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

JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UIAA
Terminal Charts For UIAA
Revision Letter For Cycle 23-2013
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: 8.2°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: 2342 Z
Sunset: 0840 Z,

Runway Information

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

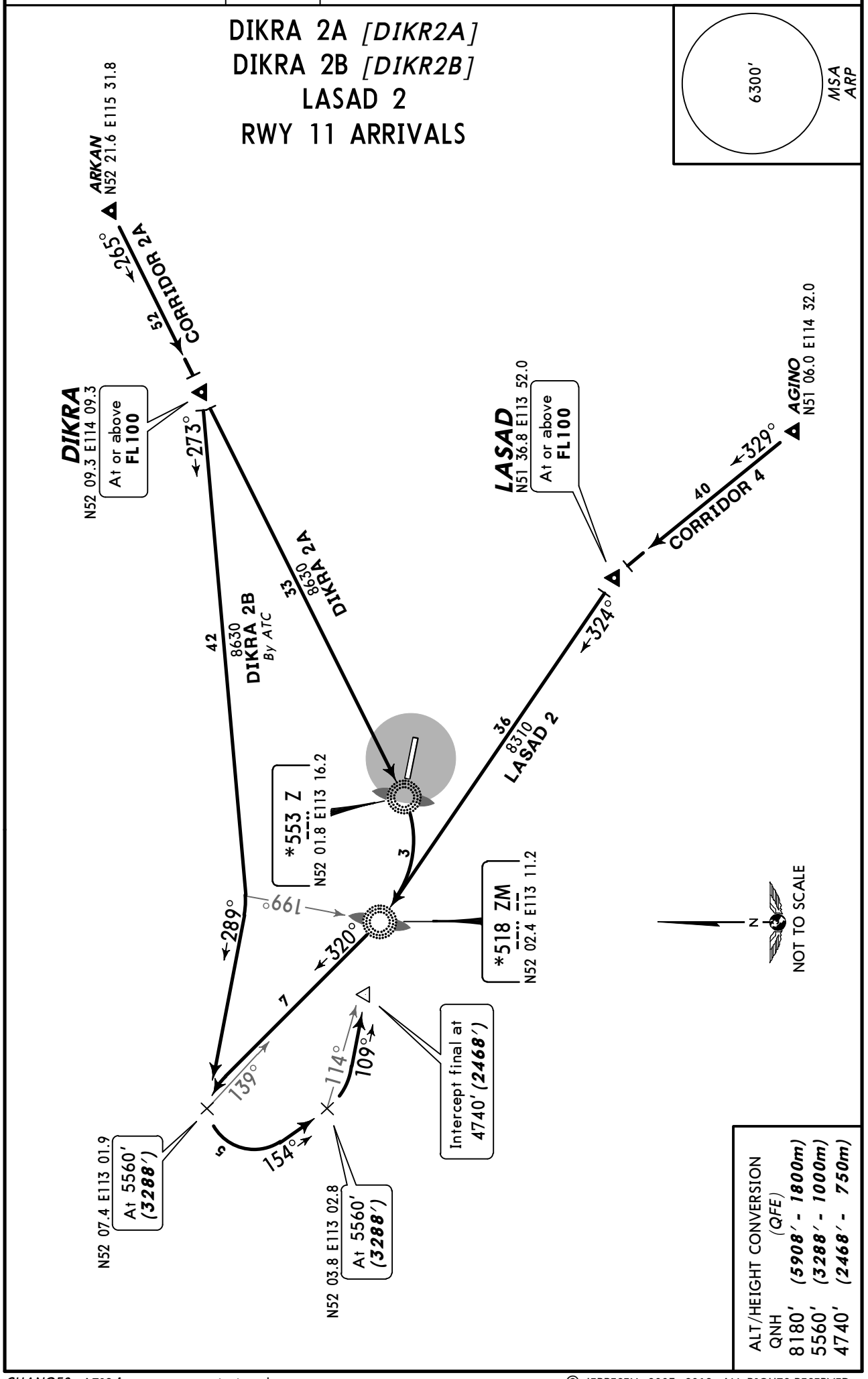
Runway: 29
Length x Width: 9186 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 2200 ft
Lighting: Edge, ALS

Communication Information

ATIS 134.8
ATIS 126.4 Non-English
Chita Tower 118.1
Chita Ground Control 118.8 Non-English
Chita Radar 122.0

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
134.8 (Russian 126.4)	2272′	Trans level: FL100 Trans alt: 8180′ *(5908′)*

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



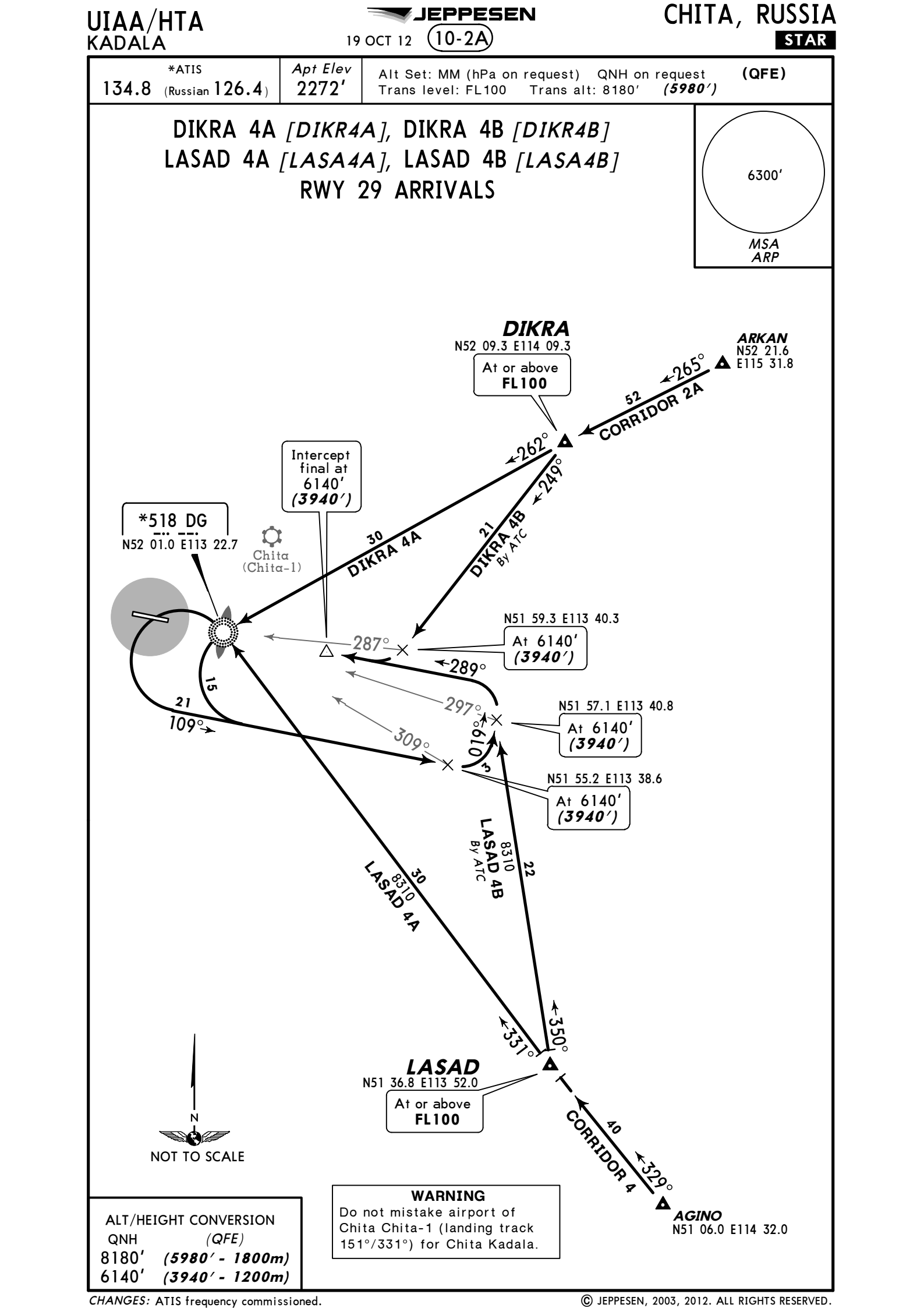
ALT/HEIGHT CONVERSION (QFE)	
QNH	
8180′	*(5908′ - 1800m)*
5560′	*(3288′ - 1000m)*
4740′	*(2468′ - 750m)*

CHANGES: ATIS frequency commissioned.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
134.8 (Russian 126.4)	2272′	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	Alt Set: MM (hPa on request) QNH on request (QFE)
134.8 (Russian 126.4)	2272′	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

6300′ MSA ARP

NOT TO SCALE

*518 ZM
N52 02.4 E113 11.2

Intercept final at 4740′ *(2468′)*

N52 07.4 E113 01.9
At 5560′ *(3288′)*

N52 03.8 E113 02.8 (114° brg to ZM)
At 5560′ *(3288′)*

N52 03.3 E113 03.2
At 5560′ *(3288′)*

289° 12 139° 109° 154° 5 28 8440 TESLO 2A 23 8440 TESLO 2B By ATC 124° 128° 8470 28 8470 KONIR 2A 8960 23 By ATC KONIR 2B 100° 101°

TESLO
N52 14.9 E112 30.3
At or above FL110

120° 39 CORRIDOR 7

NERKA
N52 31.0
E111 32.0

MAKID
N52 09.5 E112 27.3
At or above FL110

64 108° CORRIDOR 6

BEKUR
N52 22.5
E110 45.6

98 098° CORRIDOR 5

RINOP
N52 10.0
E109 47.0

KONIR
N52 04.0 E112 26.0
At or above FL110

❶ **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)*

CHANGES: ATIS frequency commissioned.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
134.8 (Russian 126.4)	2272′	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.

6300′ MSA ARP

N51 57.1 E113 40.8 — At 6140′ *(3940′)*

N51 55.2 E113 38.6 — At 6140′ *(3940′)*

Intercept final at 6140′ *(3940′)*

289° 297° 610 3 11 12

Chita (Chita-1)

129° 042° 109°

*518 DG
N52 01.0 E113 22.7

N51 57.6 E113 18.7

NOT TO SCALE

TESLO 4A 35
TESLO 4B 35 By ATC
MAKID 4A 35
MAKID 4B 34 By ATC
KONIR 4A 35
KONIR 4B 33 By ATC

120° 127° 110° 117° 101° 108°

TESLO
N52 14.9 E112 30.3
At or above FL110

MAKID
N52 09.5 E112 27.3
At or above FL110

KONIR
N52 04.0 E112 26.0
At or above FL110

NERKA
N52 31.0
E111 32.0

39 120° CORRIDOR 7

64 108° CORRIDOR 6

98 098° CORRIDOR 5

BEKUR
N52 22.5
E110 45.6

RINOP
N52 10.0
E109 47.0

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

CHANGES: ATIS frequency commissioned.

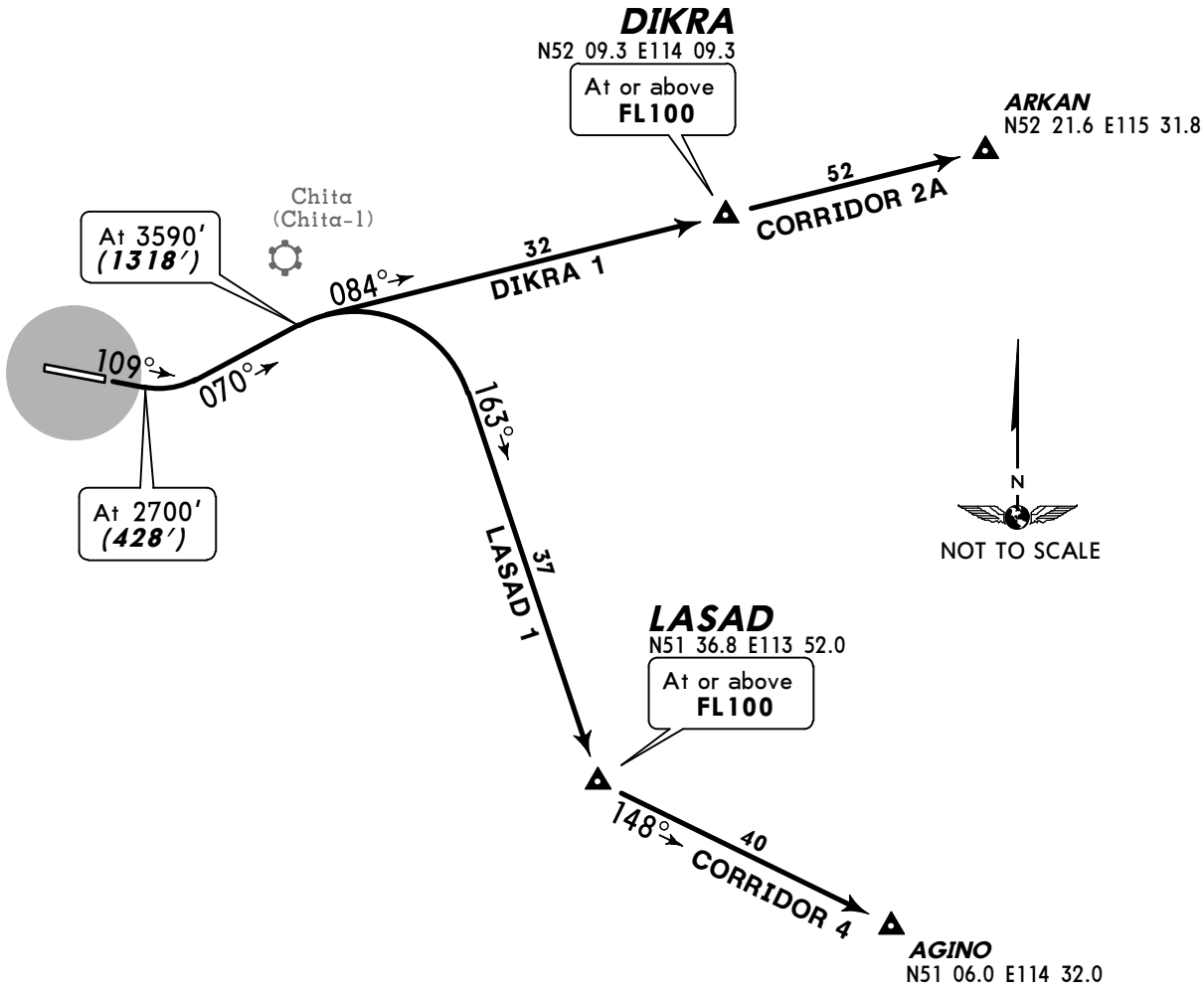
© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

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°.



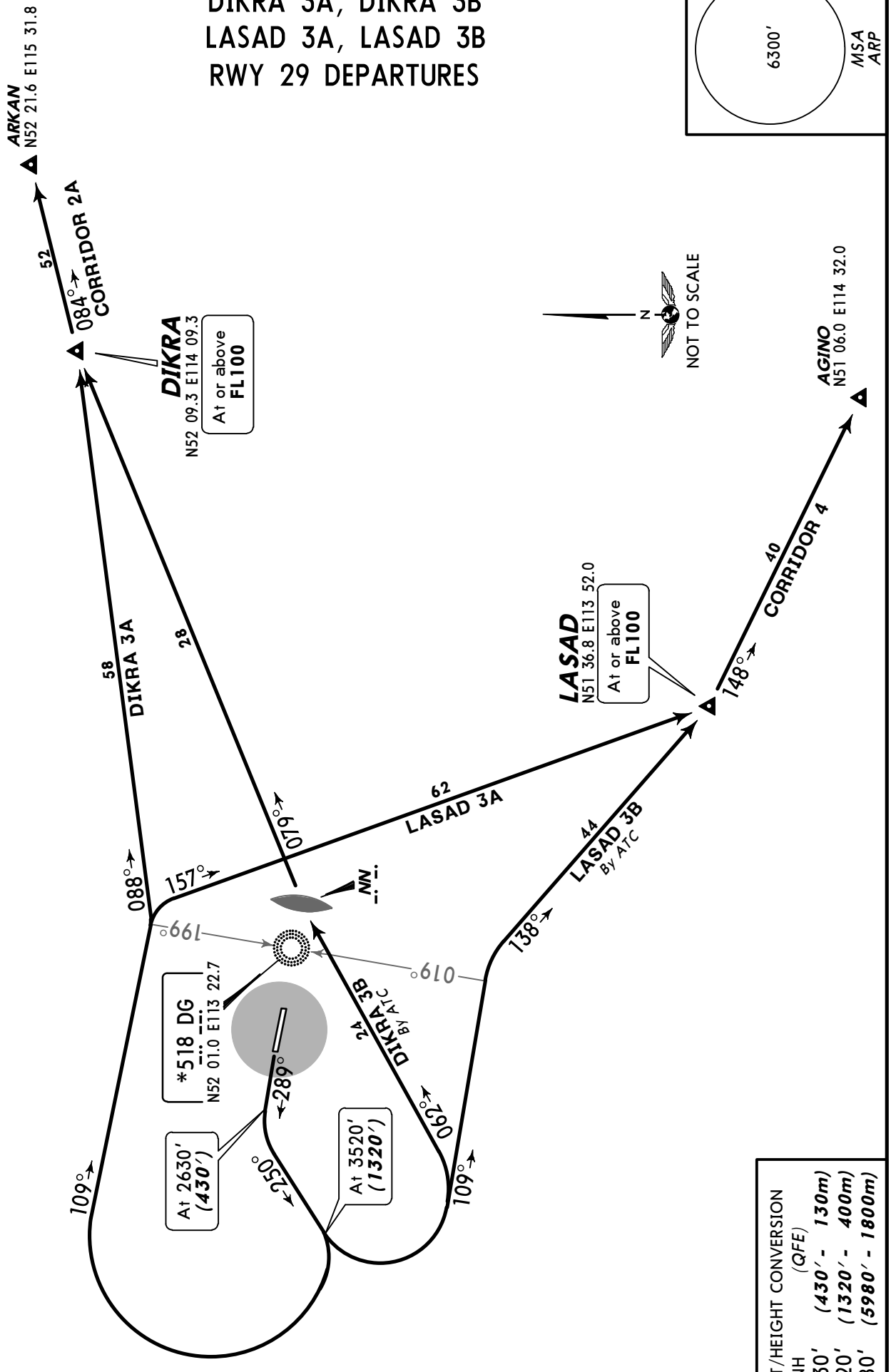
ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2700′	***(428′ - 130m)***
3590′	***(1318′ - 400m)***
8180′	***(5908′ - 1800m)***

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 (QFE)	
QNH	
2630′	***(430′ - 130m)***
3520′	***(1320′ - 400m)***
8180′	***(5980′ - 1800m)***

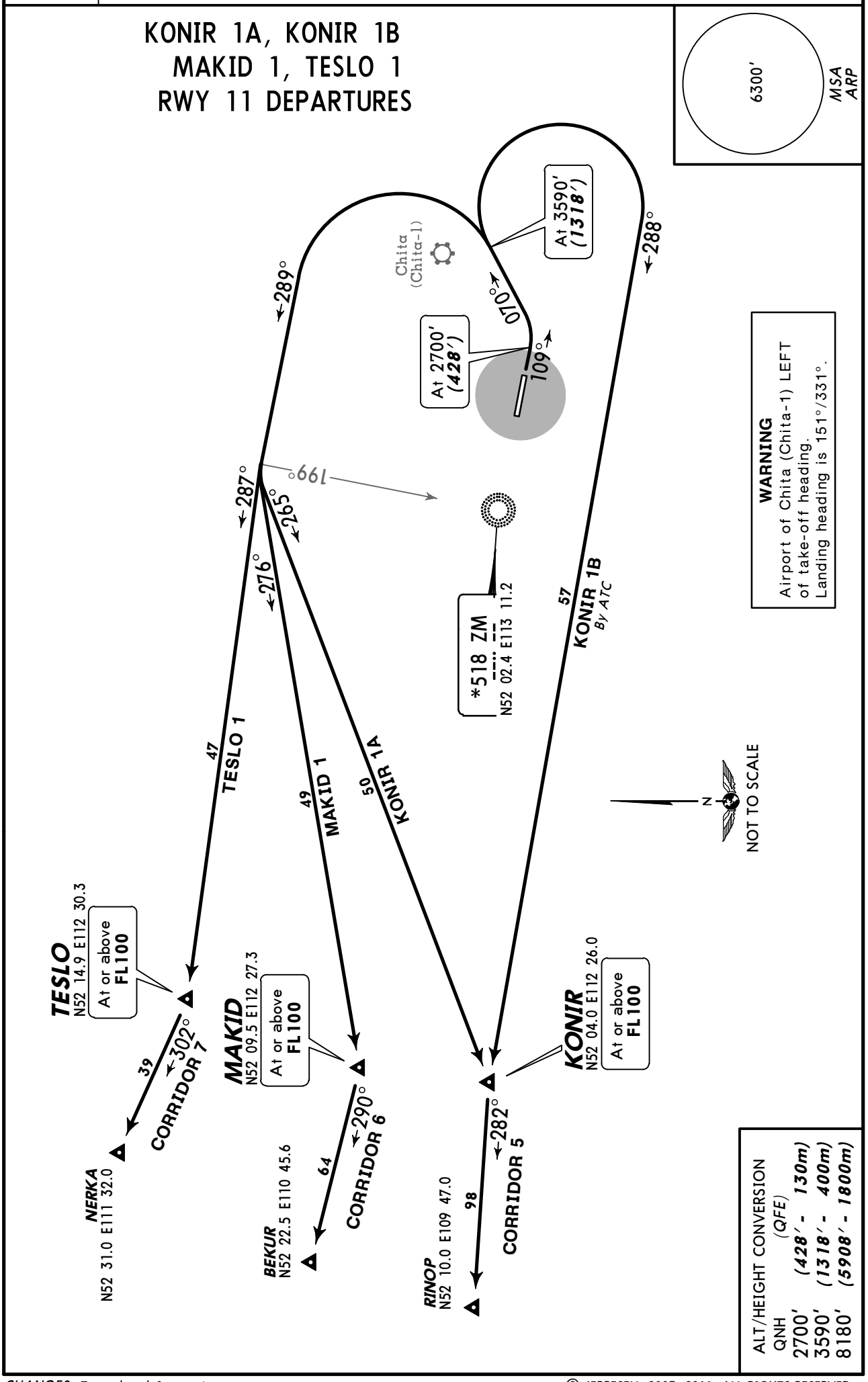
CHANGES: Trans level & crossings.

© 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



ALT/HEIGHT CONVERSION (QFE)

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

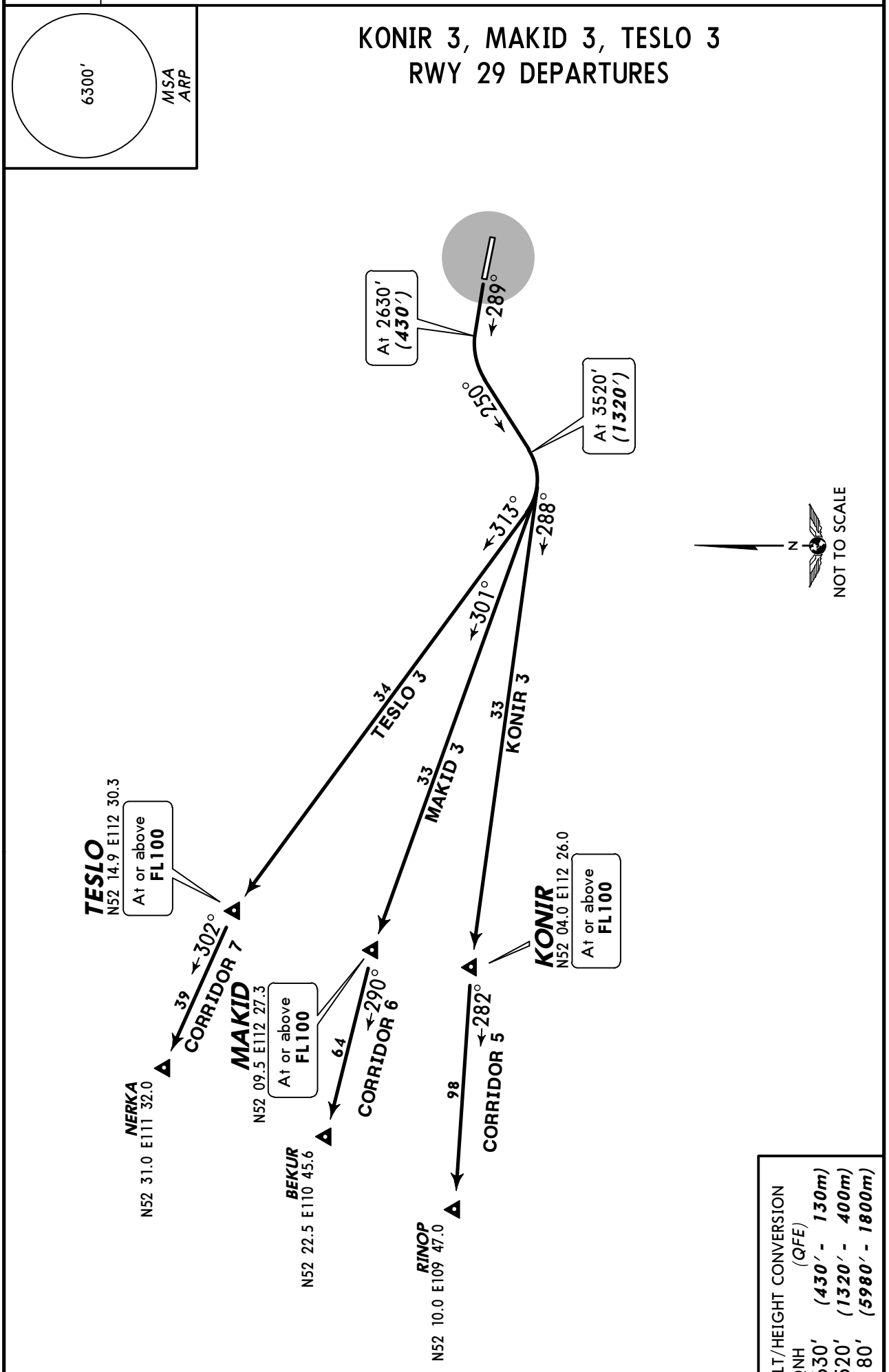
CHANGES: Trans level & crossings.

© 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



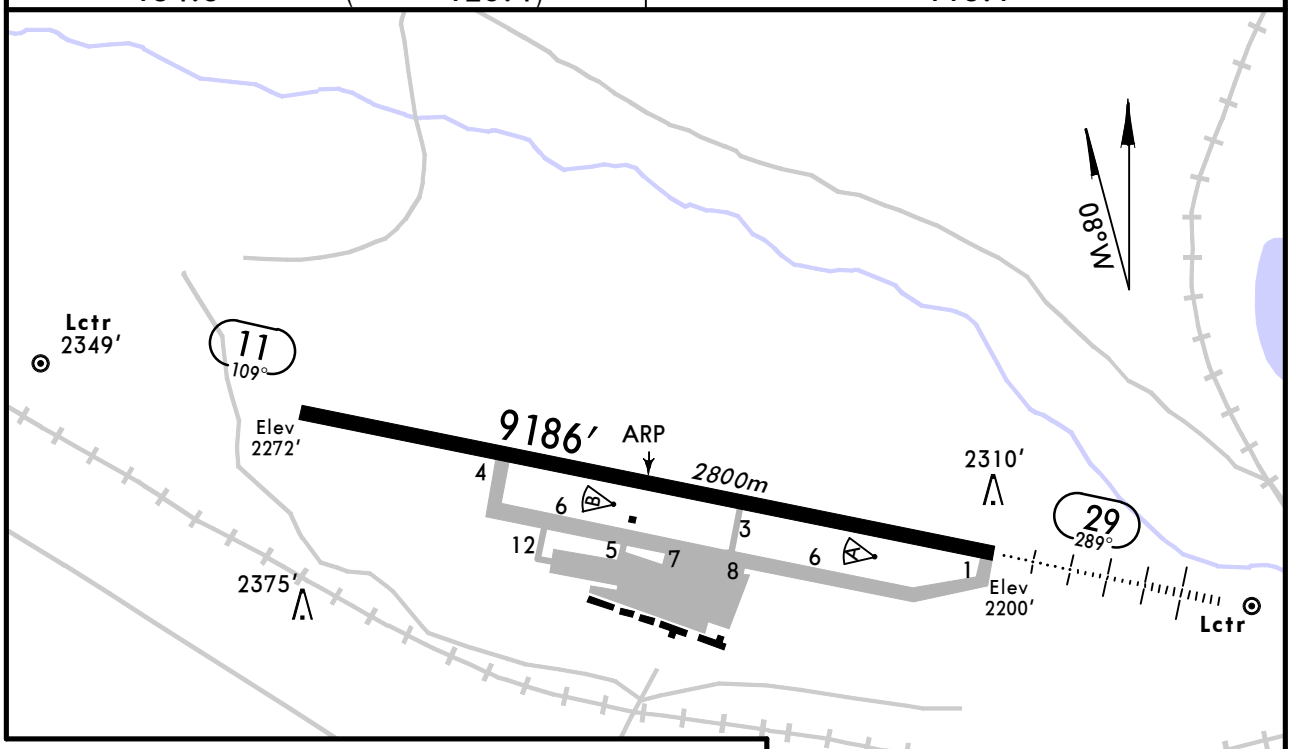
ALT/HEIGHT CONVERSION (QFE)

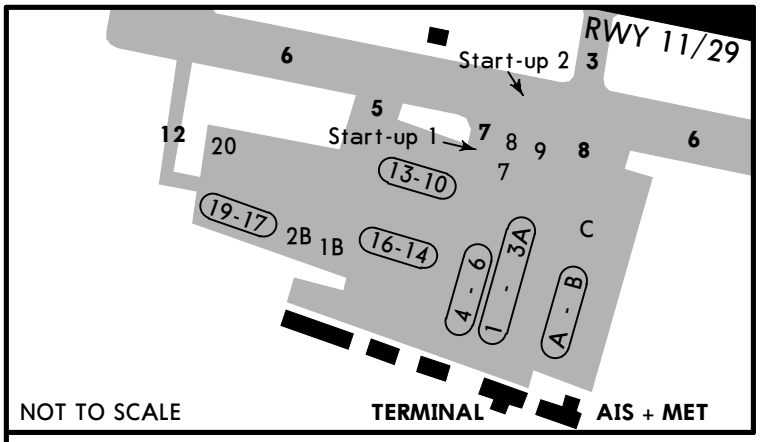
QNH	
2630′	***(430′ - 130m)***
3520′	***(1320′ - 400m)***
8180′	***(5980′ - 1800m)***

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)* RVR				184′ *56m*
29	RL *(60m)* HIALS PAPI-L (angle 3.50°) RVR		8396′ *2559m*		

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: Lights.

© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

STRAIGHT-IN RWY		A	B	C	D
11	2 NDB ❶❷	**2670**′(398′) **R1500m**	**2670**′(398′) **R1500m**	**2670**′(398′) **R1800m**	**2670**′(398′) **R1800m**
	2 NDB ❸	**4390**′(2118′) **C5000m**	**4390**′(2118′) **C5000m**	**4390**′(2118′) **C5000m**	**4390**′(2118′) **C5000m**
	ZM NDB ❶❷	**2910**′(638′) **R1500m**	**2910**′(638′) **R1500m**	**2910**′(638′) **C2400m**	**2910**′(638′) **C2400m**
	ZM NDB ❸	**4570**′(2298′) **C5000m**	**4570**′(2298′) **C5000m**	**4570**′(2298′) **C5000m**	**4570**′(2298′) **C5000m**
	Z Lctr ❶❷	**3480**′(1208′) **C5000m**	**3480**′(1208′) **C5000m**	**3480**′(1208′) **C5000m**	**3480**′(1208′) **C5000m**
	Z Lctr ❸	**4570**′(2298′) **C5000m**	**4570**′(2298′) **C5000m**	**4570**′(2298′) **C5000m**	**4570**′(2298′) **C5000m**
29	ILS *FULL* *Limited* *ALS out*	**2400**′(200′) **R550m** R750m R1200m	**2400**′(200′) **R550m** R750m R1200m	**2400**′(200′) **R550m** R750m R1200m	**2400**′(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶❷ **with MKR** *ALS out*	**2550**′(350′) **R900m** R1500m	**2550**′(350′) **R900m** R1500m	**2550**′(350′) **R900m** R1600m	**2550**′(350′) **R900m** R1600m
	2 NDB ❶❸ **with MKR** *ALS out*	**2640**′(440′) **R1300m** R1500m	**2640**′(440′) **R1300m** R1500m	**2640**′(440′) **R1300m** R2000m	**2640**′(440′) **R1300m** R2000m
	2 NDB ❶❷ **w/o MKR**	**3570**′(1370′) **C5000m**	**3570**′(1370′) **C5000m**	**3570**′(1370′) **C5000m**	**3570**′(1370′) **C5000m**
	2 NDB ❸ **w/o MKR**	**4090**′(1890′) **C5000m**	**4090**′(1890′) **C5000m**	**4090**′(1890′) **C5000m**	**4090**′(1890′) **C5000m**
	DG NDB ❶❷ **with MKR** *ALS out*	**2780**′(580′) **R1500m** R1500m	**2780**′(580′) **R1500m** R1500m	**2780**′(580′) **R1900m** C2400m	**2780**′(580′) **R1900m** C2400m
	DG NDB ❸ **with MKR**	**4190**′(1990′) **C5000m**	**4190**′(1990′) **C5000m**	**4190**′(1990′) **C5000m**	**4190**′(1990′) **C5000m**
	DG NDB ❶❷ **w/o MKR**	**3940**′(1740′) **C5000m**	**3940**′(1740′) **C5000m**	**3940**′(1740′) **C5000m**	**3940**′(1740′) **C5000m**
	DG NDB ❸ **w/o MKR**	**4190**′(1990′) **C5000m**	**4190**′(1990′) **C5000m**	**4190**′(1990′) **C5000m**	**4190**′(1990′) **C5000m**

❶Continuous Descent Final Approach.
❷with radar control.
❸w/o radar control.

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 C	250m	400m	500m
D	300m		

CHANGES: Minimums.

© JEPPESEN, 2010, 2013. ALL RIGHTS RESERVED.

UIAA/HTA
KADALA

JEPPESEN
30 AUG 13 (11-1)

CHITA, RUSSIA
ILS Rwy 29

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'

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

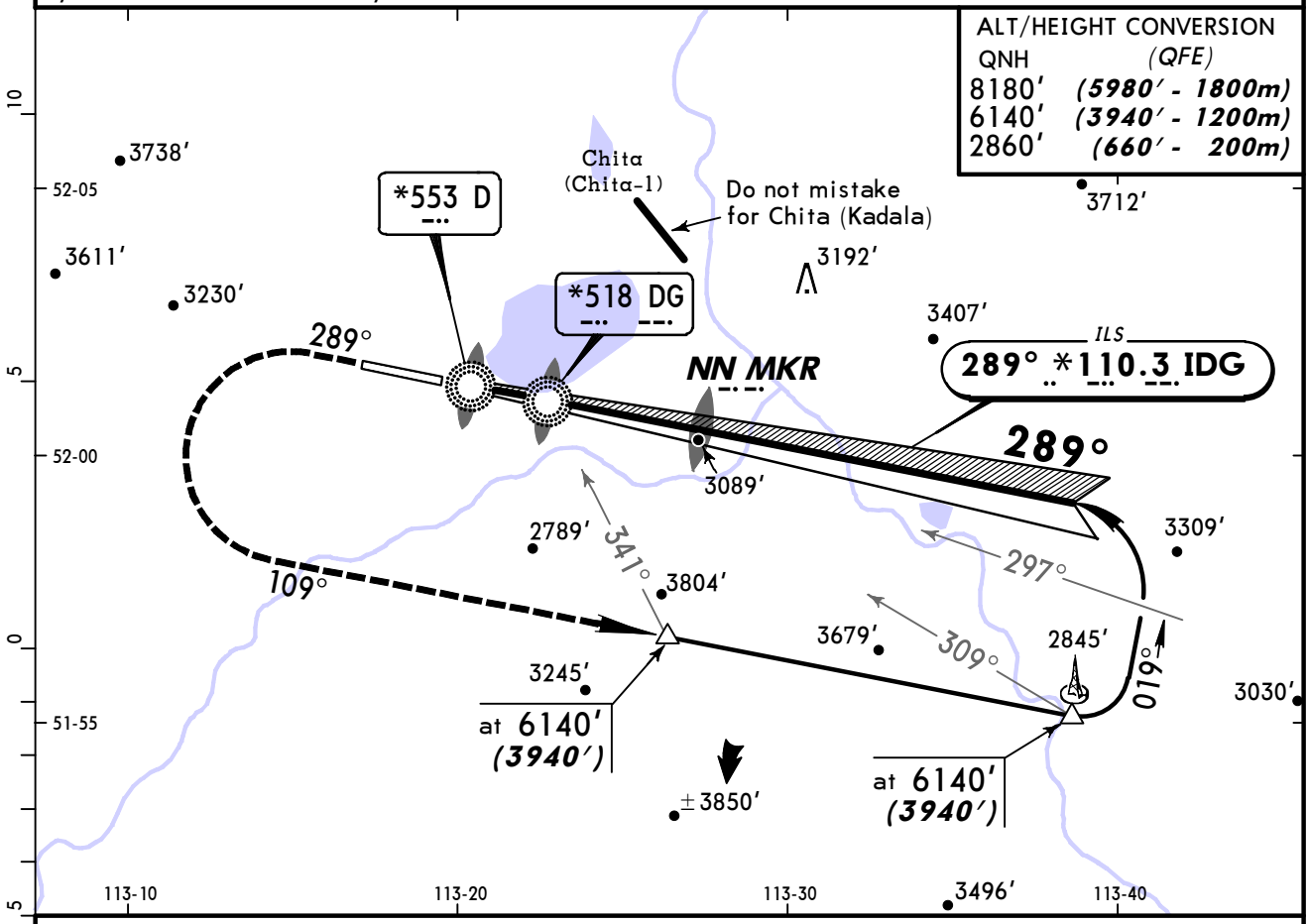
6300'
MSA
ARP

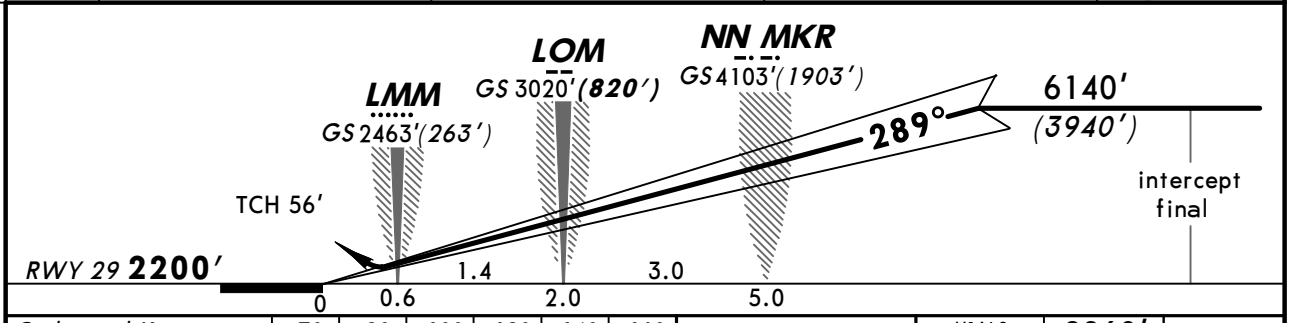
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 100 Trans alt: 8180' (5980')

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/HEIGHT CONVERSION

QNH	(QFE)
8180'	(5980' - 1800m)
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°

PANS OPS

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			

CHANGES: Transition altitude.

© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

UIAA/HTA
KADALA

JEPPESEN
30 AUG 13 (16-1)

CHITA, RUSSIA
2 NDB Rwy 11

BRIEFING STRIP ™

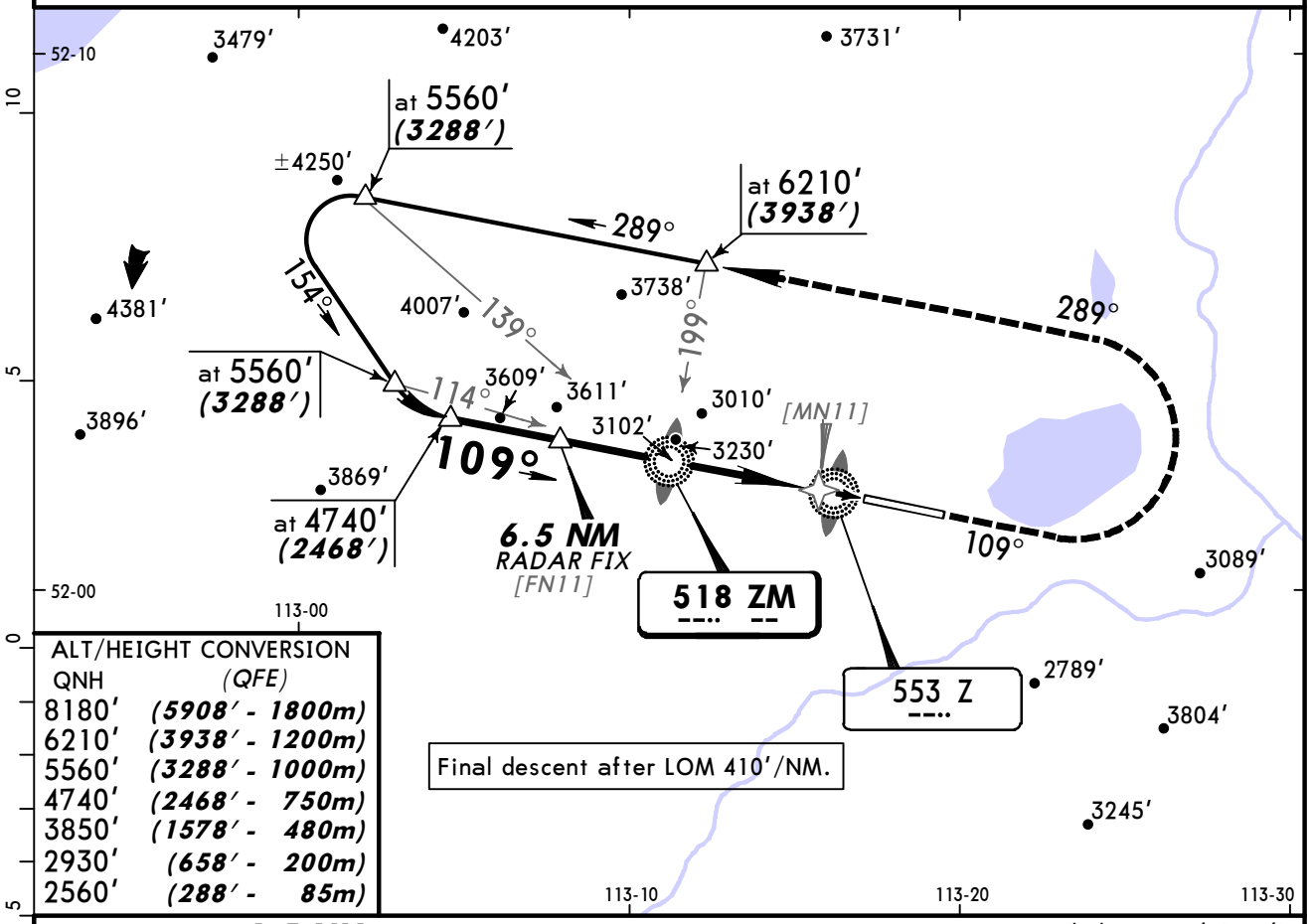
*ATIS	*CHITA Radar	*CHITA Tower (SRE/TWR)
134.8 (Russian 126.4)	122.0	118.1

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

6300′
MSA
ARP

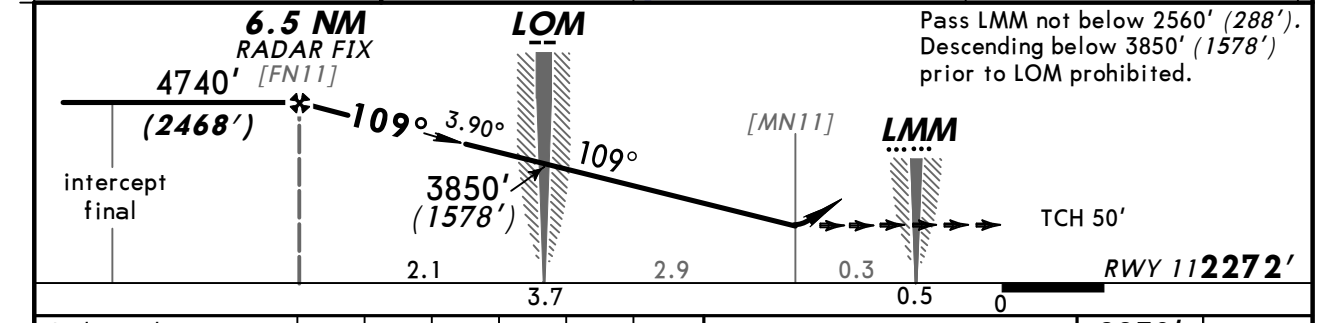
MISSED APCH: Climb on 109° to 2930′ (658′), then turn LEFT onto 289° climbing to 6210′ (3938′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 100 Trans alt: 8180′ (5908′)
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)
8180′	(5908′ - 1800m)
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

2930′ (658′) on 109°

STRAIGHT-IN LANDING RWY 11

	2 NDB with radar control MDA(H)	2 NDB w/o radar control MDA(H)	ZM NDB with radar control MDA(H)	ZM NDB w/o radar control MDA(H)	Z Lctr with radar control MDA(H)	Z Lctr w/o radar control MDA(H)
	2670′ (398′)	4390′ (2118′)	2910′ (638′)	4570′ (2298′)	3480′ (1208′)	4570′ (2298′)
A	RVR 1500m VIS 1600m	3200m	2600m	3200m	3200m	3200m
B						
C		4800m	2800m	4800m	4800m	4800m
D	RVR 1800m VIS 2000m		3200m			

PANS OPS

CHANGES: Transition altitude. Lights.

© JEPPESEN, 2000, 2013. ALL RIGHTS RESERVED.

UIAA/HTA
KADALA

JEPPESEN
30 AUG 13 (16-2)

CHITA, RUSSIA
2 NDB Rwy 29

BRIEFING STRIP

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

NDB DG 518	Final Apch Crs 289°	Minimum Alt 11.2 NM RADAR FIX 6140′(3940′)	2 NDB with NN MKR MDA(H) (CONDITIONAL) 2540′(340′)	Apt Elev 2272′ RWY 2200′

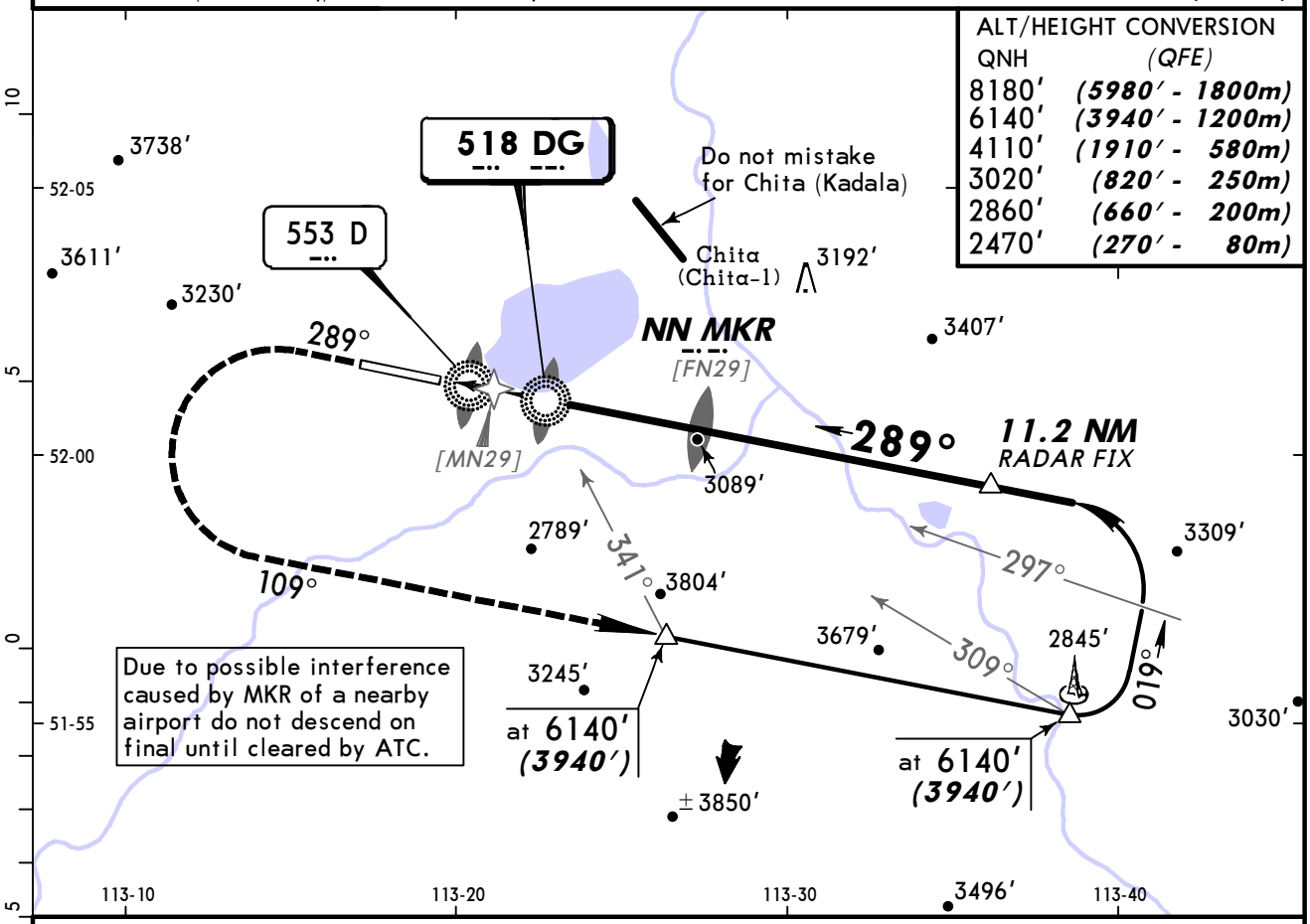
6300′
MSA ARP

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: 8180′(5980′)

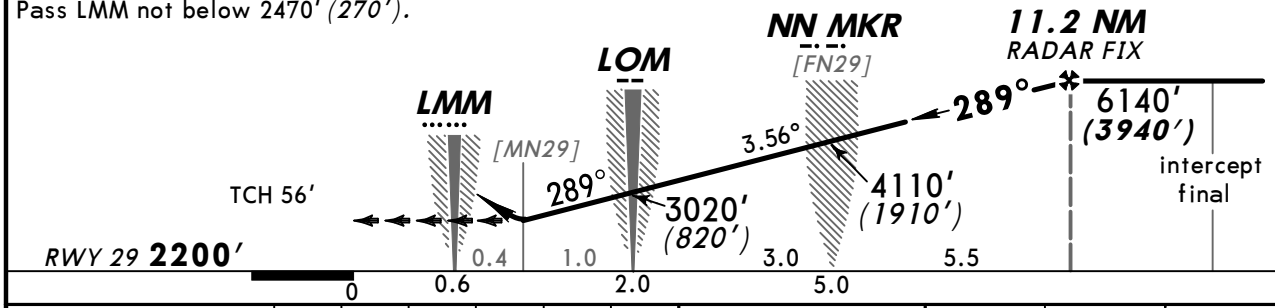
ALT/HEIGHT CONVERSION

QNH	(QFE)
8180′	(5980′ - 1800m)
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

	2 NDB with NN MKR with radar control MDA(H) 2540′(340′)		2 NDB with NN MKR w/o radar control MDA(H) 2640′(440′)		2 NDB w/o NN MKR with radar control 1 MDA(H) 3570′(1370′)		DG NDB with NN MKR with radar control MDA(H) 2780′(580′)		DG NDB with NN MKR w/o radar control MDA(H) 4190′(1990′)		DG NDB w/o NN MKR with radar control 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	

PANS OPS

1 w/o radar control: MDA(H) 4090′ (1890′). 2 w/o radar control: MDA(H) 4190′ (1990′).

CHANGES: Transition altitude.

© JEPPESEN, 2001, 2013. ALL RIGHTS RESERVED.

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

JEPPESEN
JeppView for Windows

Chart changes since cycle 22-2013

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

Chart Change Notices for Airport UIAA

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

PAPI rwy 11 and ALS rwy 11 withdrawn. Rwy 11 IFR apch and ldg prohibited.