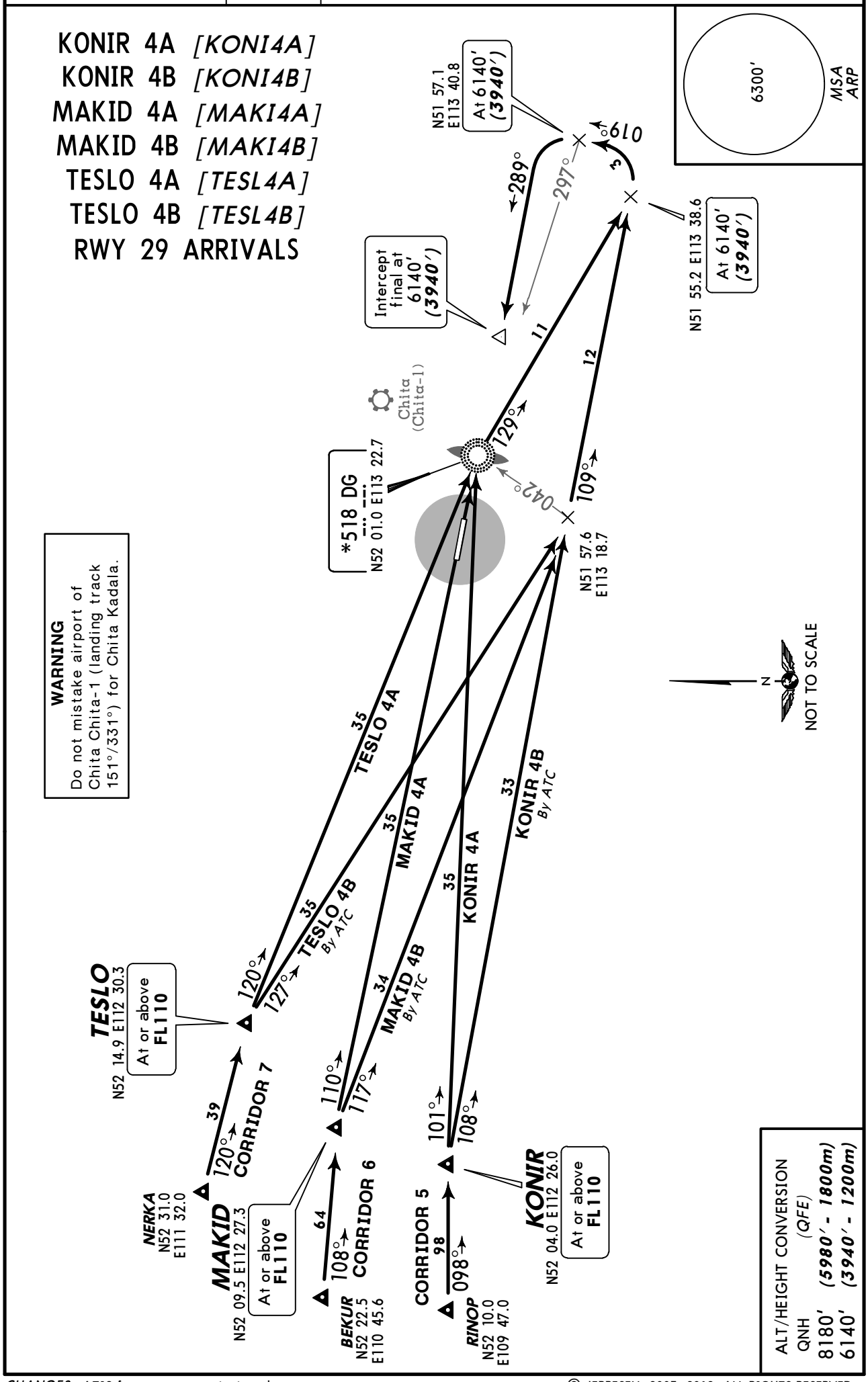


CHANGES: ATIS frequency commissioned.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	
134.8 (Russian 126.4)	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



CHANGES: ATIS frequency commissioned.

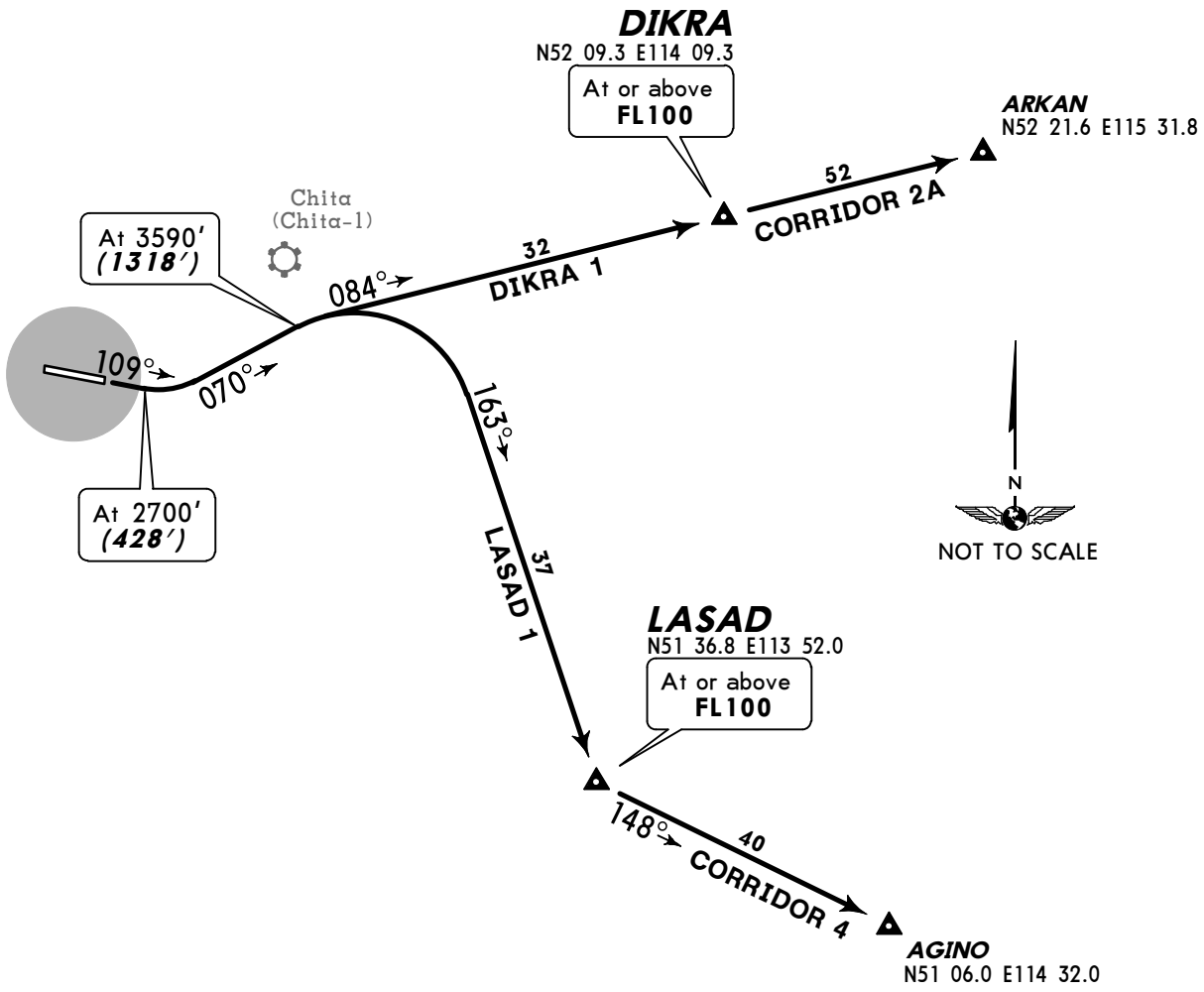
© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

Apt Elev	
2272′	QNH on request **(QFE)** Trans level: FL100 Trans alt: 8180′ ***(5908′)***

6300′
MSA ARP

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

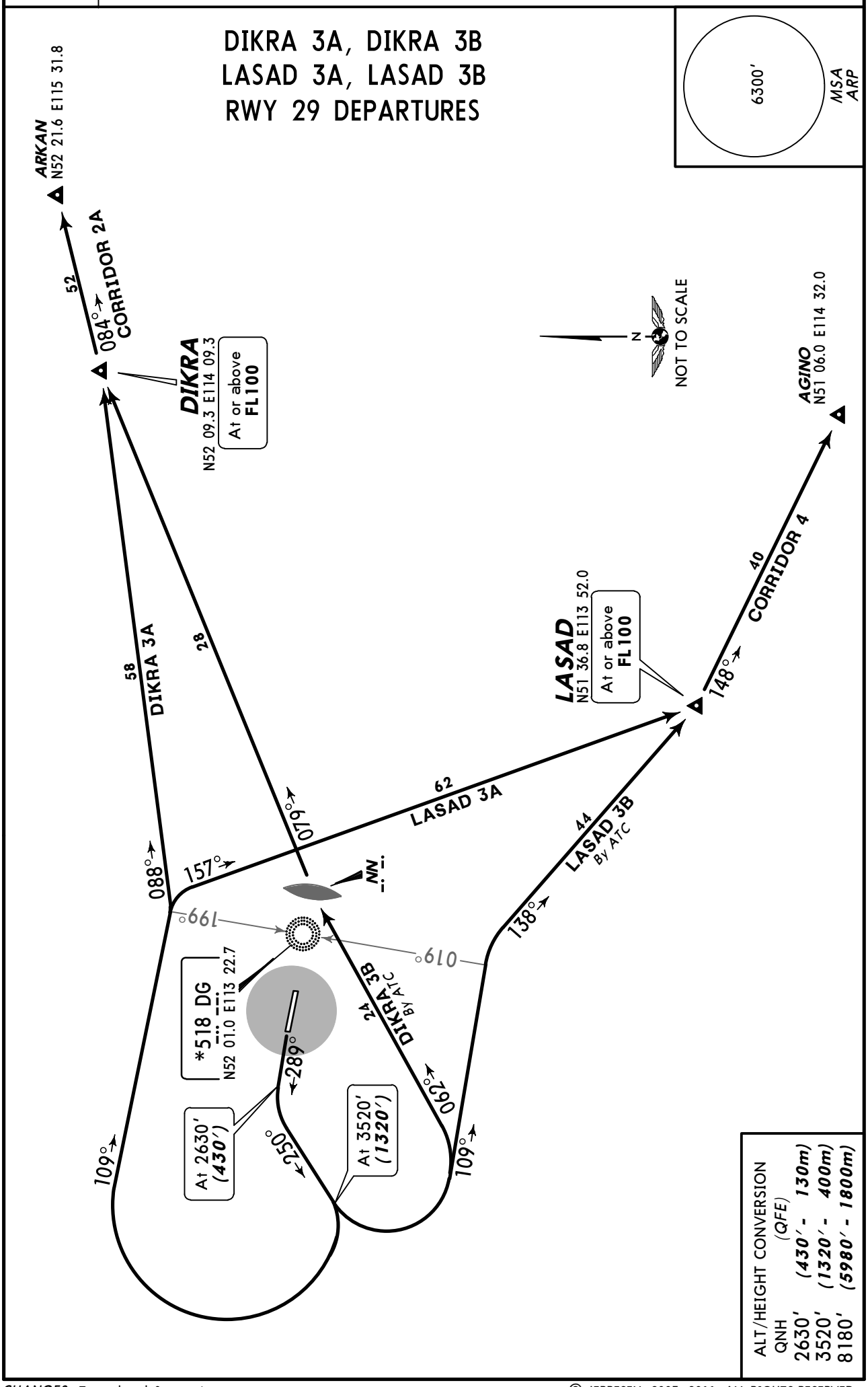
QNH	(QFE)
2700′	***(428′ - 130m)***
3590′	***(1318′ - 400m)***
8180′	***(5908′ - 1800m)***

CHANGES: Trans level & crossings.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

Apt Elev	
2272′	QNH on request **(QFE)** Trans level: FL100 Trans alt: 8180′ ***(5980′)***

DIKRA 3A, DIKRA 3B
LASAD 3A, LASAD 3B
RWY 29 DEPARTURES



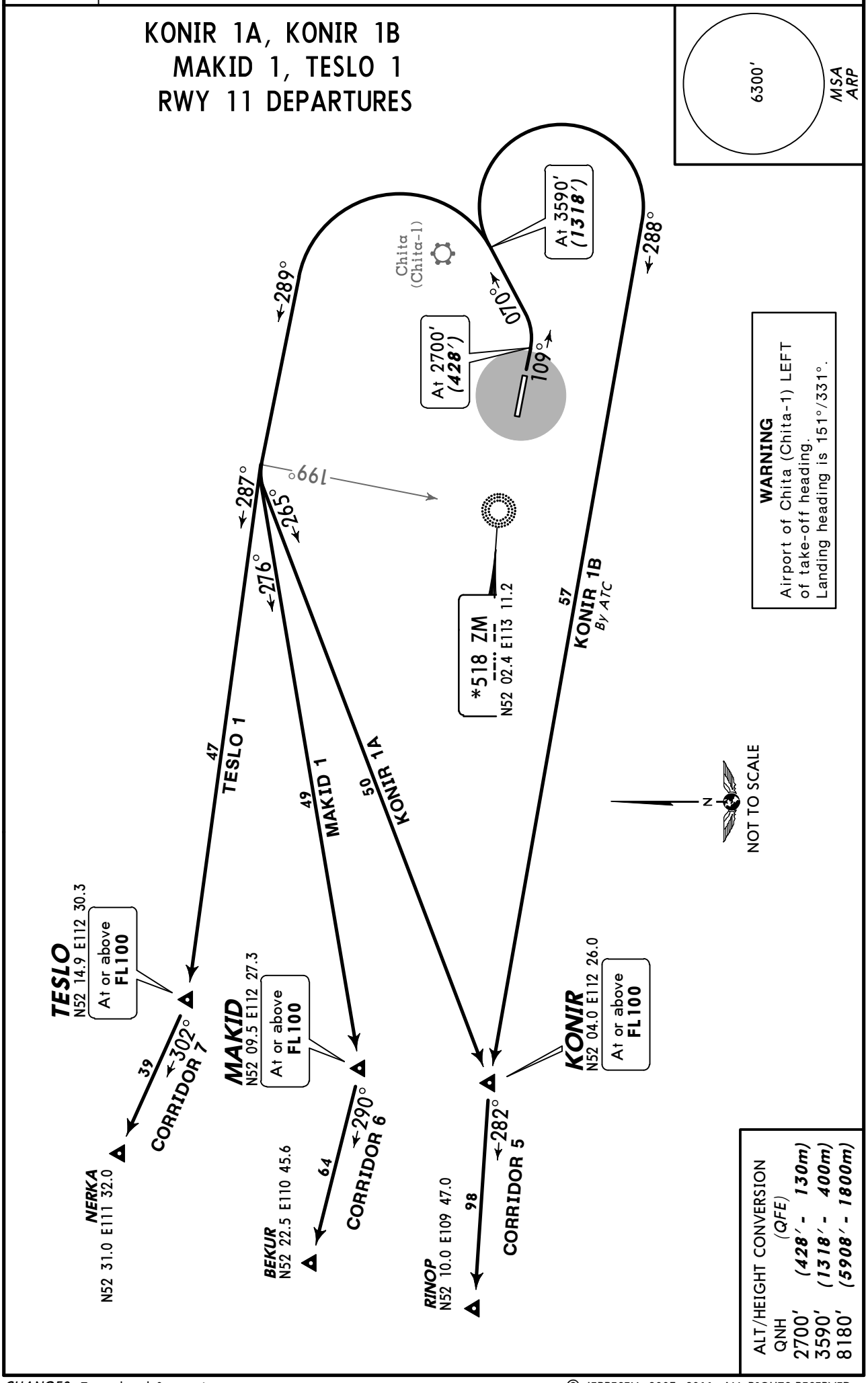
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2630′	(430′ - 130m)
3520′	(1320′ - 400m)
8180′	(5980′ - 1800m)

CHANGES: Trans level & crossings.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

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°.

ALT/HEIGHT CONVERSION
(QFE)

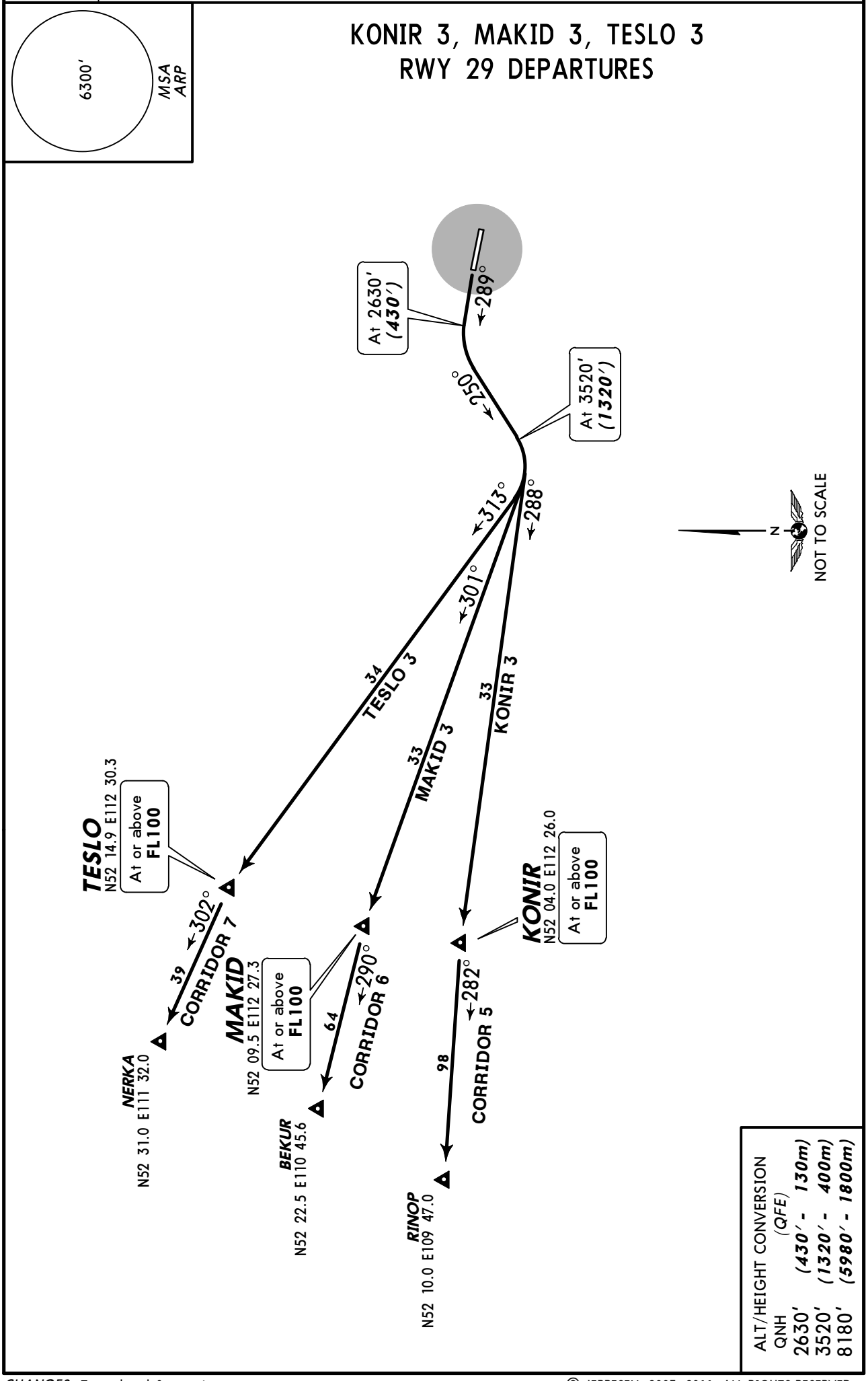
QNH	
2700′	***(428′ - 130m)***
3590′	***(1318′ - 400m)***
8180′	***(5908′ - 1800m)***

CHANGES: Trans level & crossings.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

Apt Elev	
2272′	QNH on request **(QFE)** Trans level: FL100 Trans alt: 8180′ ***(5980′)***

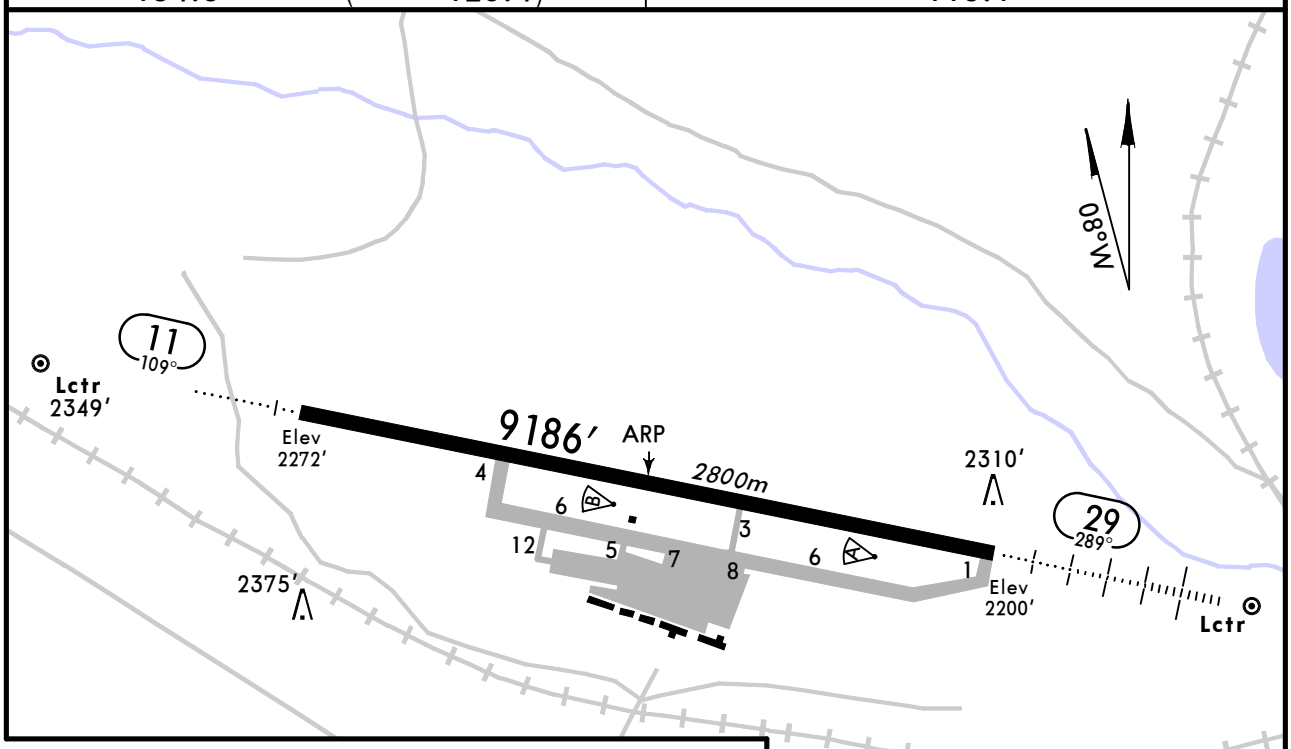
KONIR 3, MAKID 3, TESLO 3
RWY 29 DEPARTURES

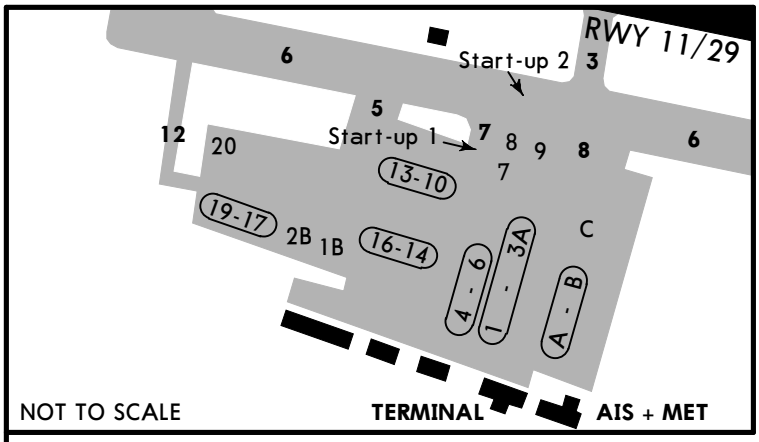


CHANGES: Trans level & crossings.

© JEPPESEN, 2003, 2011. ALL RIGHTS RESERVED.

*ATIS	*CHITA Tower
134.8 (Russian 126.4)	118.1





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

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

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 LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	RL *(60m)*	ALS	PAPI-L(angle 3.92°)	RVR				184′ *56m*
29	RL *(60m)*	HIALS	PAPI-L(angle 3.50°)	RVR		7972′ *2430m*		

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

CHANGES: ATIS. Helipads withdrawn.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

STRAIGHT-IN RWY		A	B	C	D
11	2 NDB ❶❷❸	**2670**′(398′)	**2670**′(398′)	**2670**′(398′)	**2670**′(398′)
		R1500m	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶❷❹	**2670**′(398′)	**2670**′(398′)	**2670**′(398′)	**2670**′(398′)
		R1600m	**R1600m**	**R1600m**	**R1600m**
	ALS out	R1800m	R1800m	R1800m	R1800m
	2 NDB ❺	**4390**′(2118′)	**4390**′(2118′)	**4390**′(2118′)	**4390**′(2118′)
		C5000m	**C5000m**	**C5000m**	**C5000m**
	ZM NDB ❶❷	**2910**′(638′)	**2910**′(638′)	**2910**′(638′)	**2910**′(638′)
		C2700m	**C2700m**	**C2700m**	**C2700m**
	ALS out	C2900m	C2900m	C2900m	C2900m
	ZM NDB ❺	**4570**′(2298′)	**4570**′(2298′)	**4570**′(2298′)	**4570**′(2298′)
		C5000m	**C5000m**	**C5000m**	**C5000m**
	Z Lctr ❷	**3480**′(1208′)	**3480**′(1208′)	**3480**′(1208′)	**3480**′(1208′)
		C5000m	**C5000m**	**C5000m**	**C5000m**
	Z Lctr ❺	**4570**′(2298′)	**4570**′(2298′)	**4570**′(2298′)	**4570**′(2298′)
		C5000m	**C5000m**	**C5000m**	**C5000m**
29	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 ❶❷❻	**2540**′(340′)	**2540**′(340′)	**2540**′(340′)	**2540**′(340′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	2 NDB ❶❺❻	**2640**′(440′)	**2640**′(440′)	**2640**′(440′)	**2640**′(440′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ❷❼	**3570**′(1370′)	**3570**′(1370′)	**3570**′(1370′)	**3570**′(1370′)
		C5000m	**C5000m**	**C5000m**	**C5000m**
	2 NDB ❺❼	**4090**′(1890′)	**4090**′(1890′)	**4090**′(1890′)	**4090**′(1890′)
		C5000m	**C5000m**	**C5000m**	**C5000m**
	DG NDB ❶❷❻	**2780**′(580′)	**2780**′(580′)	**2780**′(580′)	**2780**′(580′)
		R1500m	**R1500m**	**R1900m**	**R1900m**
	ALS out	R1500m	R1500m	C2400m	C2400m
	DG NDB ❺	**4190**′(1990′)	**4190**′(1990′)	**4190**′(1990′)	**4190**′(1990′)
		C5000m	**C5000m**	**C5000m**	**C5000m**
	DG NDB ❷❼	**3940**′(1740′)	**3940**′(1740′)	**3940**′(1740′)	**3940**′(1740′)
		C5000m	**C5000m**	**C5000m**	**C5000m**

❶ Continuous Descent Final Approach.
❷ with radar control
❸ with FMS
❹ w/o FMS
❺ w/o radar control
❻ with MKR
❼ w/o MKR

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

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		

© JEPPESEN, 2010. ALL RIGHTS RESERVED.

BRIEFING STRIP

*ATIS	*CHITA Radar	*CHITA Tower (SRE/TWR)
134.8 (Russian 126.4)	122.0	118.1

LOC IDG	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 2272'
*110.3	289°	3020' (820')	2400' (200')	RWY 2200'

6300'

MSA ARP

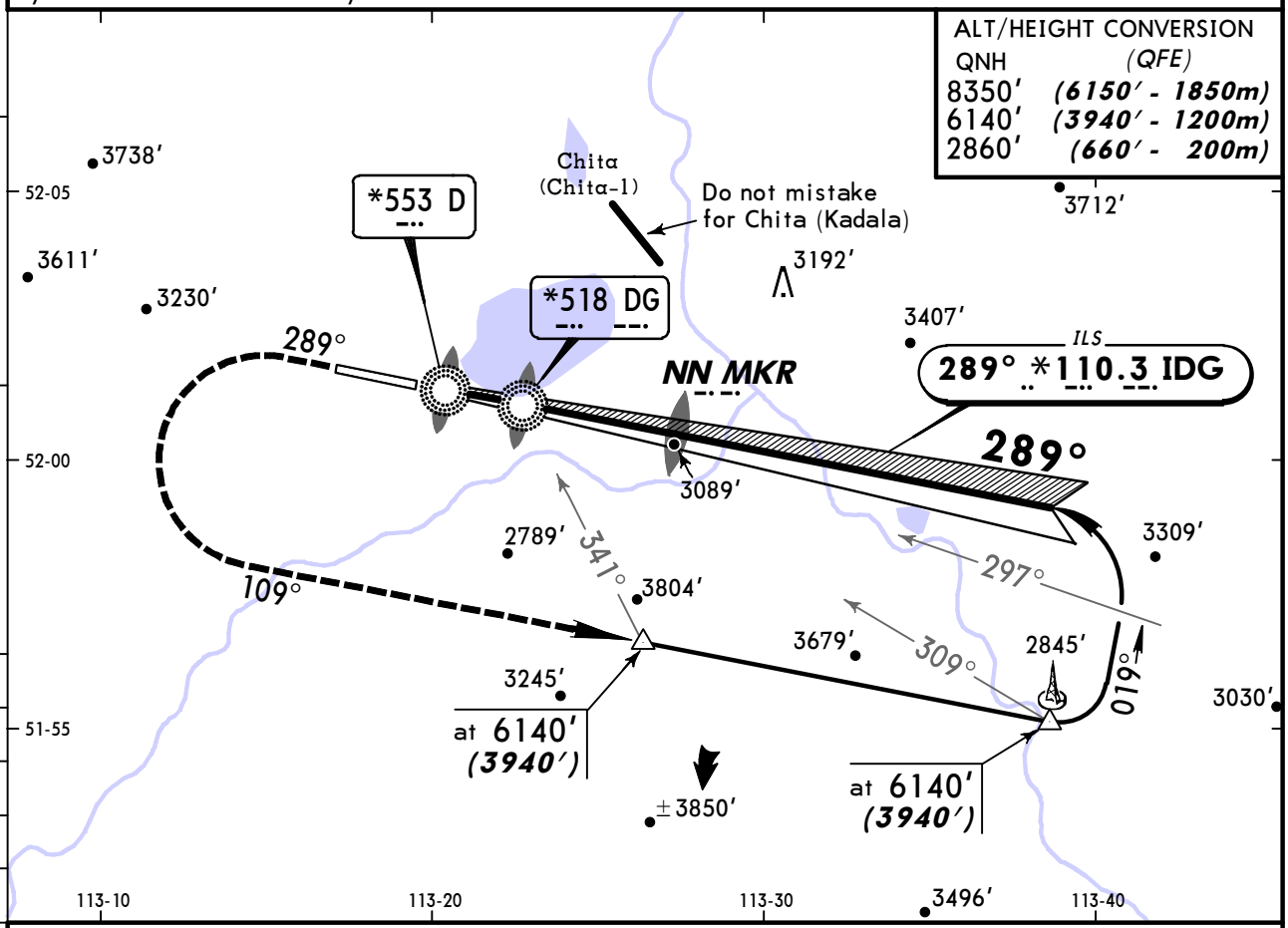
MISSED APCH: Climb on 289° to 2860' (660'), then turn LEFT onto 109° climbing to 6140' (3940'), then according to chart.

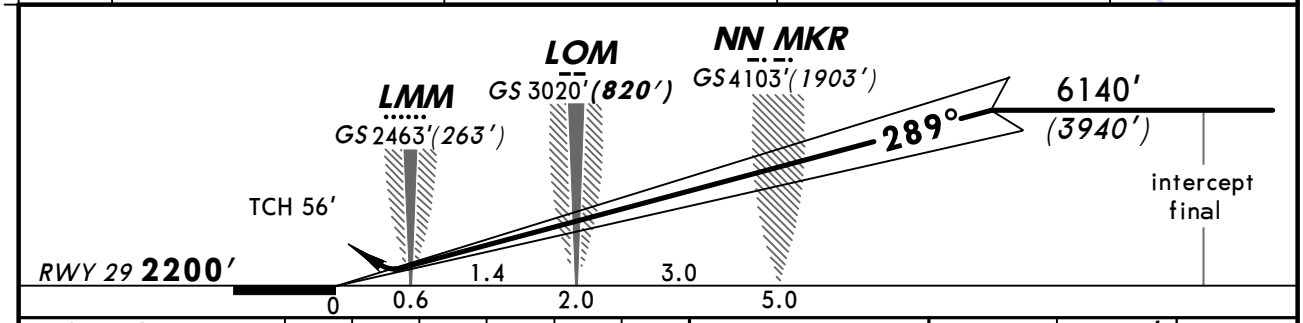
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 100 Trans alt: 8350' (6150')

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°	434	557	619	743	867	991

HIALS
PAPI

2860' (660') on 289°

STRAIGHT-IN LANDING RWY 29

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

PANS OPS

CHANGES: ATIS.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP ™

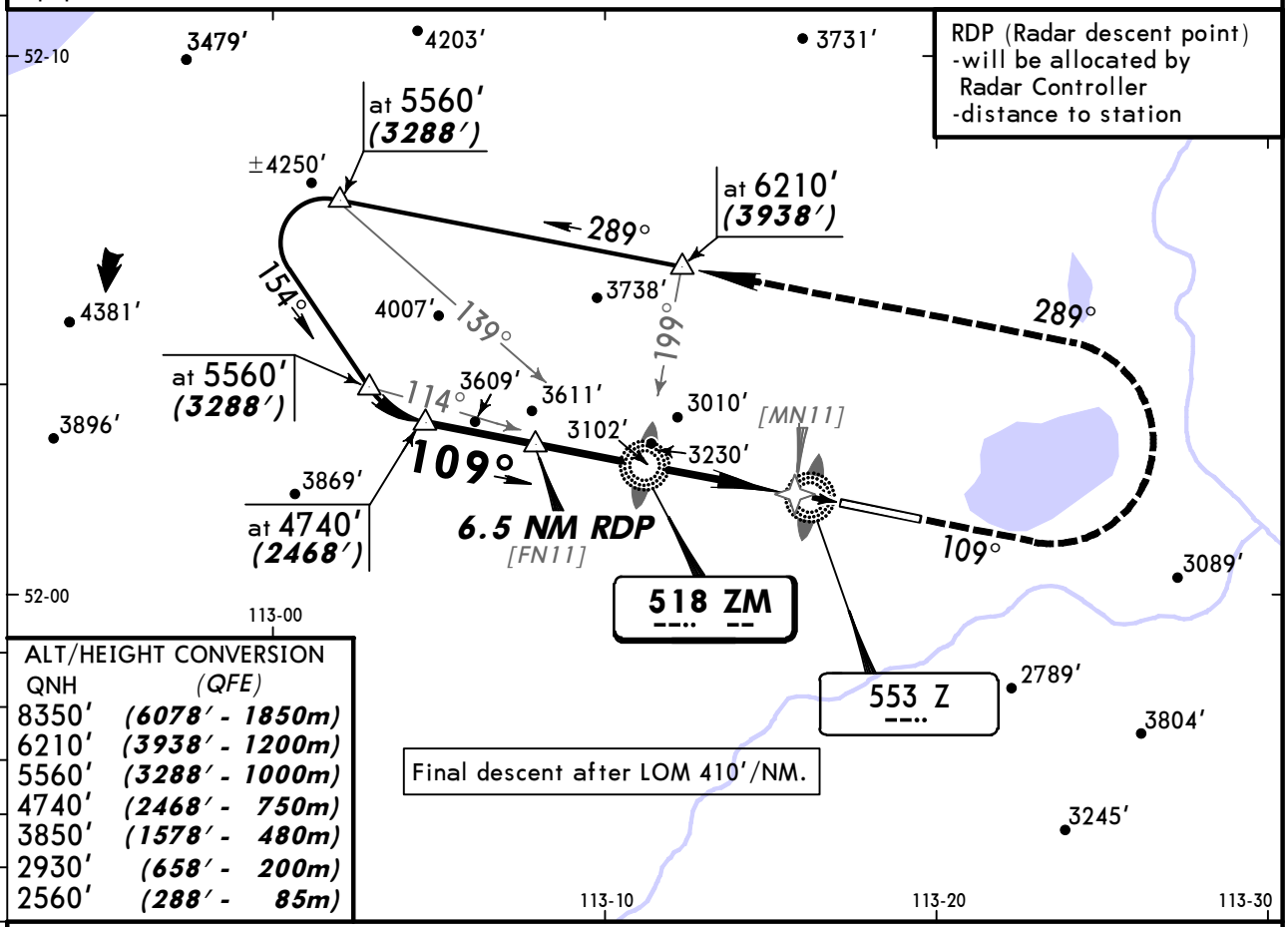
*ATIS	*CHITA Radar	*CHITA Tower (SRE/TWR)
134.8 (Russian 126.4)	122.0	118.1

NDB ZM	Final Apch Crs	Minimum Alt 6.5 NM RDP	2 NDB MDA(H) (CONDITIONAL)	Apt Elev 2272' RWY 2272'
518	109°	4740'(2468')	2670'(398')	

MISSED APCH: Climb on 109° to 2930' (658'), then turn LEFT onto 289° climbing to 6210' (3938'), then according to chart.

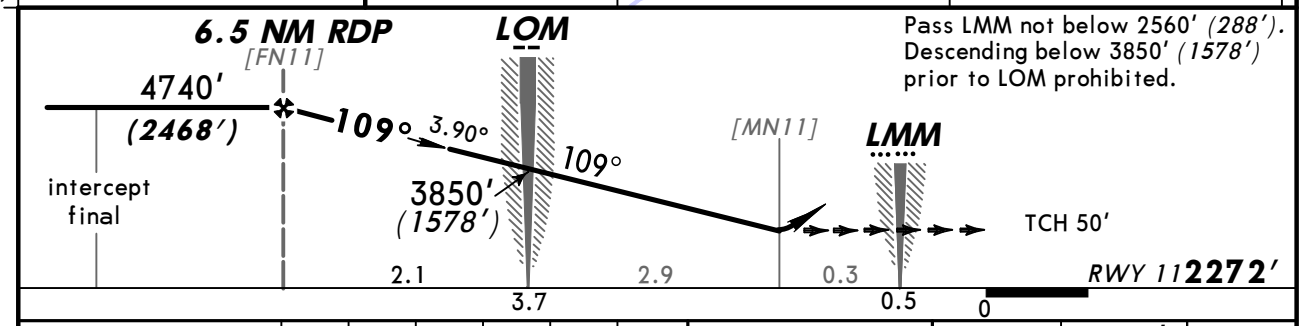
6300'
MSA
ARP

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.



ALT/HEIGHT CONVERSION

QNH	(QFE)
8350'	(6078' - 1850m)
6210'	(3938' - 1200m)
5560'	(3288' - 1000m)
4740'	(2468' - 750m)
3850'	(1578' - 480m)
2930'	(658' - 200m)
2560'	(288' - 85m)



Pass LMM not below 2560' (288'). Descending below 3850' (1578') prior to LOM prohibited.

Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.90°	483	621	690	828	967	1105

ALS
PAPI

2930' (658') on 109°

STRAIGHT-IN LANDING RWY 11

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

CHANGES: ATIS.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP TM

*ATIS	*CHITA Radar	*CHITA Tower (SRE/TWR)
134.8 (Russian 126.4)	122.0	118.1

NDB DG	Final Apch Crs	Minimum Alt	2 NDB with NN MKR MDA(H) (CONDITIONAL)	Apt Elev 2272'
518	289°	Refer to Profile	2540'(340')	RWY 2200'

6300'
MSA ARP

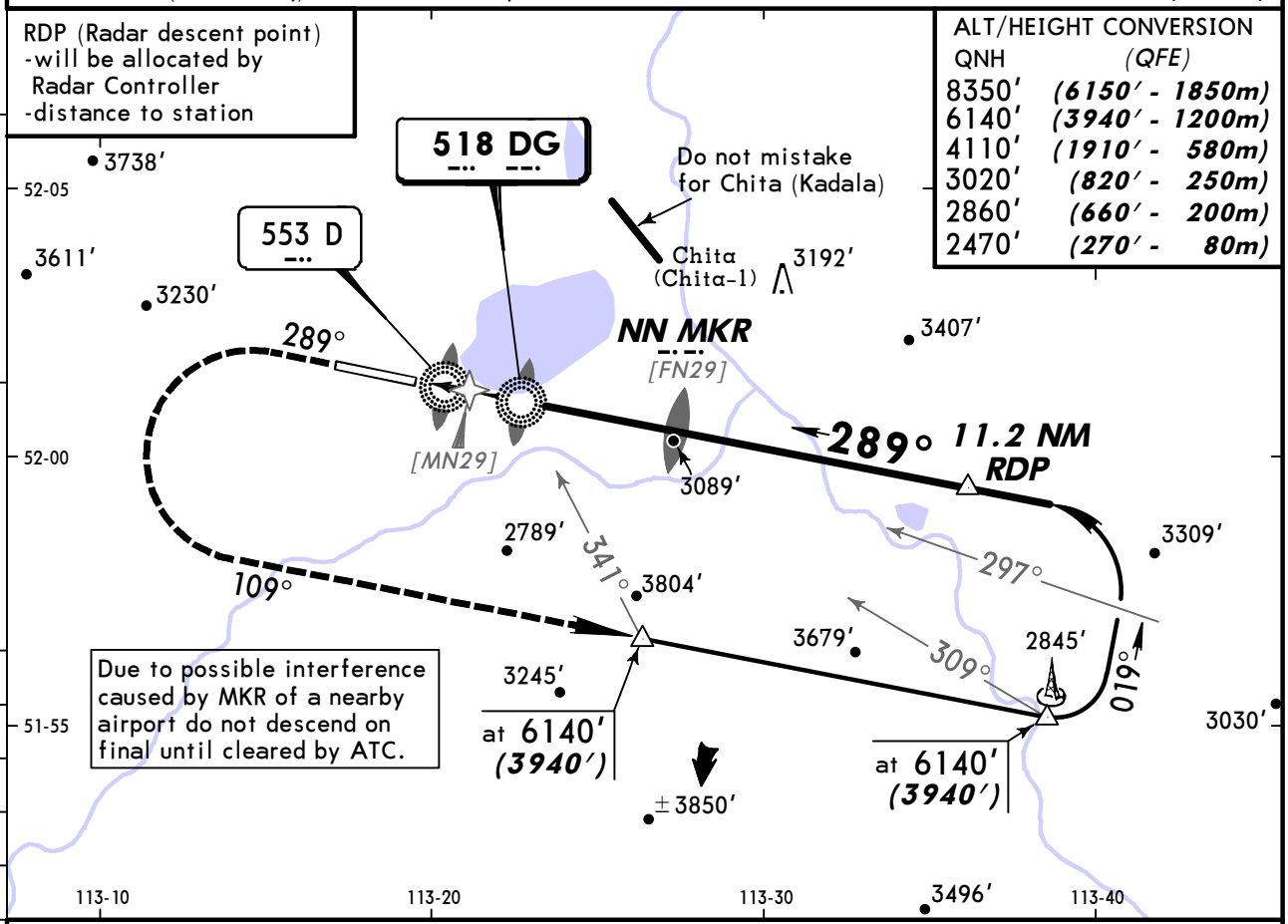
MISSED APCH: Climb on 289° to 2860' (660'), then turn LEFT onto 109° climbing to 6140' (3940'), then according to chart.

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

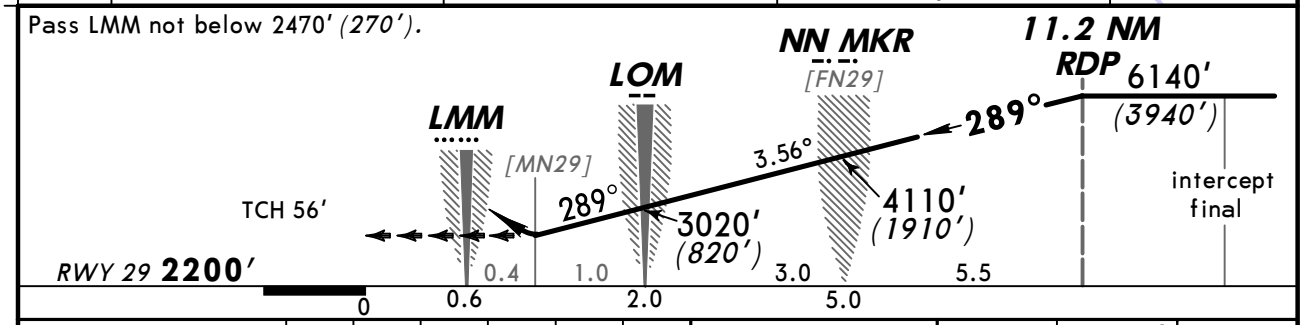
ALT/HEIGHT CONVERSION

QNH	(QFE)
8350'	(6150' - 1850m)
6140'	(3940' - 1200m)
4110'	(1910' - 580m)
3020'	(820' - 250m)
2860'	(660' - 200m)
2470'	(270' - 80m)



Due to possible interference caused by MKR of a nearby airport do not descend on final until cleared by ATC.

Pass LMM not below 2470' (270').



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	3.56°	441	567	630	756	882	1008

HIALS
PAPI

2860' (660') on 289°

STRAIGHT-IN LANDING RWY 29

PANS OPS

	2 NDB with NN MKR with 11.2 NM RDP MDA(H) 2540'(340')		2 NDB with NN MKR w/o 11.2 NM RDP MDA(H) 2640'(440')		2 NDB w/o NN MKR with 11.2 NM RDP [1] MDA(H) 3570'(1370')		DG NDB with NN MKR with 11.2 NM RDP MDA(H) 2780'(580')		DG NDB with NN MKR w/o 11.2 NM RDP MDA(H) 4190'(1990')		DG NDB w/o NN MKR with 11.2 NM RDP [2] MDA(H) 3940'(1740')	
		ALS out		ALS out		ALS out		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	1900m	3200m		1800m	2600m	3200m		3200m	
B												
C				RVR1800m VIS2000m	4000m	4800m			4000m	4800m	4000m	4800m
D	RVR 1500m VIS 1600m		RVR1800m VIS2000m	2400m	4400m		2400m	2800m	4400m		4400m	

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

CHANGES: ATIS.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHITA, (KADALA - UIAA)

(c) JEPPESEN SANDERSON, INC., 2013, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UIAA