

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UIAA

Terminal Charts For UIAA

Revision Letter For Cycle 01-2014

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: 8.2°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: 0034 Z
Sunset: 0831 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

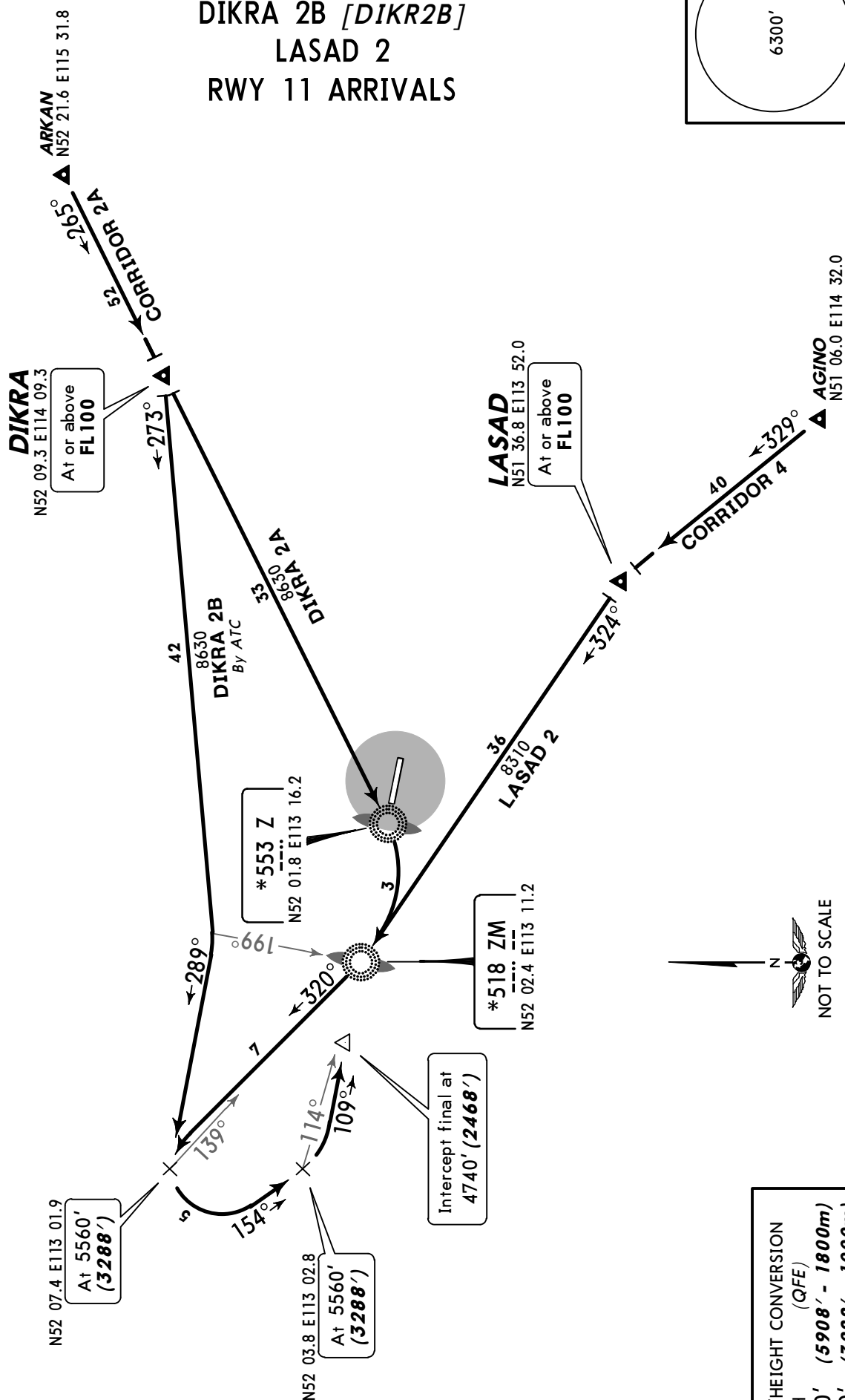
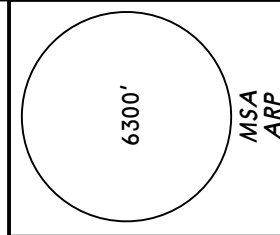
*ATIS
134.8 (Russian 126.4)

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



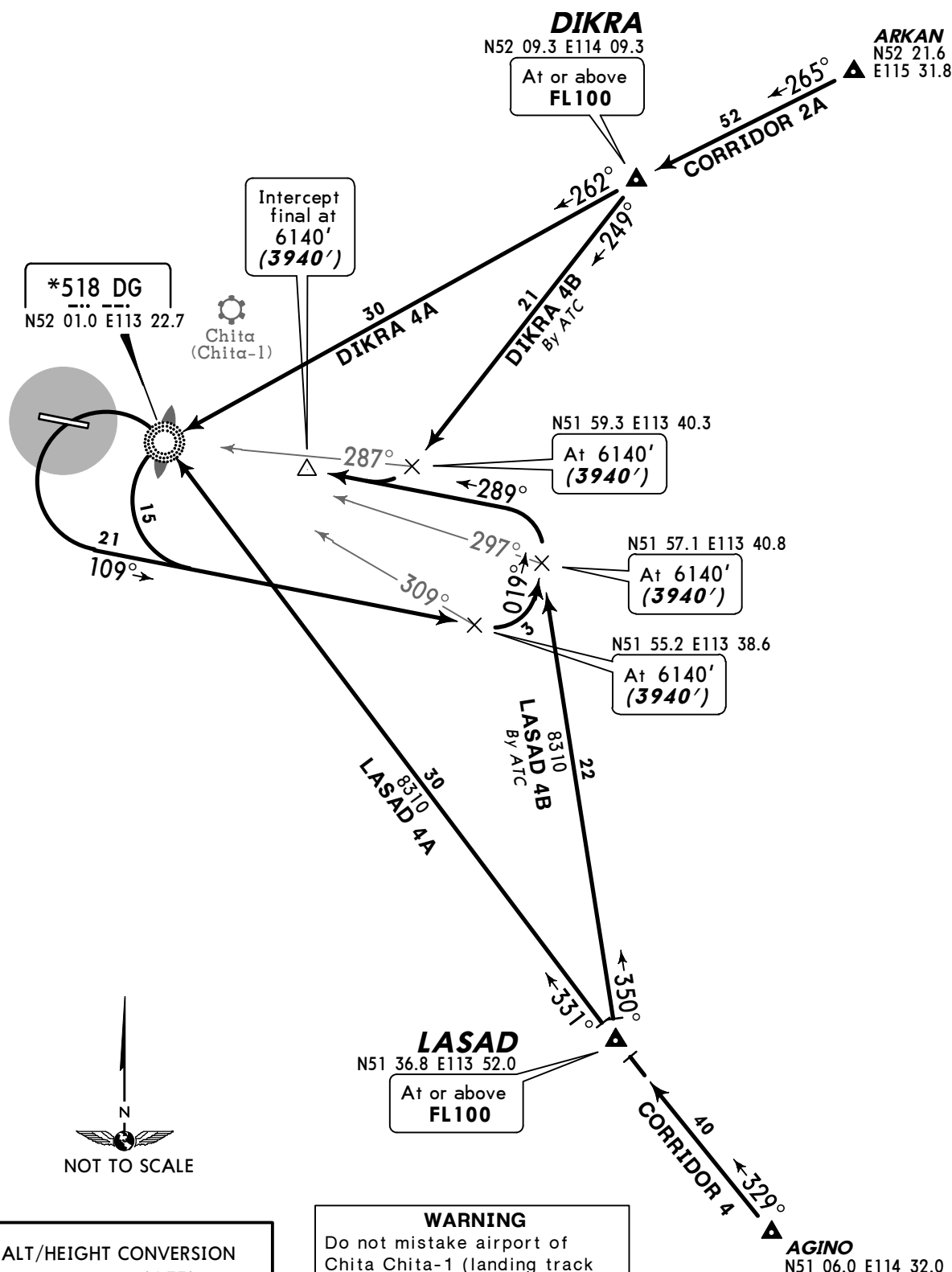
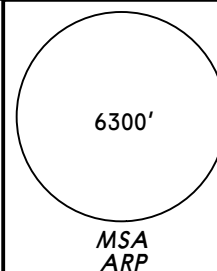
*ATIS
134.8 (Russian 126.4)

Apt Elev
2272'

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

(QFE)

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

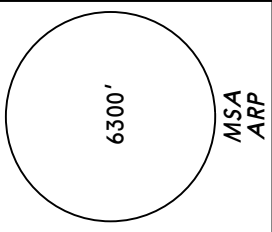


ALT/HEIGHT CONVERSION
QNH (QFE)
8180' (5980' - 1800m)
6140' (3940' - 1200m)

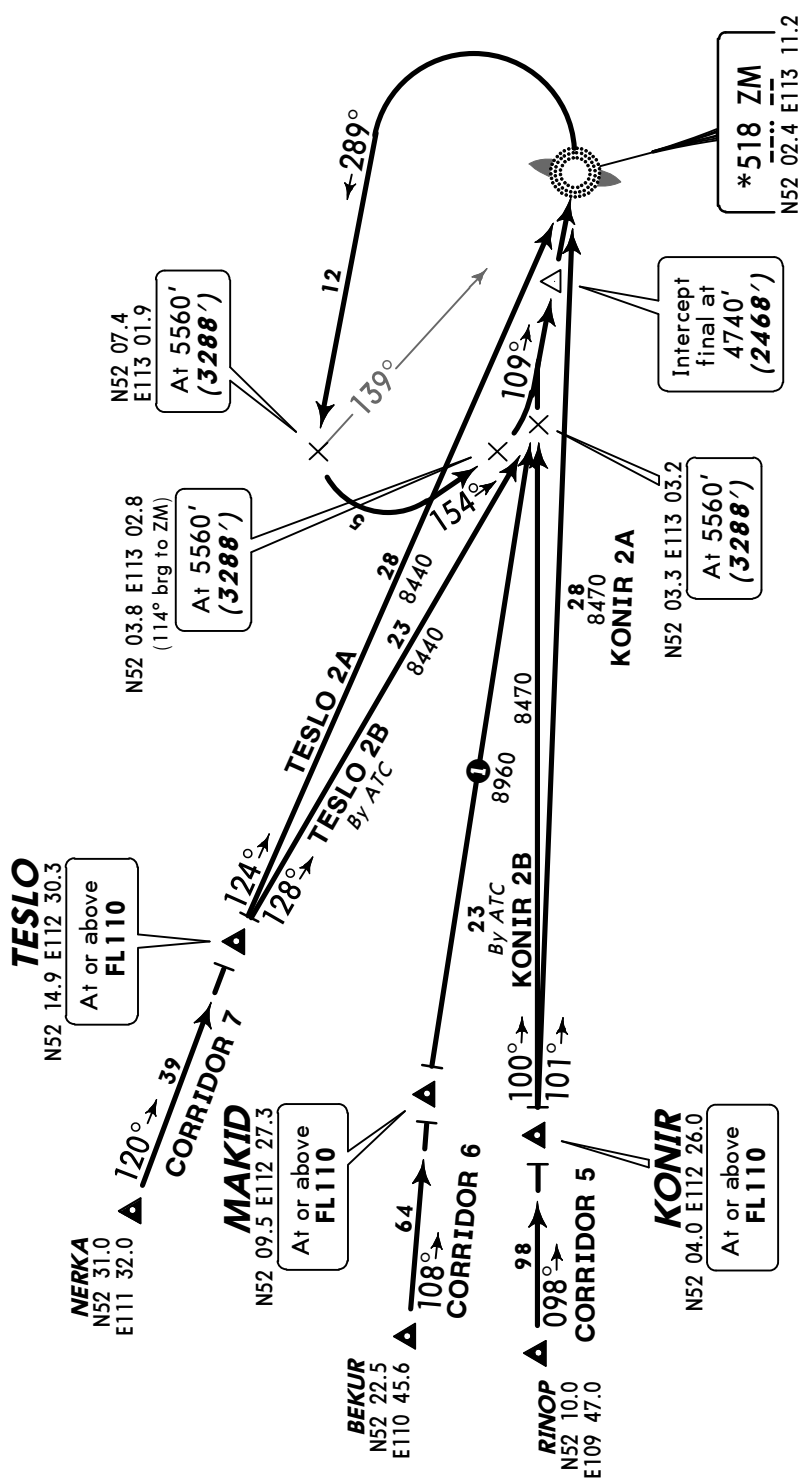
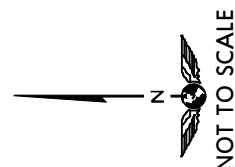
*ATIS
134.8 (Russian 126.4)

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	
QNH	(QFE)
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

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

CORRIDOR 7

39

120°

127°

TESLO 4A

35

TESLO 4B

35

MAKID 4A

35

MAKID 4B

34

KONIR 4A

35

KONIR 4B

33

By ATC

101°

108°

110°

117°

120°

127°

129°

109°

109°

109°

109°

109°

109°

109°

109°

109°

109°

109°

109°

Chita
(Chita-1)

*518 DG

N52 01.0 E113 22.7

At 6140'
(3940')

At 6140'
(3940')

At 6140'
(3940')

At 6140'
(3940')

At 6140'
(3940')

At 6140'
(3940')

At 6140'
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At 6140'
(3940')

At 6140'
(3940')

At 6140'
(3940')

At 6140'
(3940')

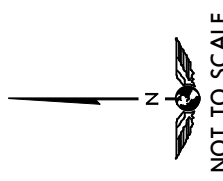
At 6140'
(3940')

At 6140'
(3940')

At 6140'
(3940')

At 6140'
(3940')

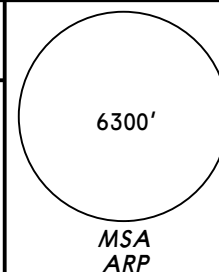
6300'
MSA
ARP



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

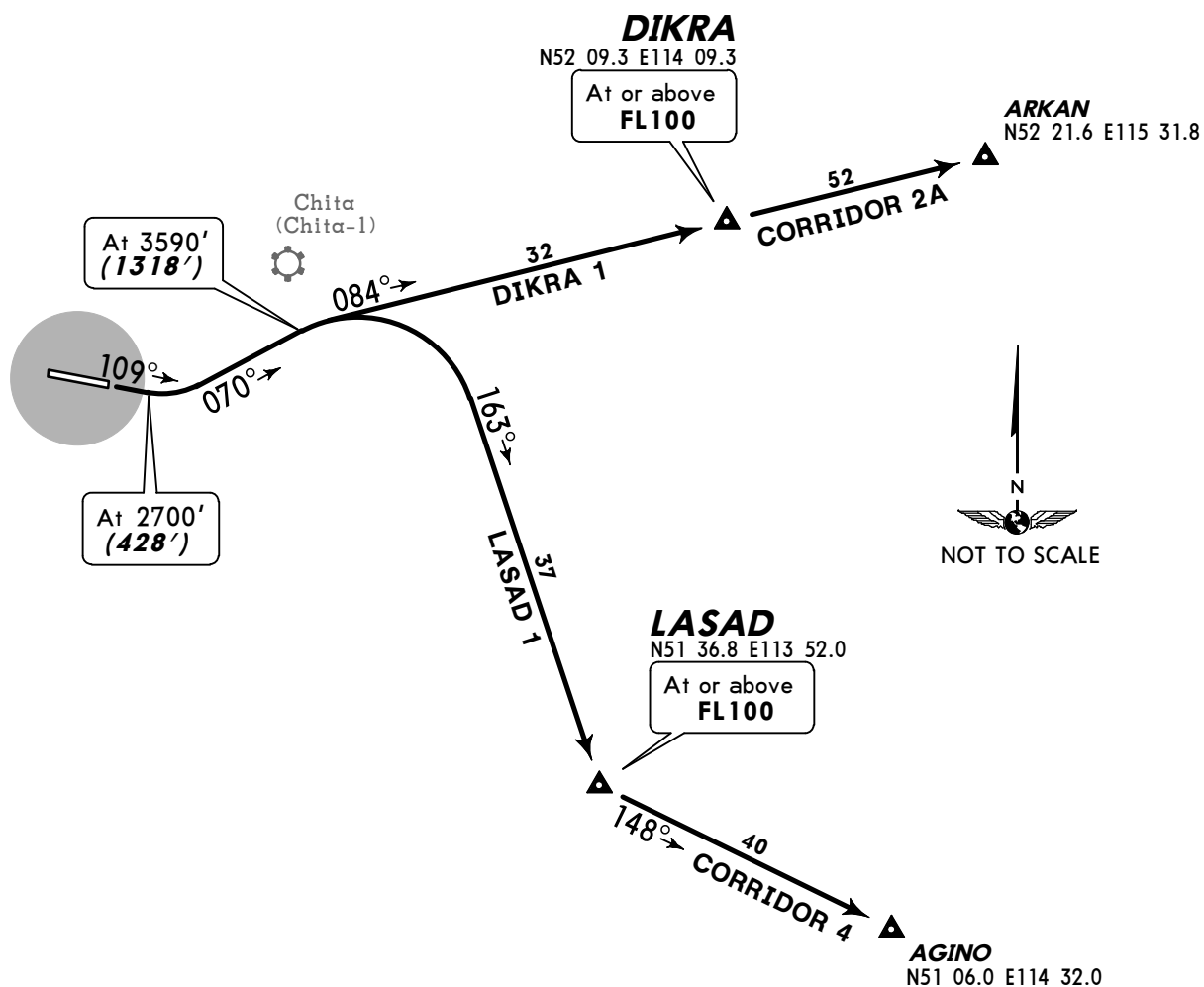
Apt Elev
2272'

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°.

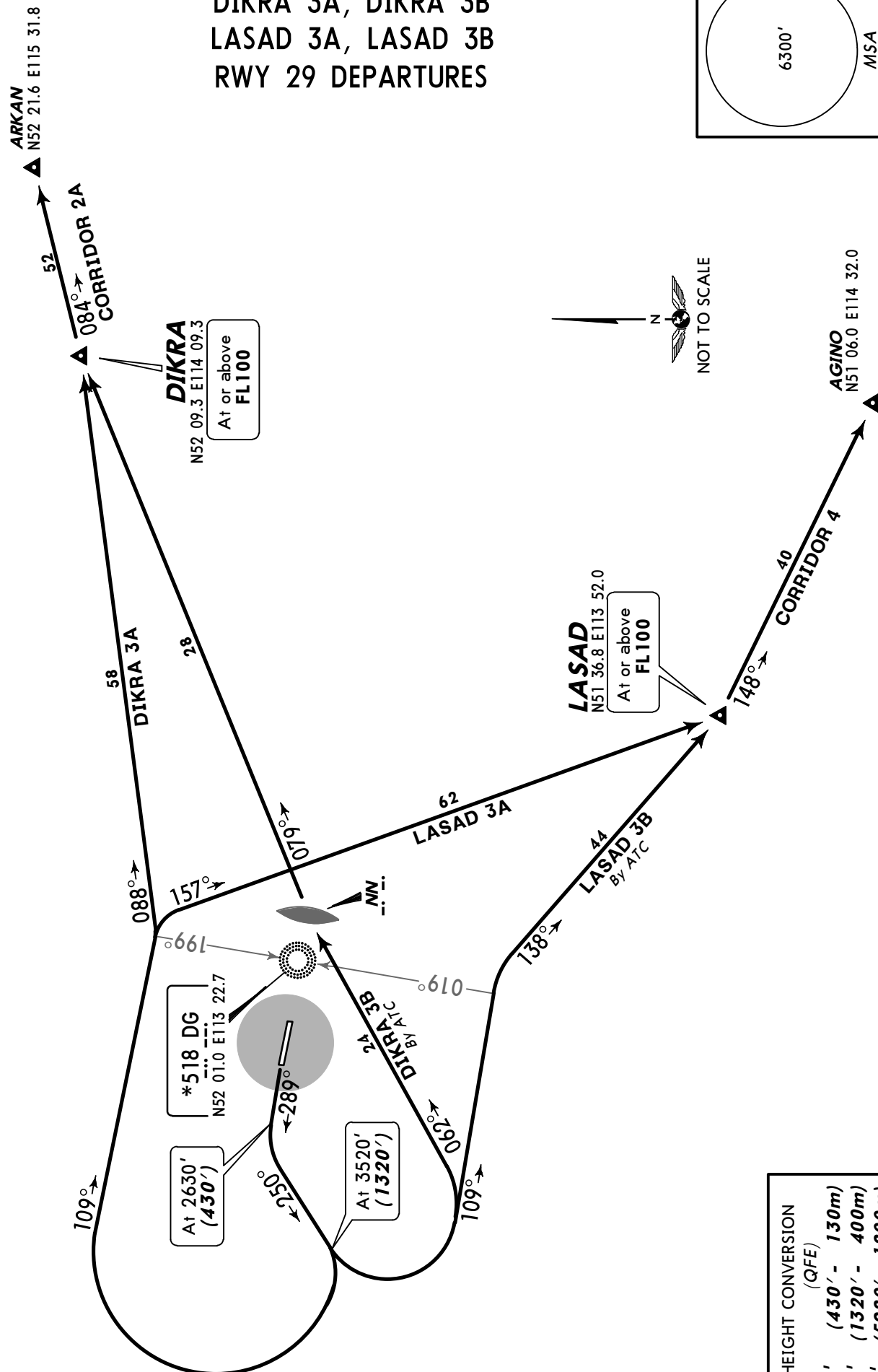
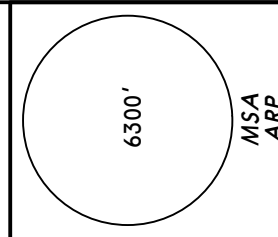


ALT/HEIGHT CONVERSION		
QNH	(QFE)	
2700'	(428' - 130m)	
3590'	(1318' - 400m)	
8180'	(5908' - 1800m)	

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

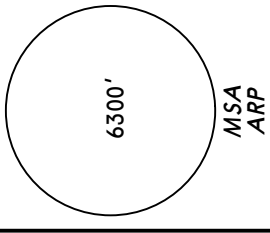


ALT/HEIGHT CONVERSION
QNH (QFE)
2630' (430' - 130m)
3520' (1320' - 400m)
8180' (5980' - 1800m)

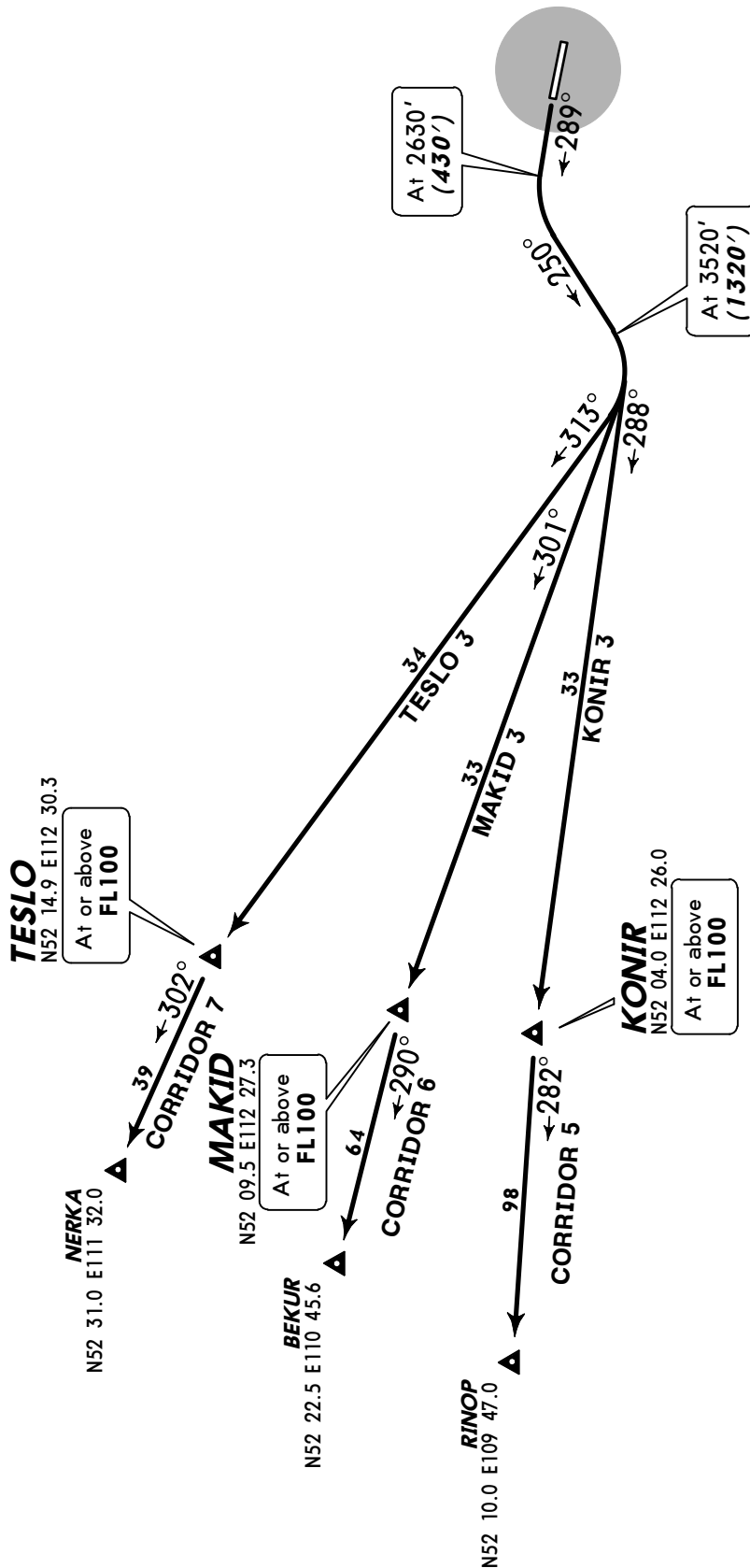
2700' (428' - 130m)
3590' (1318' - 400m)
8180' (5908' - 1800m)

Apt Elev
2272'

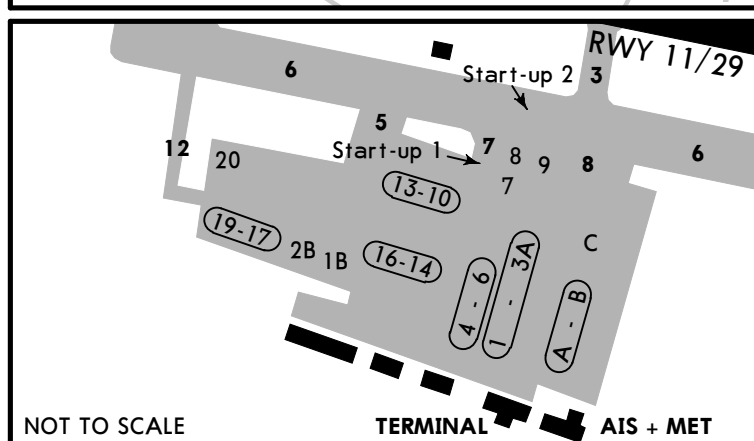
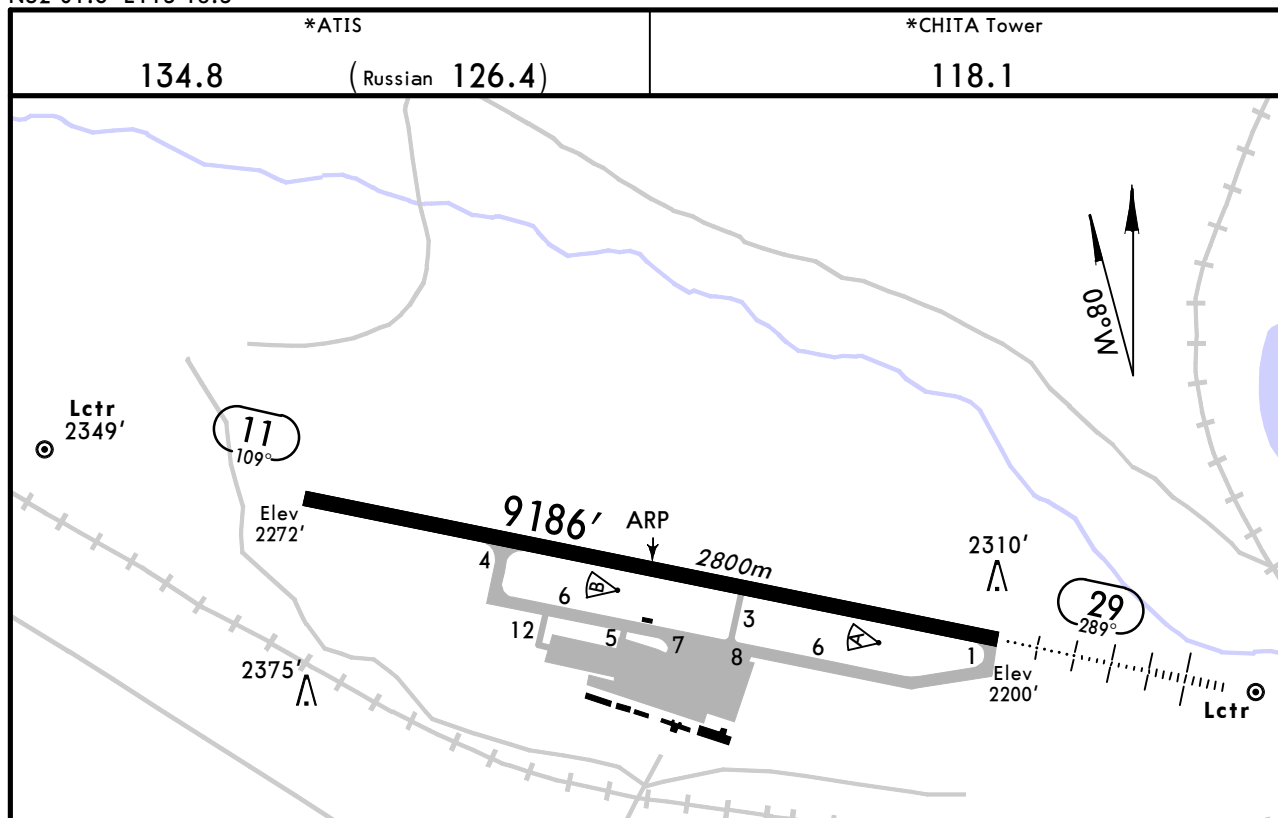
QNH on request (QFE)
Trans level: FL100 Trans alt: 8180' (5980')



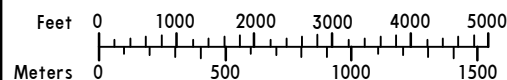
KONIR 3, MAKID 3, TESLO 3 RWY 29 DEPARTURES



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



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		
11	RL (60m)	RVR					184'
29	RL (60m) HIALS PAPI-L (angle 3.50°)	RVR		8396' 2559m			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 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

❶ Continuous Descent Final Approach.

❷ with radar control.

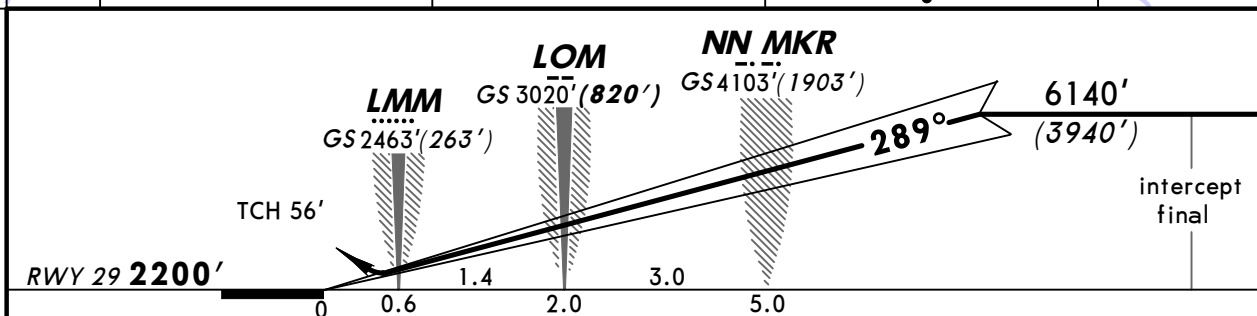
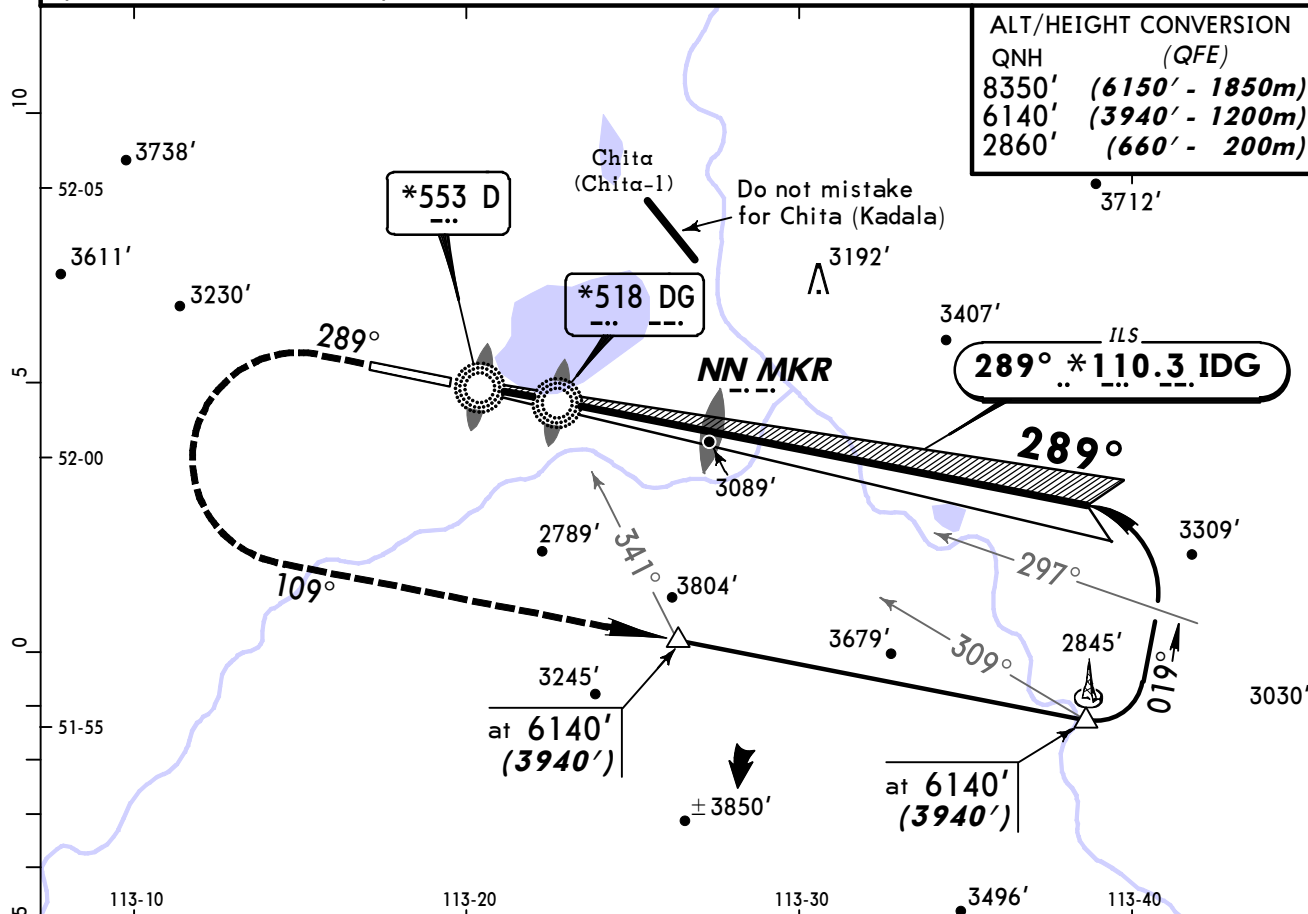
❸ w/o radar control.

TAKE-OFF RWY 11, 29

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

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.						



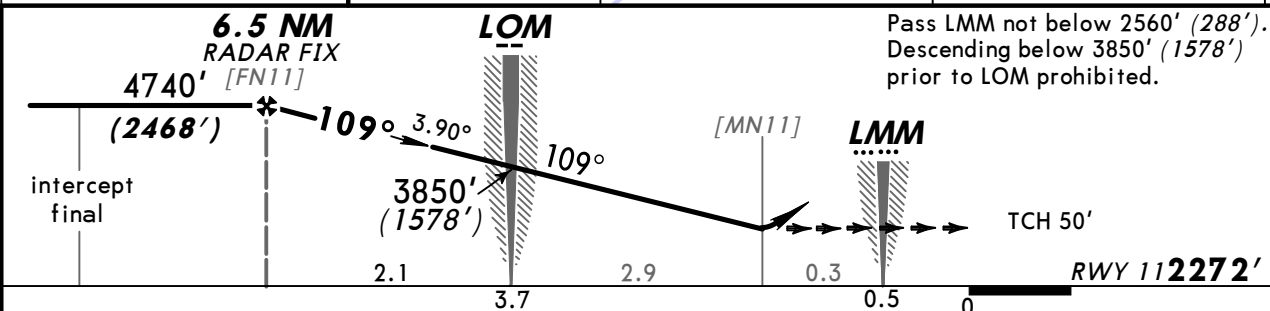
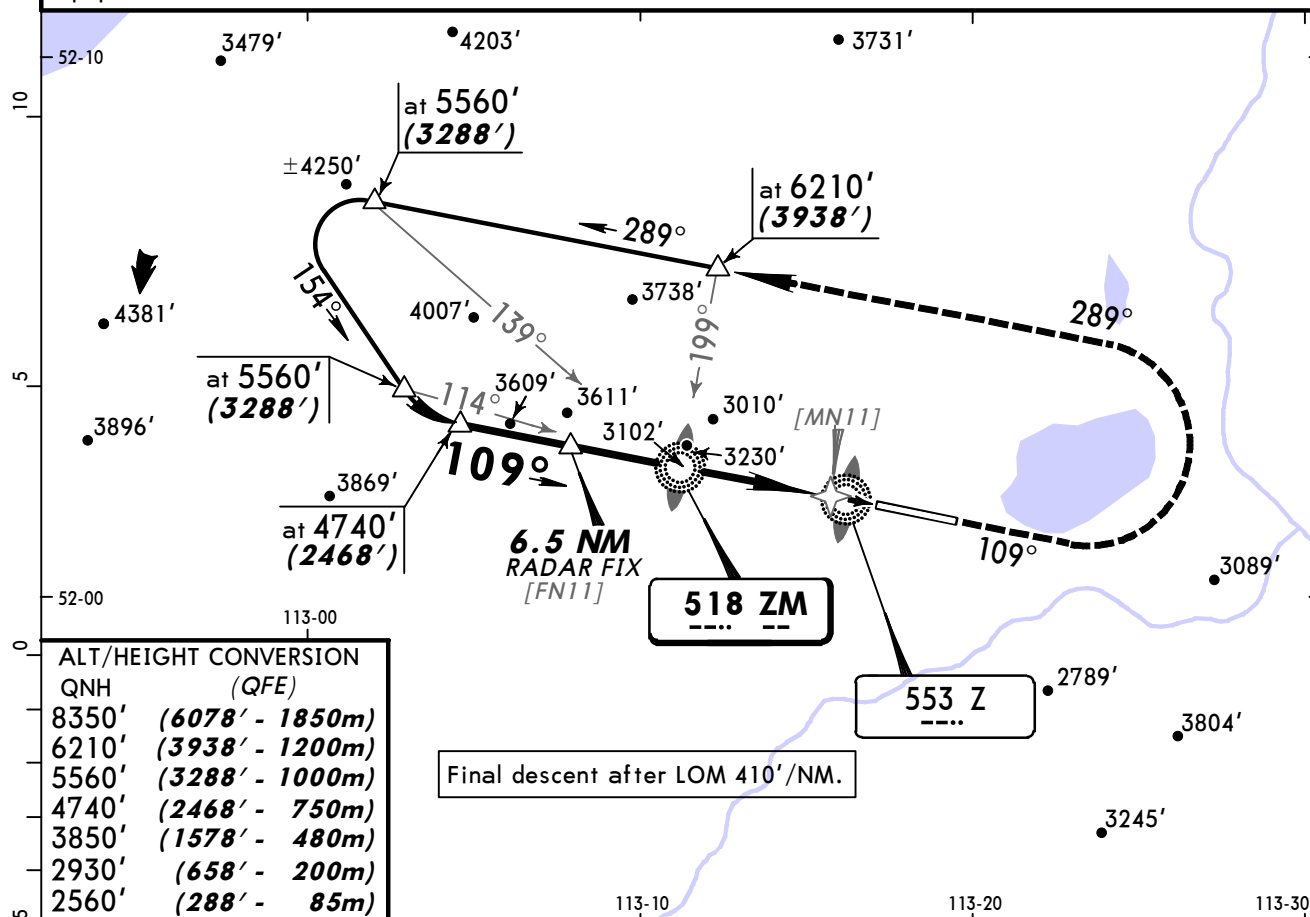
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2860' (660') on 289°
GS	3.50°	434	557	619	743	867		

STRAIGHT-IN LANDING RWY 29				LOC (GS out)	
ILS		LOC			
DA(H) 2400' (200')					
FULL	ALS out				
A					
B					
C	RVR 720m VIS 800m	1200m			
D					

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 RADAR FIX 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	2930' (658') on 109°
Descent angle 3.90°	483	621	690	828	967	1105	

STRAIGHT-IN LANDING RWY 11					
2 NDB		ZM NDB		Z Lctr	
with radar control MDA(H)	w/o radar control MDA(H)	with radar control MDA(H)	w/o radar control MDA(H)	with radar control MDA(H)	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
B		2600m	3200m	3200m	3200m
C	RVR 1800m VIS 2000m	4800m	2800m	4800m	4800m
D		3200m	4800m	4800m	4800m

CHITA, RUSSIA
2 NDB Rwy 29

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHITA, (KADALA - UIAA)				
REV	AIRPORT, PARKING, AIRPORT...	10-9	29 Nov 2013	12 Dec 2013
REV	ILS RWY 29	11-1	29 Nov 2013	12 Dec 2013
REV	2 NDB RWY 11	16-1	29 Nov 2013	12 Dec 2013
REV	2 NDB RWY 29	16-2	29 Nov 2013	12 Dec 2013

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.