JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: CHITA RUS
ICAO/IATA: UIAA / HTA
Lat/Long: N52° 01.57', E113° 18.30'
Elevation: 2270 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -9:00 = UTC
Magnetic Variation: 8.0° 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: 2051 Z
Sunset: 1156 Z

Runway Information

Runway: 11
Length x Width: 9183 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 2270 ft
Lighting: Edge

Runway: 29
Length x Width: 9183 ft x 184 ft
Surface Type: concrete
TDZ-Elev: 2221 ft
Lighting: Edge, ALS

Communication Information

ATIS: 126.400 Non-English
ATIS: 134.800
Chita Tower: 129.000 Secondary
Chita Tower: 124.000 Secondary
Chita Tower: 118.200
Chita Approach: 129.000 Secondary
Chita Approach: 124.000 Secondary
Chita Approach: 122.000

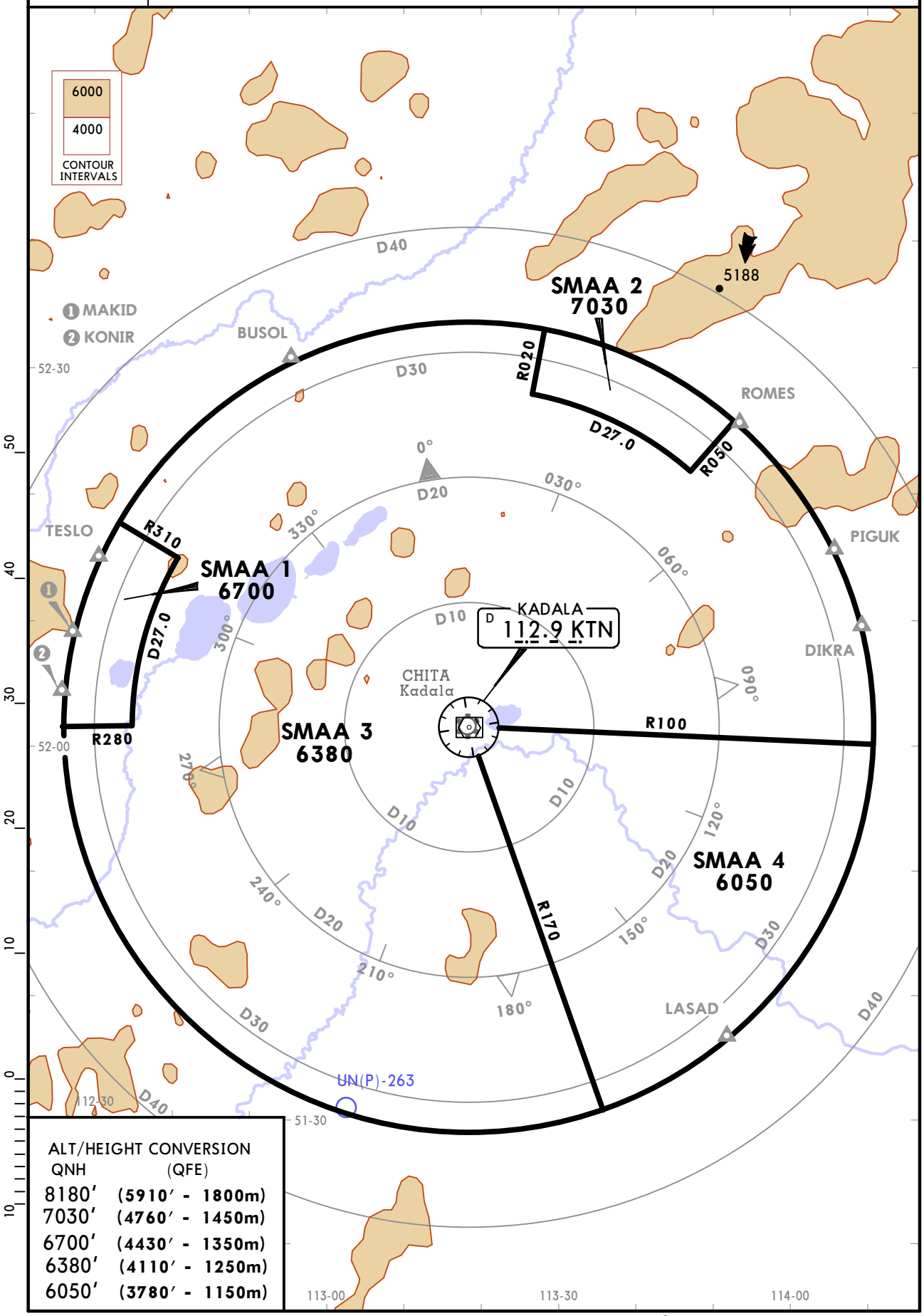
UIAA/HTA
KADALA

JEPPESEN
13 MAR 26 (10-1R) Eff 19 Mar

CHITA, ~~RUSSIA~~
RADAR MINIMUM ALTITUDES

Apt Elev
2270

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL100
Trans alt: 8180 **(5910)**
1. Chart may only be used for cross checking of altitudes while under RADAR control.
2. When vectoring is carried out under low-temperature conditions, minimum vectoring altitudes must be corrected by altimeter temperature correction.



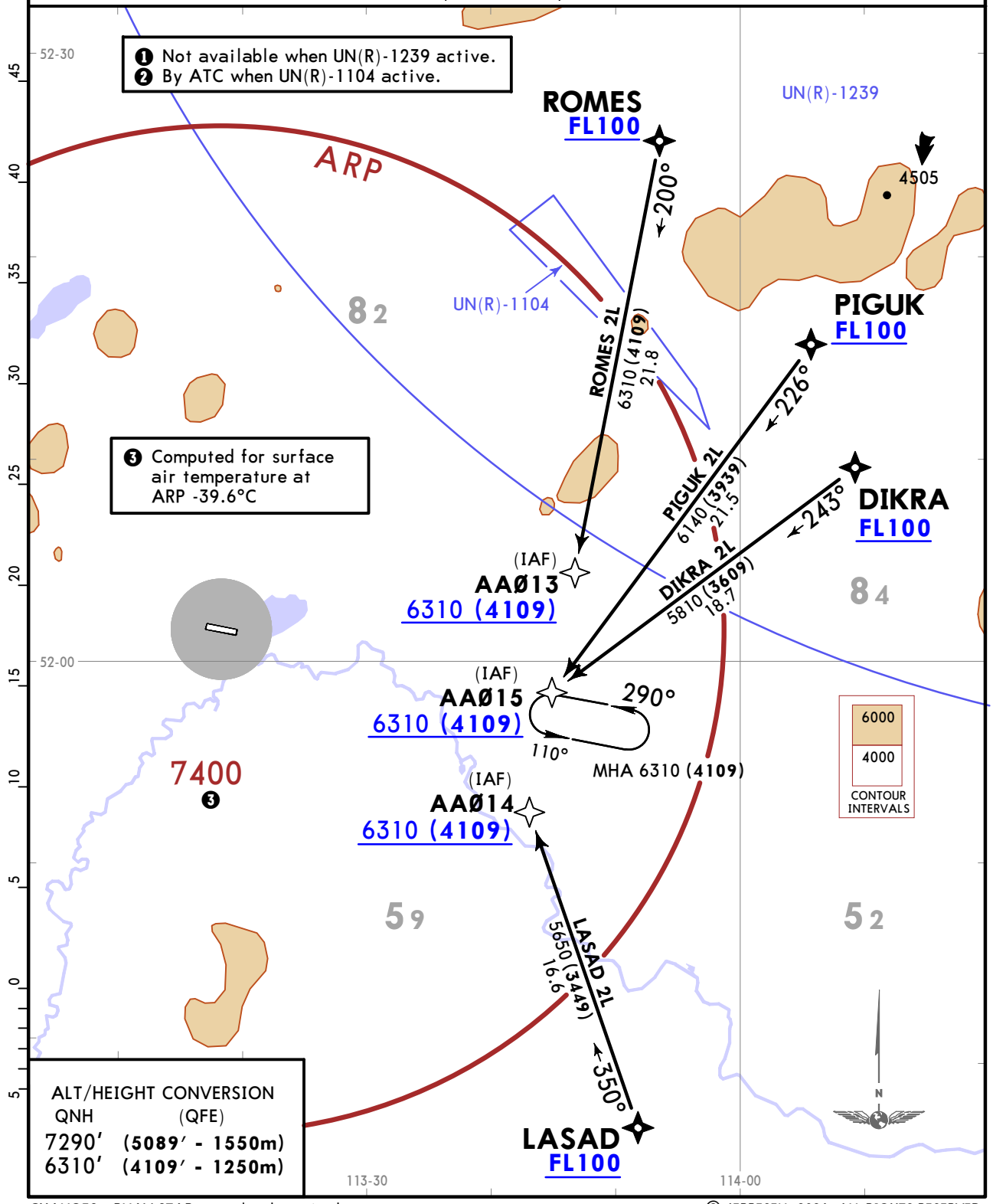
ALT/HEIGHT CONVERSION

QNH	(QFE)
8180′	**(5910′ - 1800m)**
7030′	**(4760′ - 1450m)**
6700′	**(4430′ - 1350m)**
6380′	**(4110′ - 1250m)**
6050′	**(3780′ - 1150m)**

CHANGES: New chart.

*ATIS 134.8 (Russian 126.4)	Apt Elev 2270	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100
		RNAV 1 GNSS required
CHITA Approach 122.0		1. If unable to carry out RNAV STAR, inform APP controller and request vectoring for arrival. 2. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).

DIKRA 2L [DIKR2L]❶
LASAD 2L [LASA2L]
PIGUK 2L [PIGU2L]❶
ROMES 2L [ROME2L]❶❷
RNAV ARRIVALS
(RWY 29)



CHANGES: RNAV STARs completely revised.

UIAA/HTA
KADALA

JEPPESEN

13 MAR 26 | 10-2A | Eff 19 Mar

CHITA, ~~RUSSIA~~
RNAV STAR

*ATIS 134.8 (Russian 126.4)	CHITA Approach 122.0	Apt Elev 2270
Alt Set: MM (hPa on request) Trans level: FL100	QNH on request (QFE)	
RNAV 1 GNSS required		

1. If unable to carry out STAR, inform APP controller and request vectoring for arrival.
2. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).

BUSOL 2L [BUSO2L]❶
KONIR 2L [KONI2L]
MAKID 2L [MAKI2L]❷
TESLO 2L [TESL2L]❷
RNAV ARRIVALS
(RWY 29)

❶ Not available when UN(R)-1114 active.
❷ By ATC when UN(R)-1113 active.

ALT/HEIGHT CONVERSION (QFE)
QNH 7290′ (5089′ - 1550m)
6310′ (4109′ - 1250m)

CONTOUR INTERVALS 6000 4000

7400 ❸

❸ Computed for surface air temperature at ARP -39.6°C

UN(R)-1114

UN(R)-1113

ARP

BUSOL FL100
TESLO FL100
MAKID FL100
KONIR FL100

AA011 (IAF) 6310 (4109)
AA012 (IAF) 6310 (4109)
AA013 (IAF) 6310 (4109)
AA014 (IAF) 6310 (4109)

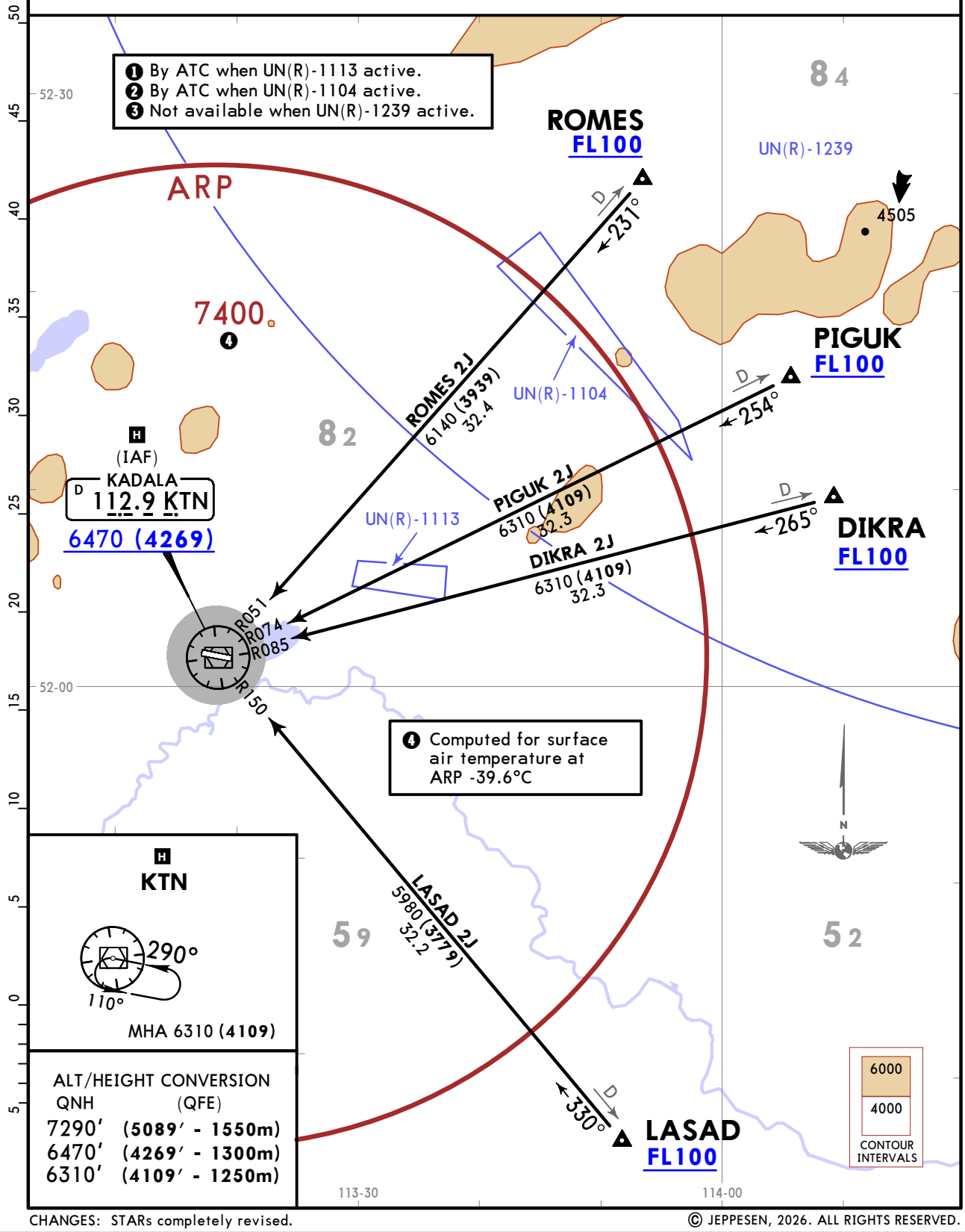
BUSOL 2L 6140 (3939) 41.3
TESLO 2L 6310 (4109) 48.2
MAKID 2L 6310 (4109) 30.9
KONIR 2L 6310 (4109) 25.8
5810 (3609) 18.6
5650 (3449) 23.4

139° 112° 102° 116° 110° 110°

4732

*ATIS	Apt Elev	
134.8 (Russian 126.4)	2270	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 1. DME required. 2. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).

DIKRA 2J [DIKR2J]❶❸
LASAD 2J [LASA2J]
PIGUK 2J [PIGU2J]❶❷❸
ROMES 2J [ROME2J]❷❸
ARRIVALS
(RWY 29)



CHANGES: STARs completely revised.

*ATIS	Apt Elev	
134.8 (Russian 126.4)	2270	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 1. RADAR control or DME required. 2. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).

DIKRA 2H [DIKR2H]❶❷
LASAD 2H [LASA2H]
PIGUK 2H [PIGU2H]❷❸❹
ROMES 2H [ROME2H]❷❸
ARRIVALS
(RWY 29)

❶ By ATC when UN(R)-1112 active.
❷ Not available when UN(R)-1239 active.
❸ By ATC when UN(R)-1104 active.
❹ By ATC when UN(R)-1113 active.

❺ Computed for surface air temperature at ARP -39.6°C

7400 ❺

ARP

ROMES
(KTN D32.4)
FL100

PIGUK
(KTN D32.3)
FL100

DIKRA
(KTN D32.3)
FL100

LASAD
(KTN D32.2)
FL100

227°
250°
263°
333°

ROMES 2H
6310 (4109)
31

PIGUK 2H
6310 (4109)
30

DIKRA 2H
6140 (3939)
30

LASAD 2H
5980 (3779)
30

UN(R)-1239
UN(R)-1104
UN(R)-1113
UN(R)-1112

6000
4000
CONTOUR INTERVALS

4505

(IAF)
*518 DG
6470 (4269)

KADALA
D 112.9 KTN

8 4
8 2
5 2
5 9

52-30
52-00
113-30
114-00

50 45 40 35 30 25 20 15 10 5 0 5

DG
290°
110°
MHA 6310 (4109)

ALT/HEIGHT CONVERSION

QNH	(QFE)
7290′	(5089′ - 1550m)
6470′	(4269′ - 1300m)
6310′	(4109′ - 1250m)

CHANGES: STARs completely revised.

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26 (10-2D) Eff 19 Mar

CHITA, ~~RUSSIA~~
STAR

Apt Elev 2270

*ATIS 134.8 (Russian 126.4)

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100
1. DME required.
2. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).

BUSOL 2J [BUSO2J]❶
KONIR 2J [KONI2J]
MAKID 2J [MAKI2J]
TESLO 2J [TESL2J]
ARRIVALS
(RWY 29)

❶ Not available when UN(R)-1114 active.

❷ Computed for surface air temperature at ARP -39.6°C

CONTOUR INTERVALS 6000 4000

UN(R)-1114

(IAF) KADALA D 112.9 KTN

6470 (4269)

MHA 6310 (4109)

7400 ❷

BUSOL FL100
BUSOL 2J 6310 (4109) 32.6
164°

TESLO FL100
TESLO 2J 6310 (4109) 32.6
125°

MAKID FL100
MAKID 2J 6470 (4269) 32.6
114°

KONIR FL100
KONIR 2J 6470 (4269) 32.5
105°

R344 R305 R294 R285 290° 110°

APP

4732

ALT/HEIGHT CONVERSION (QFE)
QNH 7290′ (5089′ - 1550m)
6470′ (4269′ - 1300m)
6310′ (4109′ - 1250m)

CHANGES: STARs completely revised.

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26 | 10-2E | Eff 19 Mar

CHITA, ~~RUSSIA~~
STAR

BUSOL 2H [BUSO2H] ❶
KONIR 2H [KONI2H]
MAKID 2H [MAKI2H]
TESLO 2H [TESL2H]
ARRIVALS
(RWY 29)

Apt Elev 2270

*ATIS 134.8 (Russian 126.4)

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL100
1. RADAR control or DME required.
2. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).

❶ Not available when UN(R)-1114 active.

CONTOUR INTERVALS 6000 4000

UN(R)-1114

(IAF) *518 DG
6470 (4269)

290°
110°
MHA 6310 (4109)

KADALA D 112.9 KTN

BUSOL 2H
6310 (4109)
34

160°

BUSOL (KTN D32.6) FL100

ARP

7400 ❷

TESLO 2H
6310 (4109)
35

MAKID 2H
6470 (4269)
35

KONIR 2H
6470 (4269)
35

124°
113°
105°

TESLO (KTN D32.6) FL100
MAKID (KTN D32.6) FL100
KONIR (KTN D32.5) FL100

4732

❷ Computed for surface air temperature at ARP -39.6°C

ALT/HEIGHT CONVERSION
QNH (QFE)
7290′ (5089′ - 1550m)
6470′ (4269′ - 1300m)
6310′ (4109′ - 1250m)

CHANGES: STARs completely revised.

*ATIS 134.8 (Russian 126.4)	Apt Elev 2270	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL100 1. RADAR control or DME required. 2. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).

DIKRA 2V [DIKR2V]❶❷
LASAD 2V [LASA2V]
PIGUK 2V [PIGU2V]❷❸❹
ROMES 2V [ROME2V]❷❸
ARRIVALS
(RWY 29)

❶ By ATC when UN(R)-1112 active.
❷ Not available when UN(R)-1239 active.
❸ By ATC when UN(R)-1104 active.
❹ By ATC when UN(R)-1113 active.

❺ Computed for surface air temperature at ARP -39.6°C

7400 ❺

ARP

ROMES
(KTN D32.4)
FL100

PIGUK
(KTN D32.3)
FL100

DIKRA
(KTN D32.3)
FL100

LASAD
(KTN D32.2)
FL100

229°
252°
264°
331°

ROMES 2V
6310 (4109)
32

PIGUK 2V
6310 (4109)
31

DIKRA 2V
6310 (4109)
31

LASAD 2V
5980 (3779)
31

UN(R)-1239
UN(R)-1104
UN(R)-1113
UN(R)-1112

6000
4000
CONTOUR INTERVALS

4505

(IAF)
*553 D
6470 (4269)

KADALA
D 112.9 KTN

DG
290°
110°
MHA 6310 (4109)

ALT/HEIGHT CONVERSION

QNH	(QFE)
7290′	(5089′ - 1550m)
6470′	(4269′ - 1300m)
6310′	(4109′ - 1250m)

8 4
8 2
5 9
5 2

52-30
52-00
113-30
114-00

CHANGES: New chart.

UIAA/HTA KADALA

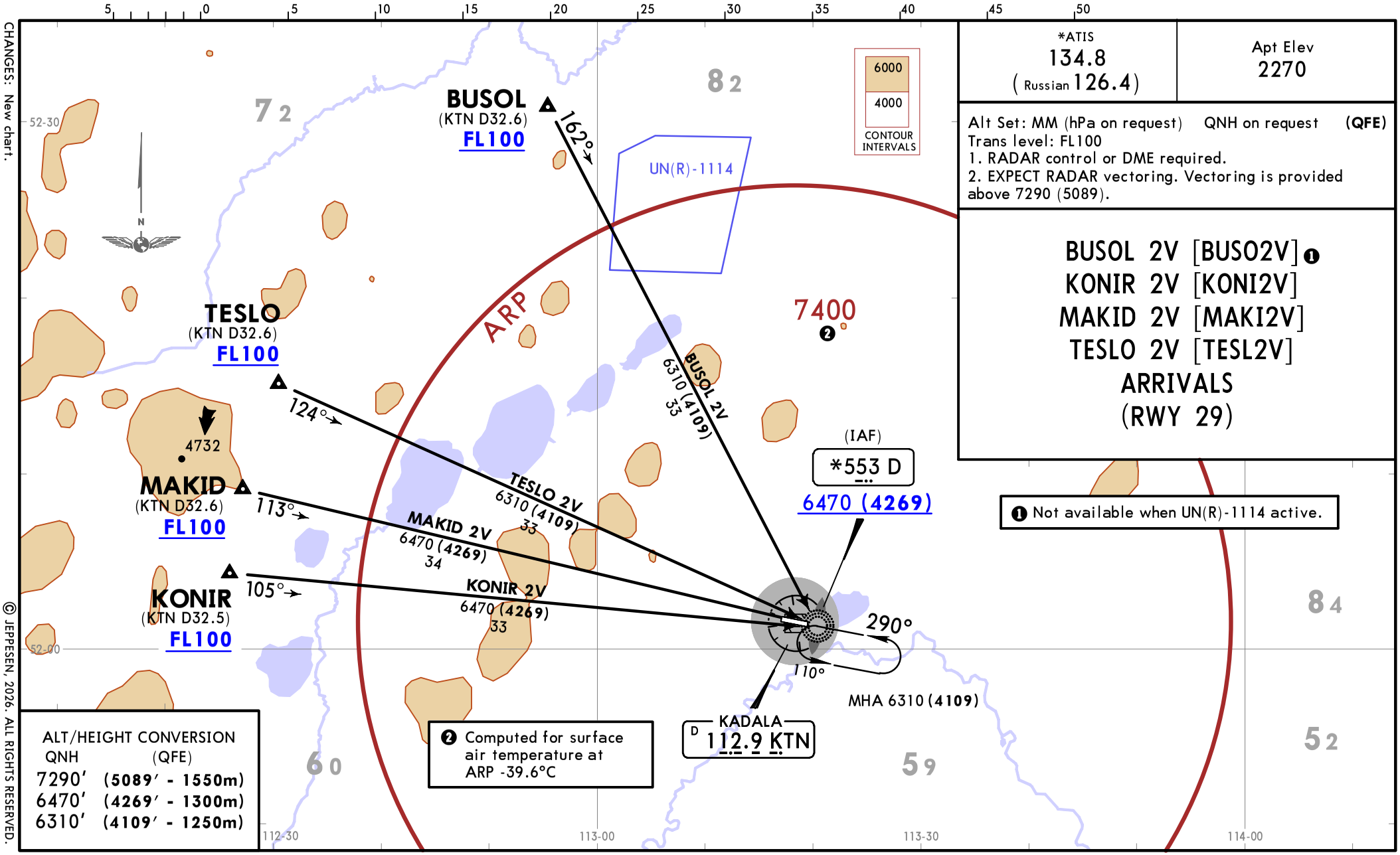
*ATIS	Apt Elev
134.8 (Russian 126.4)	2270

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL100
1. RADAR control or DME required.
2. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).

BUSOL 2V [BUSO2V] ❶
KONIR 2V [KONI2V]
MAKID 2V [MAKI2V]
TESLO 2V [TESL2V]
ARRIVALS
(RWY 29)

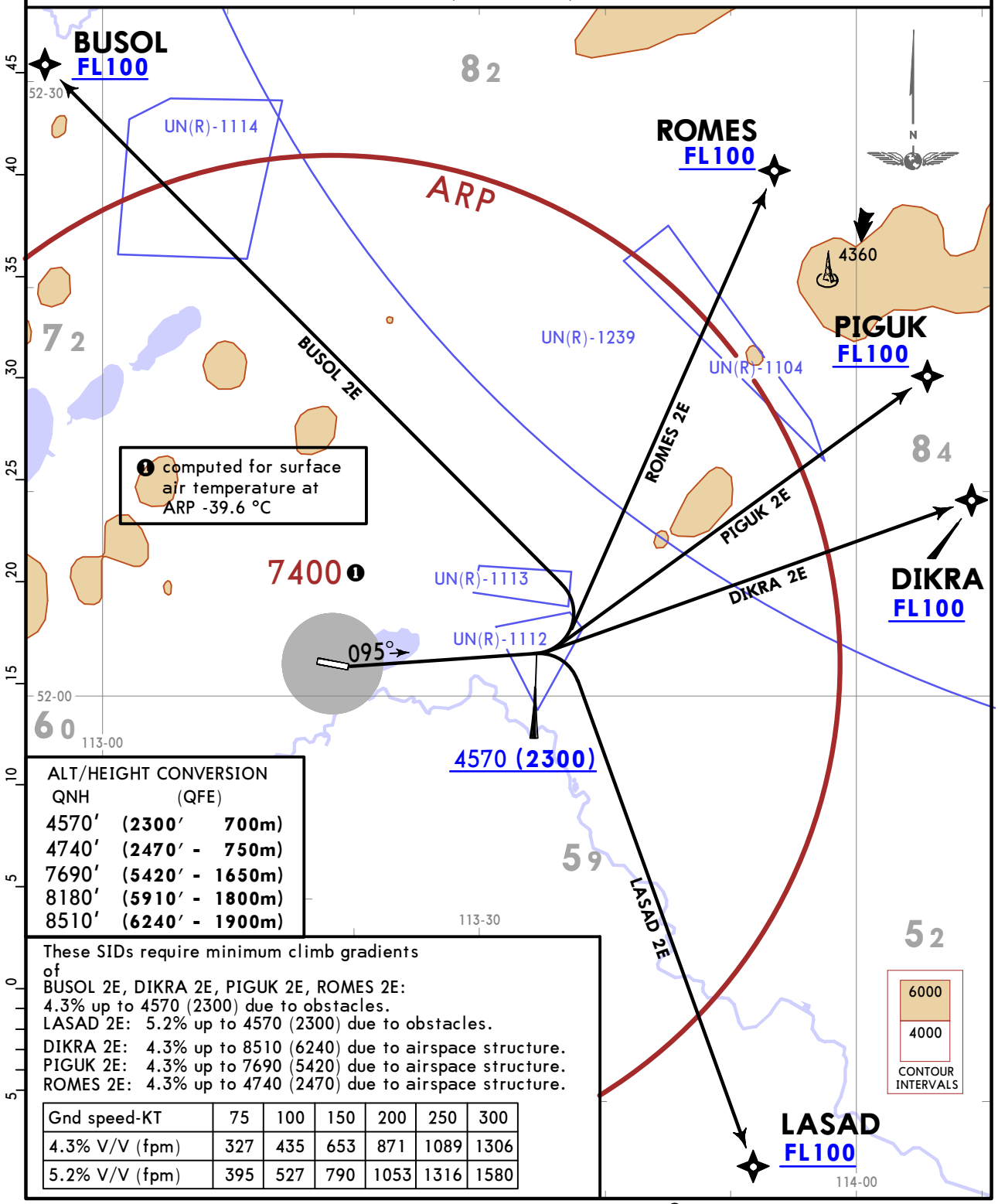
13 MAR 26 (10-2G) JEPPESEN Eff 19 Mar STAR

CHITA, RUSSIA



*CHITA Tower 118.2	QNH on request (QFE) Trans alt: 8180 (5910)
	RNAV 1 GNSS required
Apt Elev 2270	1. Turn before DER is PROHIBITED. 2. If no information about SID parameters available or if unable to to maintain SID, report to TWR controller and obtain other instructions. 3. If unable to execute RNAV SID, ATS will assign conventional SID. 4. All SIDs by ATC, when UN(R)-1112 is active. 5. BUSOL 2E by ATC, when UN(R)-1113 is active and not available, when UN(R)-1114 is active. 6. PIGUK & ROMES 2E by ATC when UN(R)-1104 is active. 7. DIKRA, PIGUK & ROMES 2E are not available when UN(R)-1239 is active.

BUSOL 2E [BUSO2E], DIKRA 2E [DIKR2E] LASAD 2E [LASA2E], PIGUK 2E [PIGU2E]], ROMES 2E [ROME2E] RNAV DEPARTURES (RWY 11)



ALT/HEIGHT CONVERSION QNH	(QFE)	
4570′	(2300′	700m)
4740′	(2470′	- 750m)
7690′	(5420′	- 1650m)
8180′	(5910′	- 1800m)
8510′	(6240′	- 1900m)

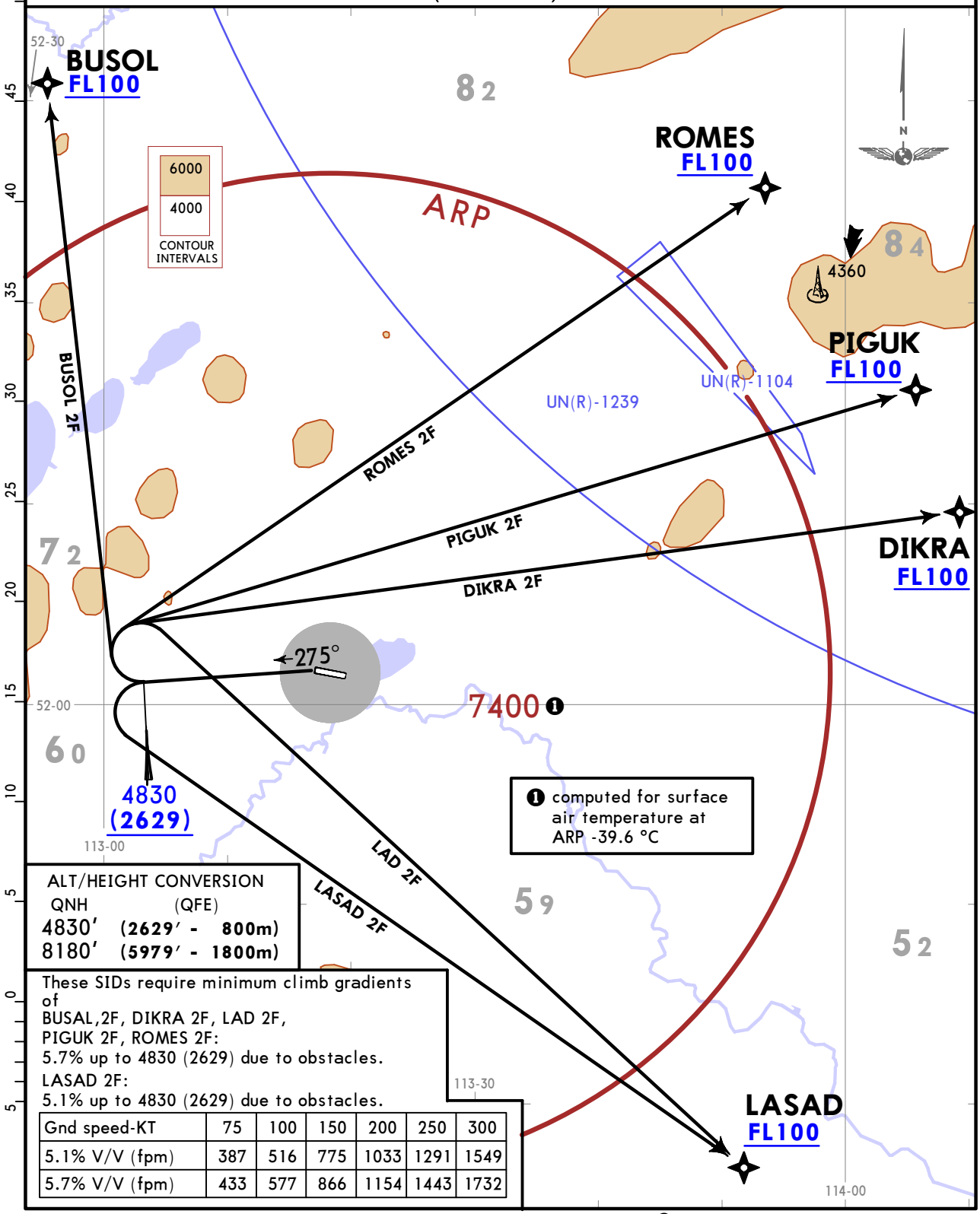
These SIDs require minimum climb gradients of
BUSOL 2E, DIKRA 2E, PIGUK 2E, ROMES 2E:
4.3% up to 4570 (2300) due to obstacles.
LASAD 2E: 5.2% up to 4570 (2300) due to obstacles.
DIKRA 2E: 4.3% up to 8510 (6240) due to airspace structure.
PIGUK 2E: 4.3% up to 7690 (5420) due to airspace structure.
ROMES 2E: 4.3% up to 4740 (2470) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: MSA, SIDs reindexed, BUSOL 2E added, initial turn. CGs, notes.

*CHITA Tower 118.2	QNH on request (QFE) Trans alt: 8180 (5979)
	RNAV 1 GNSS required
Apt Elev 2270	1. Turn before DER is PROHIBITED. 2. If no information about SID parameters available or if unable to to maintain SID, report to TWR controller and obtain other instructions. 3. If unable to execute RNAV SID, ATS will assign conventional SID. 4. PIGUK & ROMES 2F by ATC when UN(R)-1104 is active. DIKRA, PIGUK & ROMES 2F are not available when UN(R)-1239 is active. 5. Expect close-in obstacles.

BUSOL 2F [BUSO2F], DIKRA 2F [DIKR2F] LAD 2F [LAD2F] LASAD 2F [LASA2F], PIGUK 2F [PIGU2F], ROMES 2F [ROME2F] RNAV DEPARTURES (RWY 29)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
8180′	(5979′ - 1800m)

These SIDs require minimum climb gradients of
BUSAL,2F, DIKRA 2F, LAD 2F,
PIGUK 2F, ROMES 2F:
5.7% up to 4830 (2629) due to obstacles.
LASAD 2F:
5.1% up to 4830 (2629) due to obstacles.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.7% V/V (fpm)	433	577	866	1154	1443	1732

CHANGES: MSA, SIDs reindexed, BUSOL 2F added, initial turn. CG, notes.

*CHITA Tower
118.2

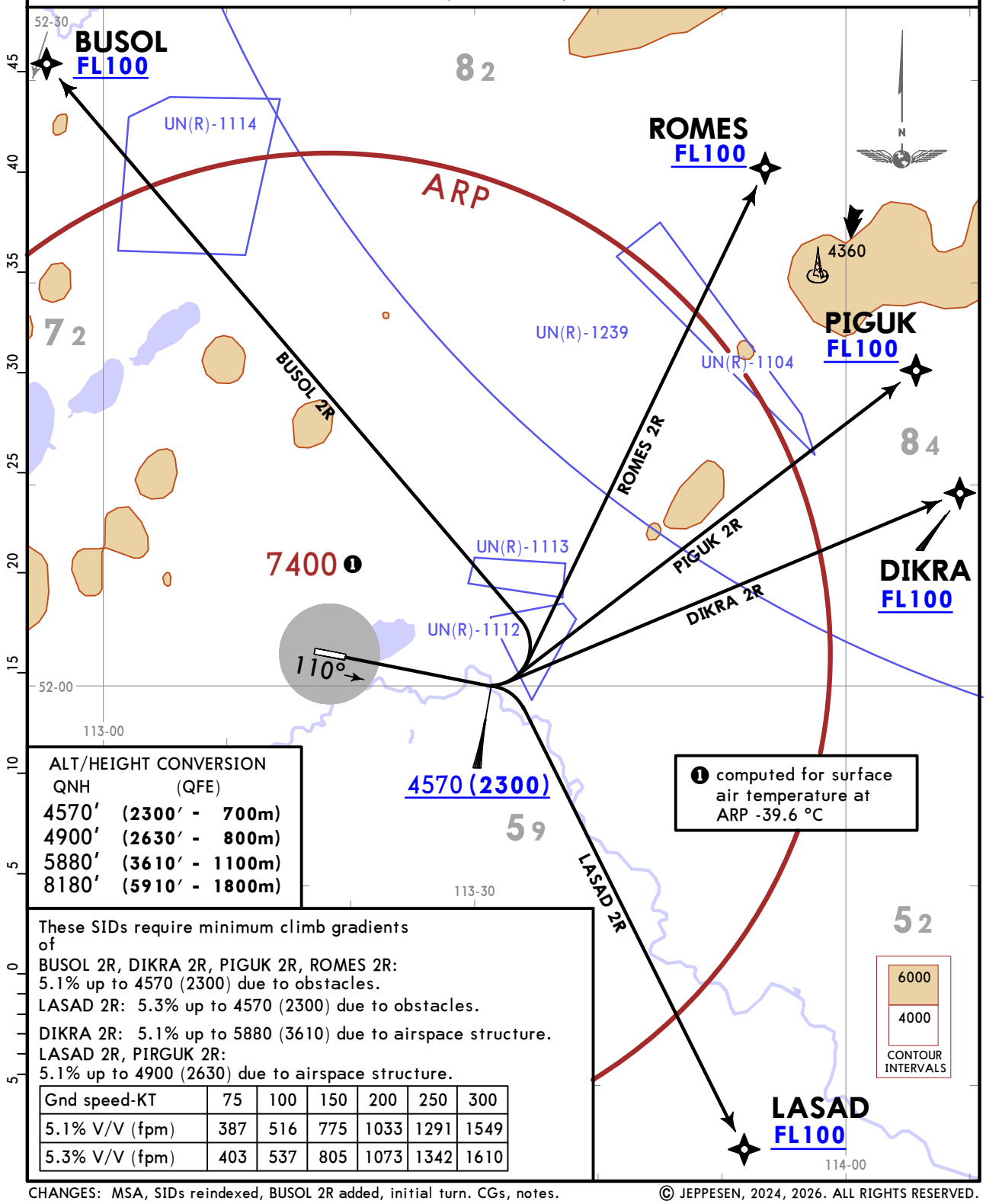
Apt Elev
2270

QNH on request (QFE)
Trans alt: 8180 (5910)

RNAV 1 GNSS required

1. Turn before DER is PROHIBITED.
2. If no information about SID parameters available or if unable to to maintain SID, report to TWR controller and obtain other instructions.
3. If unable to execute RNAV SID, ATS will assign conventional SID.
4. All SIDs by ATC, when UN(R)-1112 is active.
5. BUSOL 2R by ATC, when UN(R)-1113 is active and not available, when UN(R)-1114 is active.
6. PIGUK & ROMES 2R by ATC when UN(R)-1104 is active.
7. DIKRA, PIGUK & ROMES 2R are not available when UN(R)-1239 is active.

BUSOL 2R [BUSO2R], DIKRA 2R [DIKR2R] LASAD 2R [LASA2R], PIGUK 2R [PIGU2R], ROMES 2R [ROME2R] RNAV DEPARTURES (RWY 11)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	(2300′ - 700m)
4900′	(2630′ - 800m)
5880′	(3610′ - 1100m)
8180′	(5910′ - 1800m)

❶ computed for surface air temperature at ARP -39.6 °C

These SIDs require minimum climb gradients of
BUSOL 2R, DIKRA 2R, PIGUK 2R, ROMES 2R:
5.1% up to 4570 (2300) due to obstacles.
LASAD 2R: 5.3% up to 4570 (2300) due to obstacles.

DIKRA 2R: 5.1% up to 5880 (3610) due to airspace structure.
LASAD 2R, PIRGUK 2R:
5.1% up to 4900 (2630) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.3% V/V (fpm)	403	537	805	1073	1342	1610

CHANGES: MSA, SIDs reindexed, BUSOL 2R added, initial turn. CGs, notes.

*CHITA Tower 118.2

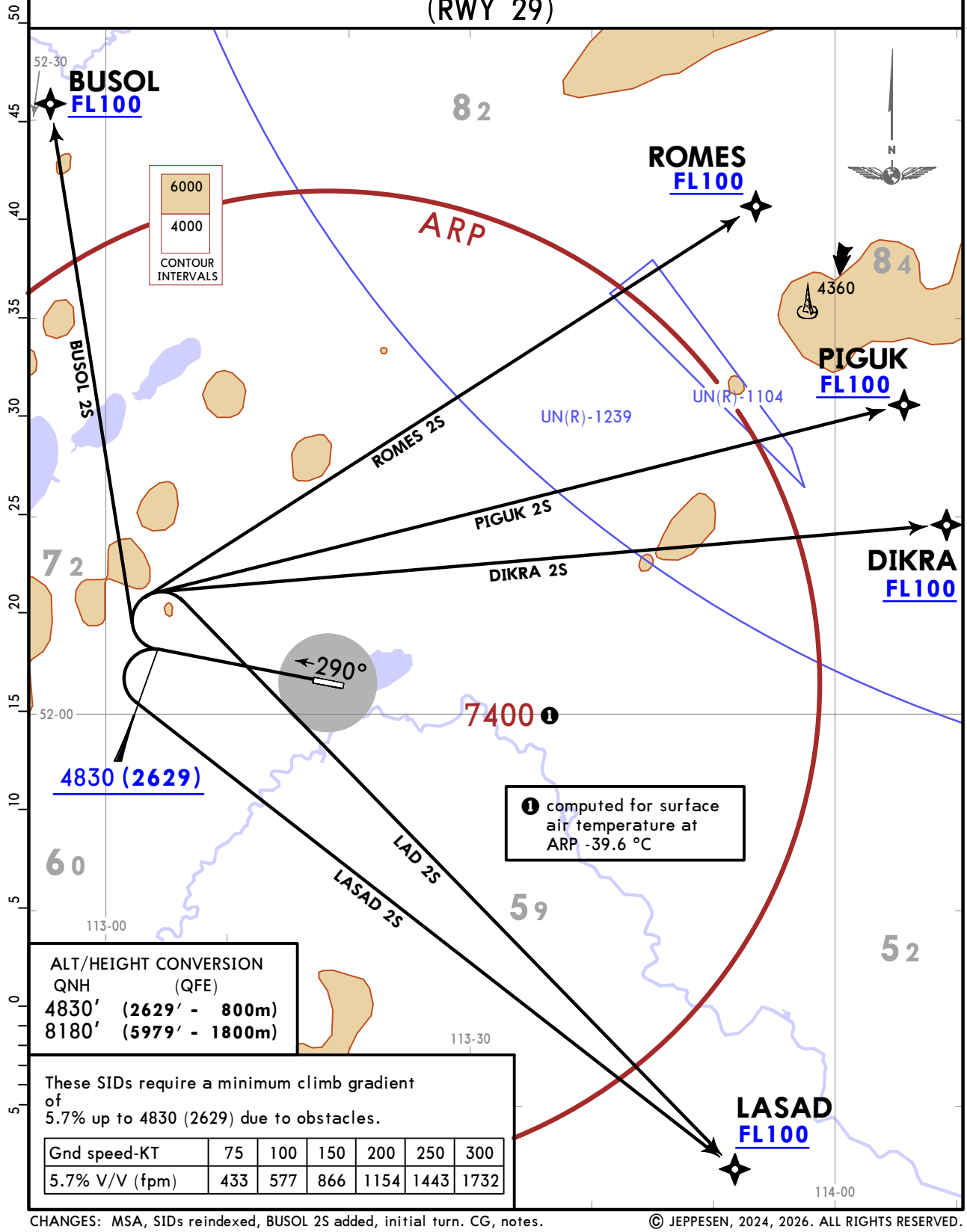
Apt Elev 2270

QNH on request (QFE)
Trans alt: 8180 (5979)

RNAV 1 GNSS required

1. Turn before DER is PROHIBITED.
2. If no information about SID parameters available or if unable to to maintain SID, report to TWR controller and obtain other instructions.
3. If unable to execute RNAV SID, ATS will assign conventional SID.
4. PIGUK & ROMES 2S by ATC when UN(R)-1104 is active.
   DIKRA, PIGUK & ROMES 2S are not available when UN(R)-1239 is active.
5. Expect close-in obstacles.

BUSOL 2S [BUSO2S], DIKRA 2S [DIKR2S] LAD 2S [LAD2S] LASAD 2S [LASA2S], PIGUK 2S [PIGU2S], ROMES 2S [ROME2S] RNAV DEPARTURES (RWY 29)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
8180′	(5979′ - 1800m)

These SIDs require a minimum climb gradient of 5.7% up to 4830 (2629) due to obstacles.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

CHANGES: MSA, SIDs reindexed, BUSOL 2S added, initial turn. CG, notes.

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26 (10-3D) Eff 19 Mar

CHITA, ~~RUSSIA~~
RNAV SID

*CHITA Tower 118.2	Apt Elev 2270
QNH on request (QFE) Trans alt: 8180 (5910)	
RNAV 1 GNSS required	

1. Turn before DER is PROHIBITED.
2. If no information about SID parameters available or if unable to to maintain SID, report to TWR controller and obtain other instructions.
3. If unable to execute RNAV SID, ATS will assign conventional SID.
4. All SIDs by ATC, when UN(R)-1112 is active.
5. KONIR, MAKID & TESLO 2E by ATC, when UN(R)-1113 is active.

KNR 2E [KNR2E]
KONIR 2E [KONI2E]
MAKID 2E [MAKI2E]
TESLO 2E [TESL2E]
RNAV DEPARTURES
(RWY 11)

CONTOUR INTERVALS: 6000, 4000

ARP

computed for surface air temperature at ARP -39.6 °C

UN(R)-1113

UN(R)-1112

4570 (2300)

7400

590

TESLO 2E

MAKID 2E

EDNOK

KNR 2E

TESLO FL100

MAKID FL100

KONIR FL100

4732

ALT/HEIGHT CONVERSION (QFE)
QNH 4570′ (2300′ - 700m)
8180′ (5910′ - 1800m)

These SIDs require minimum climb gradients of
KONIR 2E, MAKID 2E, TESLO 2E:
4.3% up to 4570 (2300) due to obstacles.
KNR 2E: 5.2% up to 4570 (2300) due to obstacles.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: MSA, SIDs reindexed, initial turn. climb gradients, notes.

UIAA/HTA KADALA

JEPPESEN 13 MAR 26 (10-3E) Eff 19 Mar

CHITA, RUSSIA

RNAV SID

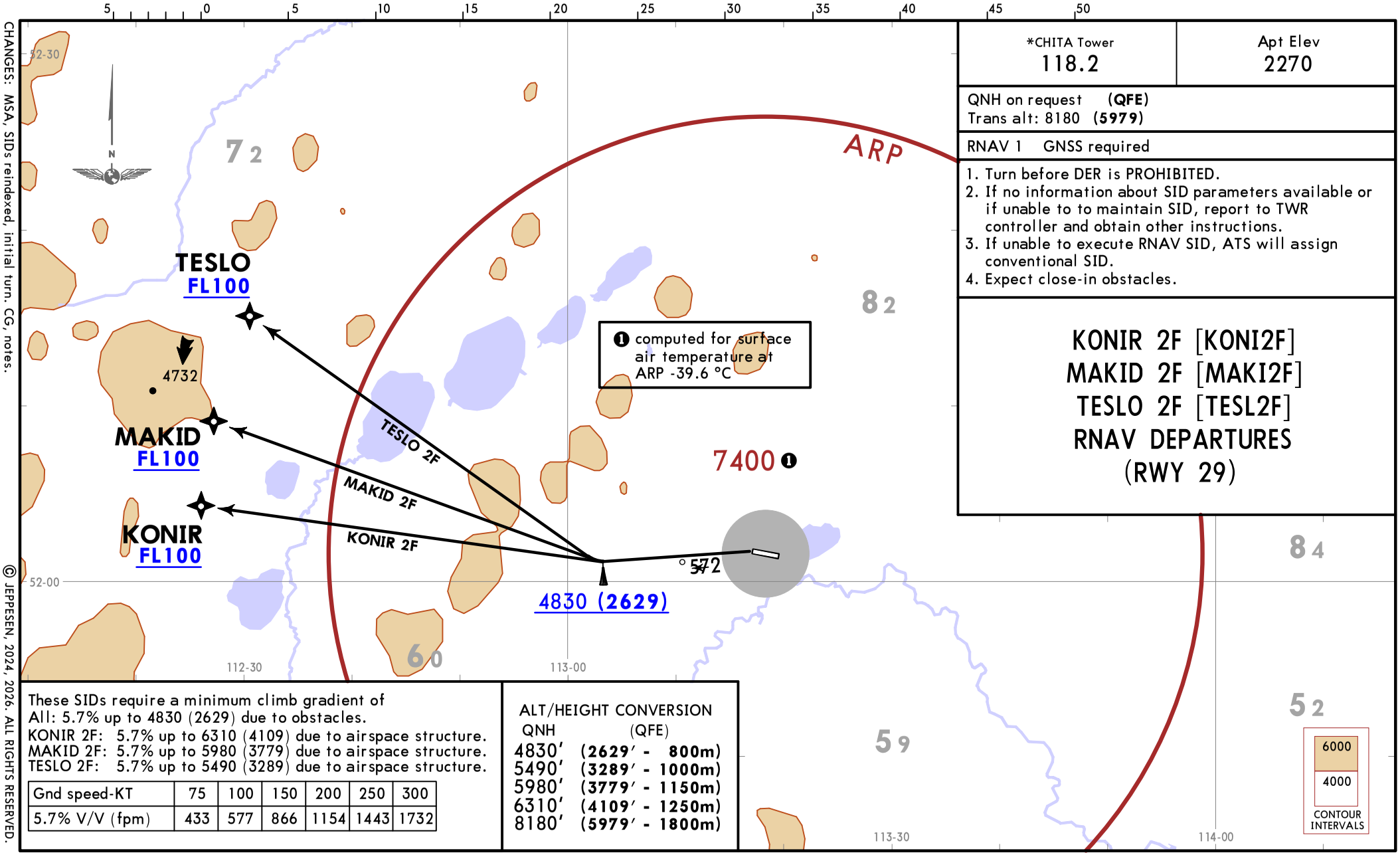
*CHITA Tower	Apt Elev
118.2	2270

QNH on request (**QFE**)
Trans alt: 8180 (**5979**)

RNAV 1 GNSS required

1. Turn before DER is PROHIBITED.
2. If no information about SID parameters available or if unable to to maintain SID, report to TWR controller and obtain other instructions.
3. If unable to execute RNAV SID, ATS will assign conventional SID.
4. Expect close-in obstacles.

KONIR 2F [KONI2F]
MAKID 2F [MAKI2F]
TESLO 2F [TESL2F]
RNAV DEPARTURES
(RWY 29)



These SIDs require a minimum climb gradient of
All: 5.7% up to 4830 (2629) due to obstacles.
KONIR 2F: 5.7% up to 6310 (4109) due to airspace structure.
MAKID 2F: 5.7% up to 5980 (3779) due to airspace structure.
TESLO 2F: 5.7% up to 5490 (3289) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
5490′	(3289′ - 1000m)
5980′	(3779′ - 1150m)
6310′	(4109′ - 1250m)
8180′	(5979′ - 1800m)

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26 (10-3F) Eff 19 Mar

CHITA, ~~RUSSIA~~
RNAV SID

*CHITA Tower 118.2	Apt Elev 2270
QNH on request (QFE) Trans alt: 8180 (5910)	
RNAV 1 GNSS required	

1. Turn before DER is PROHIBITED.
2. If no information about SID parameters available or if unable to to maintain SID, report to TWR controller and obtain other instructions.
3. If unable to execute RNAV SID, ATS will assign conventional SID.
4. All SIDs by ATC, when UN(R)-1112 is active.
5. KONIR, MAKID & TESLO 2R by ATC, when UN(R)-1113 is active.

KNR 2R [KNR2R]
KONIR 2R [KONI2R]
MAKID 2R [MAKI2R]
TESLO 2R [TESL2R]
RNAV DEPARTURES
(RWY 11)

CONTOUR INTERVALS: 6000, 4000

ARP

computed for surface air temperature at ARP -39.6 °C

7400

4570 (2300)

UN(R)-1113

UN(R)-1112

110°

TESLO 2R

MAKID 2R

KONIR 2R

KNR 2R

TESLO FL100

MAKID FL100

KONIR FL100

4732

ALT/HEIGHT CONVERSION (QFE)
QNH 4570′ (2300′ - 700m)
8180′ (5910′ - 1800m)

These SIDs require minimum climb gradients of
KONIR 2R, MAKID 2R, TESLO 2R:
5.1% up to 4570 (2300) due to obstacles.
KNR 2R: 5.3% up to 4570 (2300) due to obstacles.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549
5.3% V/V (fpm)	403	537	805	1073	1342	1610

CHANGES: MSA, SIDs reindexed, initial turn. climb gradients, notes.

UIAA/HTA KADALA

JEPPESEN 13 MAR 26 (10-3G) Eff 19 Mar

CHITA, RUSSIA

RNAV SID

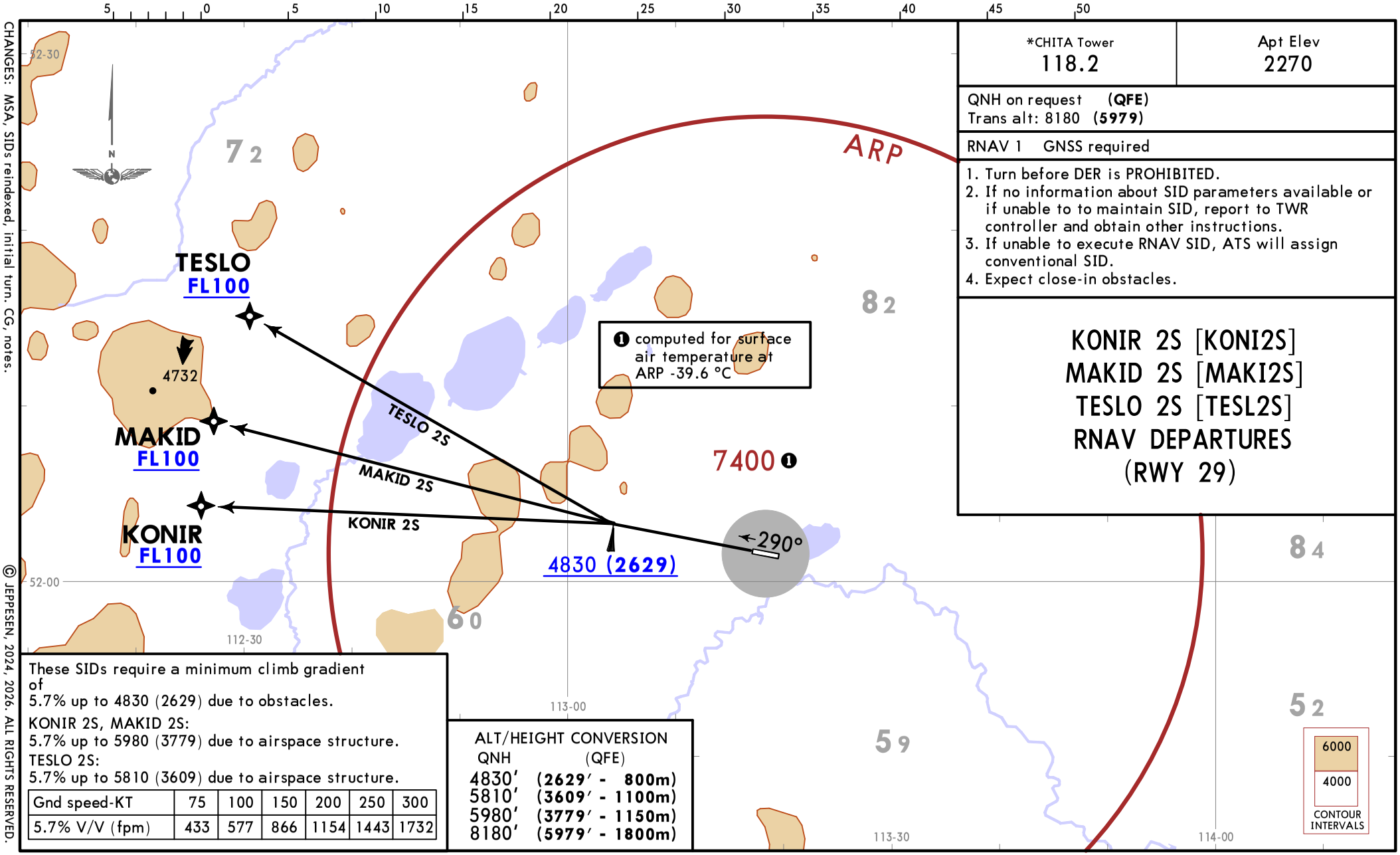
*CHITA Tower	Apt Elev
118.2	2270

QNH on request (**QFE**)
Trans alt: 8180 (**5979**)

RNAV 1 GNSS required

1. Turn before DER is PROHIBITED.
2. If no information about SID parameters available or if unable to to maintain SID, report to TWR controller and obtain other instructions.
3. If unable to execute RNAV SID, ATS will assign conventional SID.
4. Expect close-in obstacles.

KONIR 2S [KONI2S]
MAKID 2S [MAKI2S]
TESLO 2S [TESL2S]
RNAV DEPARTURES
(RWY 29)

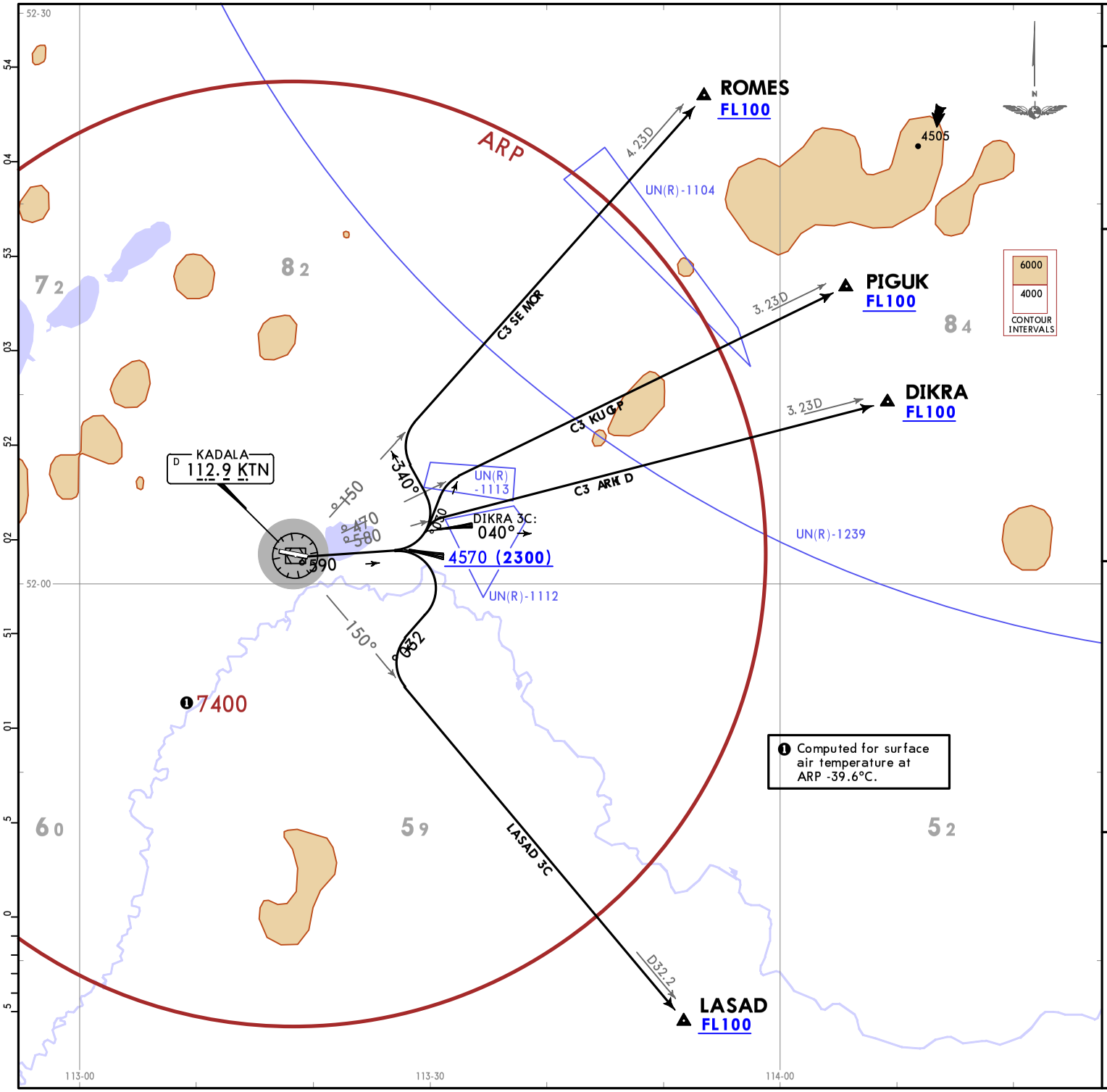


These SIDs require a minimum climb gradient of
5.7% up to 4830 (2629) due to obstacles.
KONIR 2S, MAKID 2S:
5.7% up to 5980 (3779) due to airspace structure.
TESLO 2S:
5.7% up to 5810 (3609) due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(**2629′ - 800m**)
5810′	(**3609′ - 1100m**)
5980′	(**3779′ - 1150m**)
8180′	(**5979′ - 1800m**)



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (**QFE**)
Trans alt: 8180 (**5910**)
1. DME required.
2. Take-off may be operated with or without change of track onto 095°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7360 (5090).

DIKRA 3C [DIKR3C]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

LASAD 3C [LASA3C]
BY ATC WHEN UN(R)-1112 ACTIVE

PIGUK 3C [PIGU3C]
ROMES 3C [ROME3C]
BY ATC WHEN UN(R)-1104, UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

DEPARTURES
(RWY 11)

ALT/HEIGHT CONVERSION

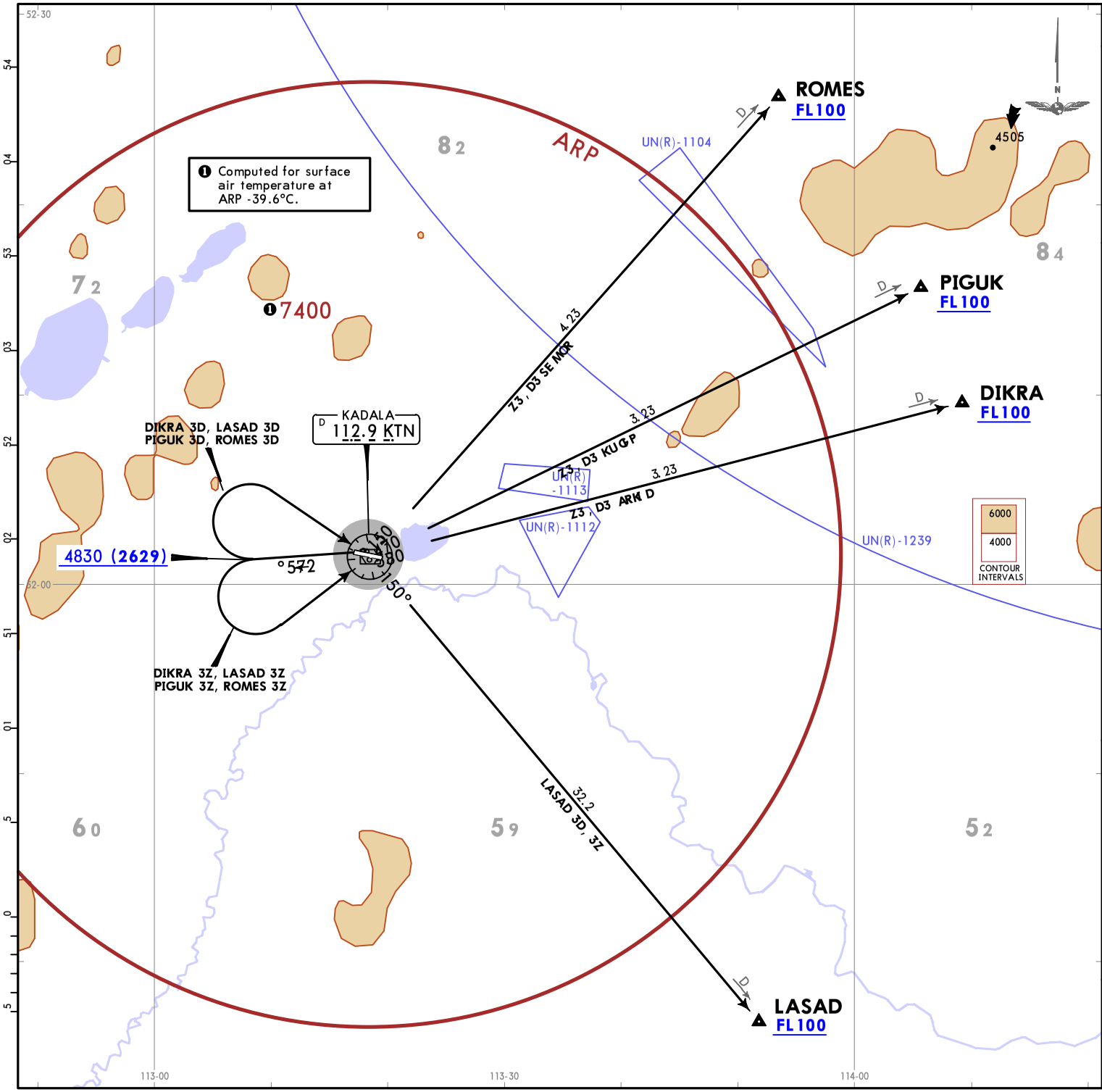
QNH	(QFE)
4570′	(2300′ - 700m)
6700′	(4430′ - 1350m)
7360′	(5090′ - 1550m)
8020′	(5750′ - 1750m)
8180′	(5910′ - 1800m)

❶ Computed for surface air temperature at ARP -39.6°C.

These SIDs require minimum climb gradients of
DIKRA 3C: 4.3%.
4.3% up to 8020 (5750), due to airspace structure.
LASAD 3C: 5.2%.
PIGUK 3C: 4.3%.
4.3% up to 6700 (4430), due to airspace structure.
ROMES 3C: 4.3%.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (QFE)
Trans alt: 8180 (5979)
1. DME required.
2. Take-off may be operated with or without change of track onto 275°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).
6. EXPECT close-in obstacles.

DIKRA 3D [DIKR3D]
DIKRA 3Z [DIKR3Z]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

LASAD 3D [LASA3D]
LASAD 3Z [LASA3Z]

PIGUK 3D [PIGU3D]
PIGUK 3Z [PIGU3Z]
BY ATC WHEN UN(R)-1104 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

ROMES 3D [ROME3D]
ROMES 3Z [ROME3Z]
BY ATC WHEN UN(R)-1104 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

DEPARTURES
(RWY 29)

SPEED: MAX 245 KT

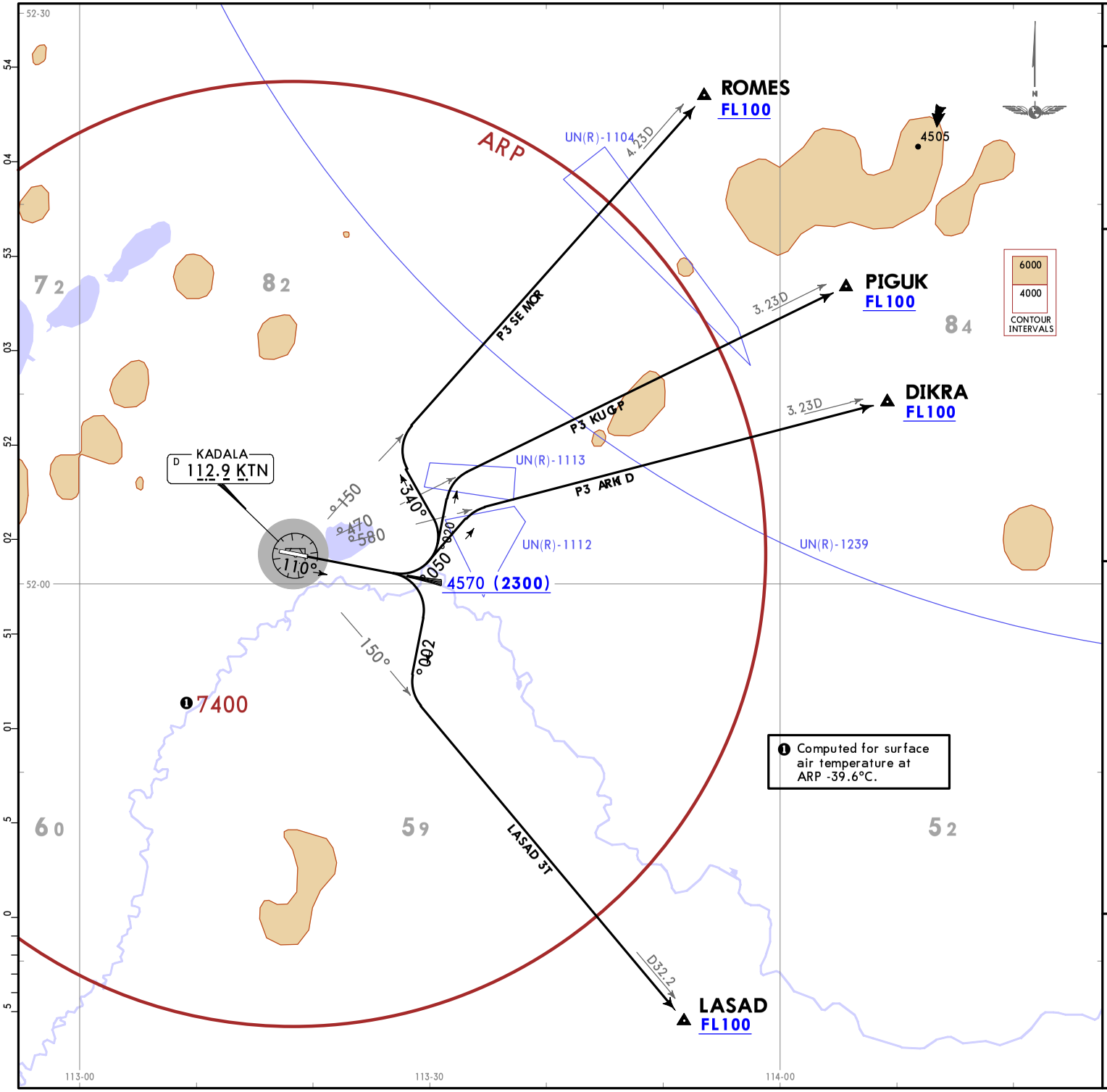
ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
7290′	(5089′ - 1550m)
8180′	(5979′ - 1800m)

These SIDs require a minimum climb gradient of 5.5% up to 4830 (2629).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (QFE)
Trans alt: 8180 (5910)
1. DME required.
2. Take-off may be operated with or without change of track onto 095°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7360 (5090).

DIKRA 3P [DIKR3P]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

LASAD 3T [LASA3T]
BY ATC WHEN UN(R)-1112 ACTIVE

PIGUK 3P [PIGU3P]
ROMES 3P [ROME3P]
BY ATC WHEN UN(R)-1104, UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

DEPARTURES
(RWY 11)

ALT/HEIGHT CONVERSION

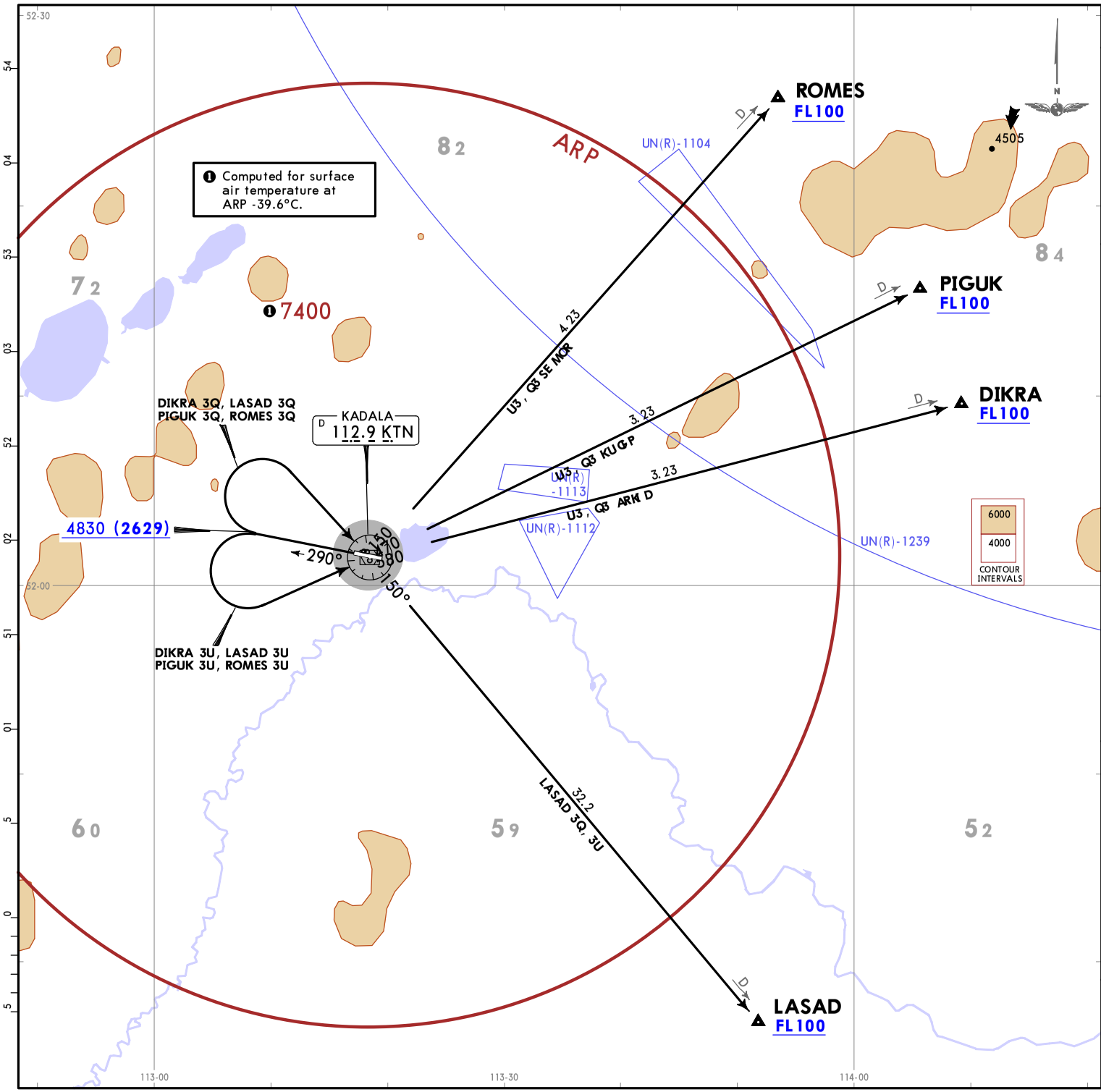
QNH	(QFE)
4570′	(2300′ - 700m)
5230′	(2960′ - 900m)
7360′	(5090′ - 1550m)
8180′	(5910′ - 1800m)

❶ Computed for surface air temperature at ARP -39.6°C.

These SIDs require a minimum climb gradient of
5.3 % up to 4570 (2300).
DIKRA 3P: 5.3% up to 5230 (2960), due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (QFE)
Trans alt: 8180 (5979)
1. DME required.
2. Take-off may be operated with or without change of track onto 275°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).
6. EXPECT close-in obstacles.

DIKRA 3Q [DIKR3Q]
DIKRA 3U [DIKR3U]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

LASAD 3Q [LASA3Q]
LASAD 3U [LASA3U]

PIGUK 3Q [PIGU3Q]
PIGUK 3U [PIGU3U]
BY ATC WHEN UN(R)-1104 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

ROMES 3Q [ROME3Q]
ROMES 3U [ROME3U]
BY ATC WHEN UN(R)-1104 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

DEPARTURES
(RWY 29)

SPEED: MAX 245 KT

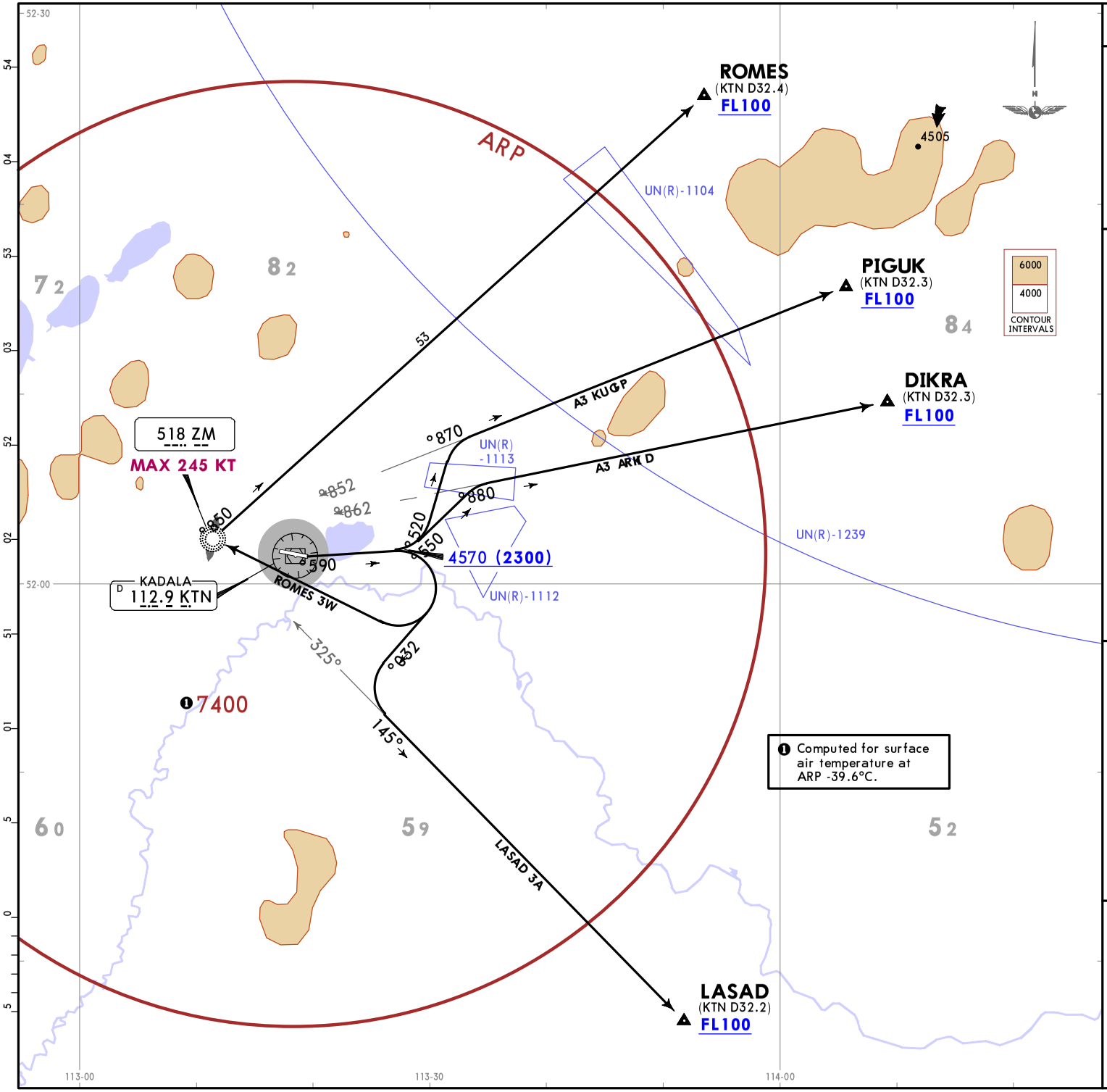
ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
7290′	(5089′ - 1550m)
8180′	(5979′ - 1800m)

These SIDs require a minimum climb gradient of
5.7% up to 4830 (2629).

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (QFE)
Trans alt: 8180 (5910)
1. RADAR control or DME required.
2. Take-off may be operated with or without change of track onto 095°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7360 (5090).

DIKRA 3A [DIKR3A]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

LASAD 3A [LASA3A]
BY ATC WHEN UN(R)-1112 ACTIVE

PIGUK 3A [PIGU3A]
BY ATC WHEN UN(R)-1104, UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

ROMES 3W [ROME3W]
BY ATC WHEN UN(R)-1104 & UN(R)-1112 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE
SPEED: MAX 245 KT

DEPARTURES
(RWY 11)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	(2300′ - 700m)
4900′	(2630′ - 800m)
5880′	(3610′ - 1100m)
7360′	(5090′ - 1550m)
8180′	(5910′ - 1800m)

1 Computed for surface air temperature at ARP -39.6°C.

These SIDs require a minimum climb gradient of
5.2% up to 4570 (2300).
DIKRA 3A: 5.2% up to 5880 (3610), due to airspace structure.
PIGUK 3A: 5.2% up to 4900 (2630), due to airspace structure.

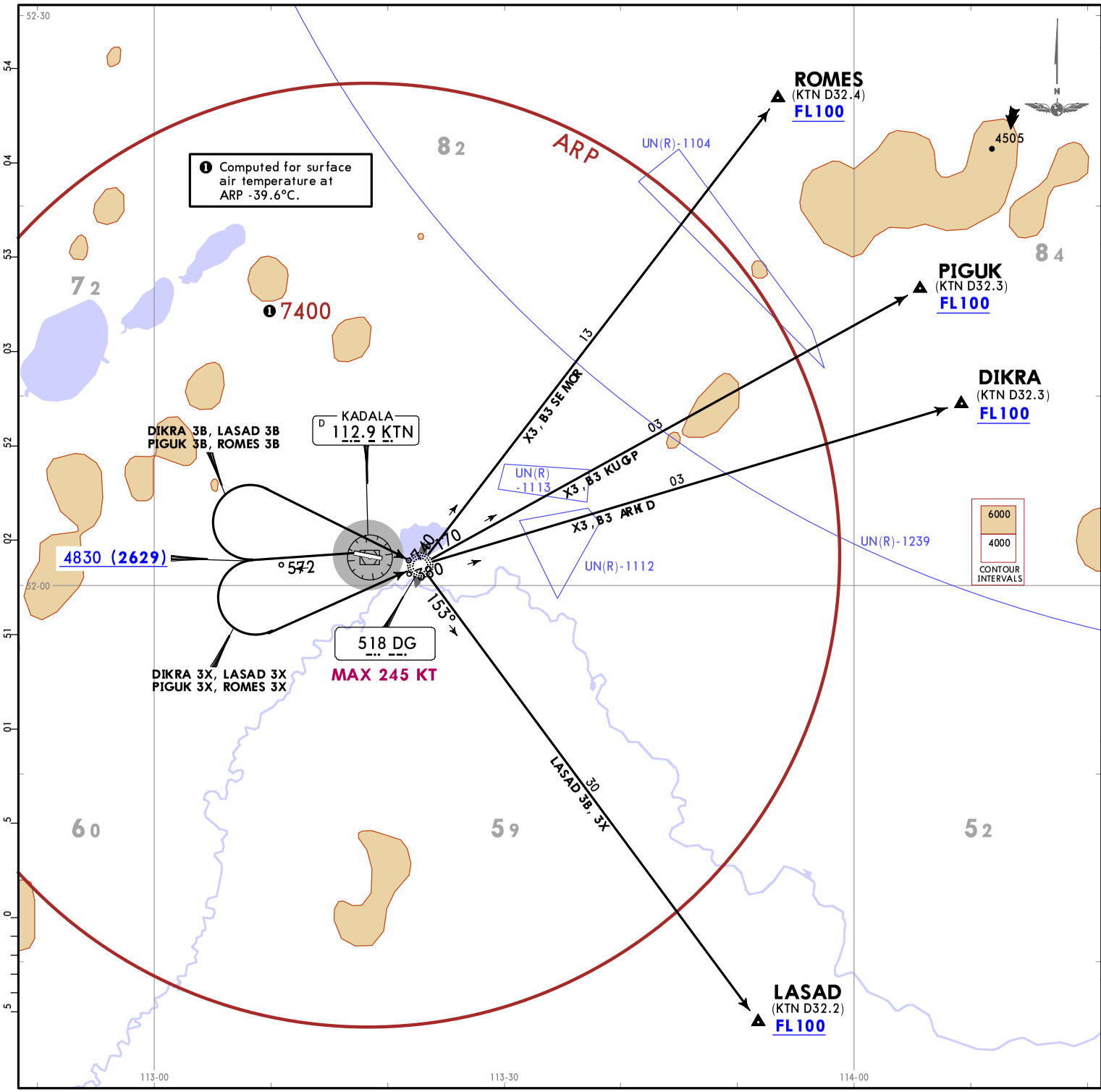
Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: SIDs completely revised.

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26 (10-3N) Eff 19 Mar

CHITA, RUSSIA
SID



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (QFE)
Trans alt: 8180 (5979)
1. RADAR control or DME required.
2. Take-off may be operated with or without change of track onto 275°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).
6. EXPECT close-in obstacles.

DIKRA 3B [DIKR3B]
DIKRA 3X [DIKR3X]
BY ATC WHEN UN(R)-1112 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

LASAD 3B [LASA3B]
LASAD 3X [LASA3X]

PIGUK 3B [PIGU3B]
PIGUK 3X [PIGU3X]
BY ATC WHEN UN(R)-1104 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

ROMES 3B [ROME3B]
ROMES 3X [ROME3X]
BY ATC WHEN UN(R)-1104 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

DEPARTURES
(RWY 29)

SPEED: MAX 245 KT

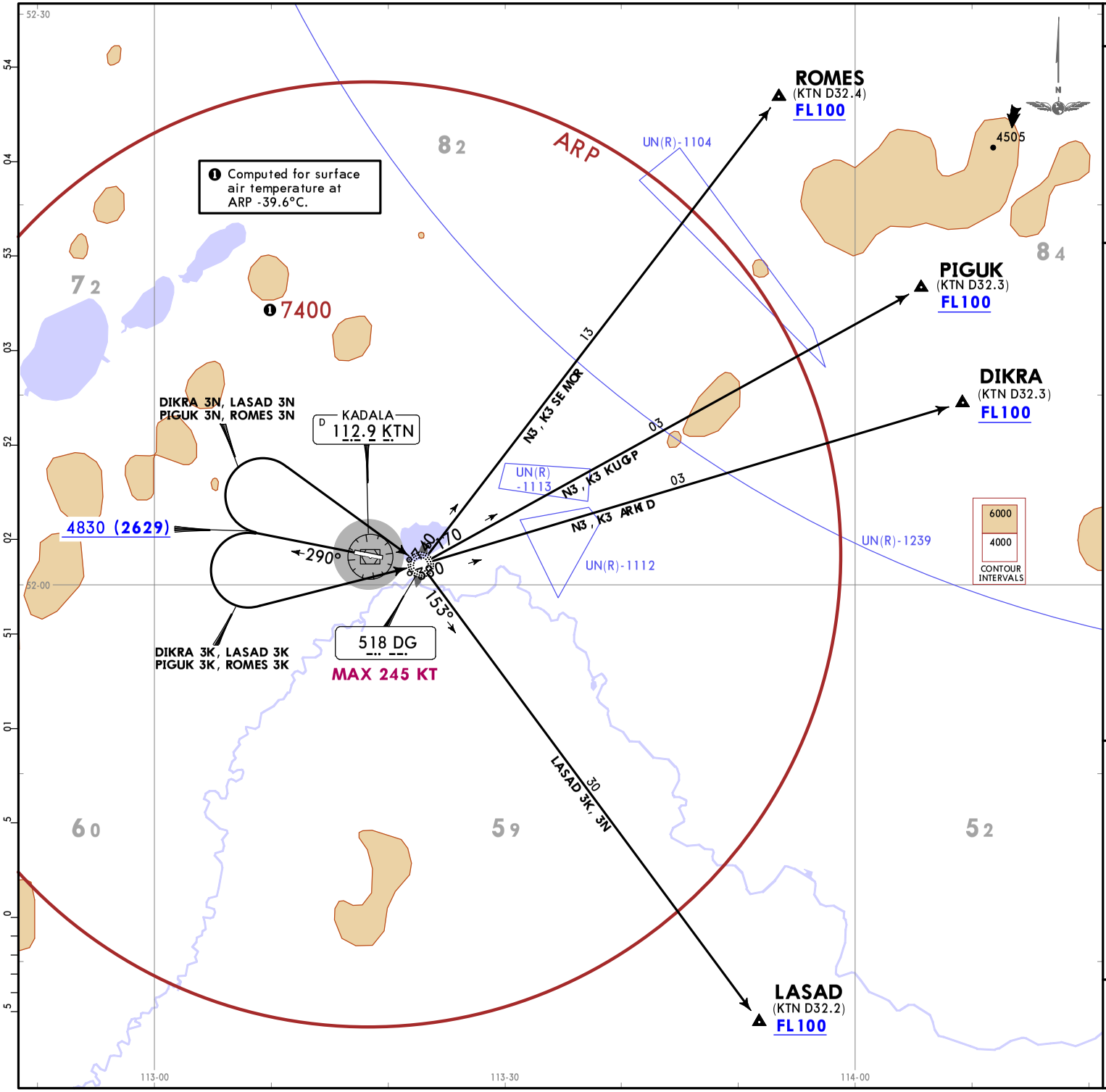
ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
7290′	(5089′ - 1550m)
8180′	(5979′ - 1800m)

These SIDs require a minimum climb gradient of 5.5% up to 4830 (2629).

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (QFE)
Trans alt: 8180 (5979)
1. RADAR control or DME required.
2. Take-off may be operated with or without change of track onto 275°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).
6. EXPECT close-in obstacles.

DIKRA 3K [DIKR3K]
DIKRA 3N [DIKR3N]
BY ATC WHEN UN(R)-1112 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

LASAD 3K [LASA3K]
LASAD 3N [LASA3N]

PIGUK 3K [PIGU3K]
PIGUK 3N [PIGU3N]
BY ATC WHEN UN(R)-1104 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

ROMES 3K [ROME3K]
ROMES 3N [ROME3N]
BY ATC WHEN UN(R)-1104 ACTIVE
NOT AVAILABLE WHEN UN(R)-1239 ACTIVE

DEPARTURES
(RWY 29)
SPEED: MAX 245 KT

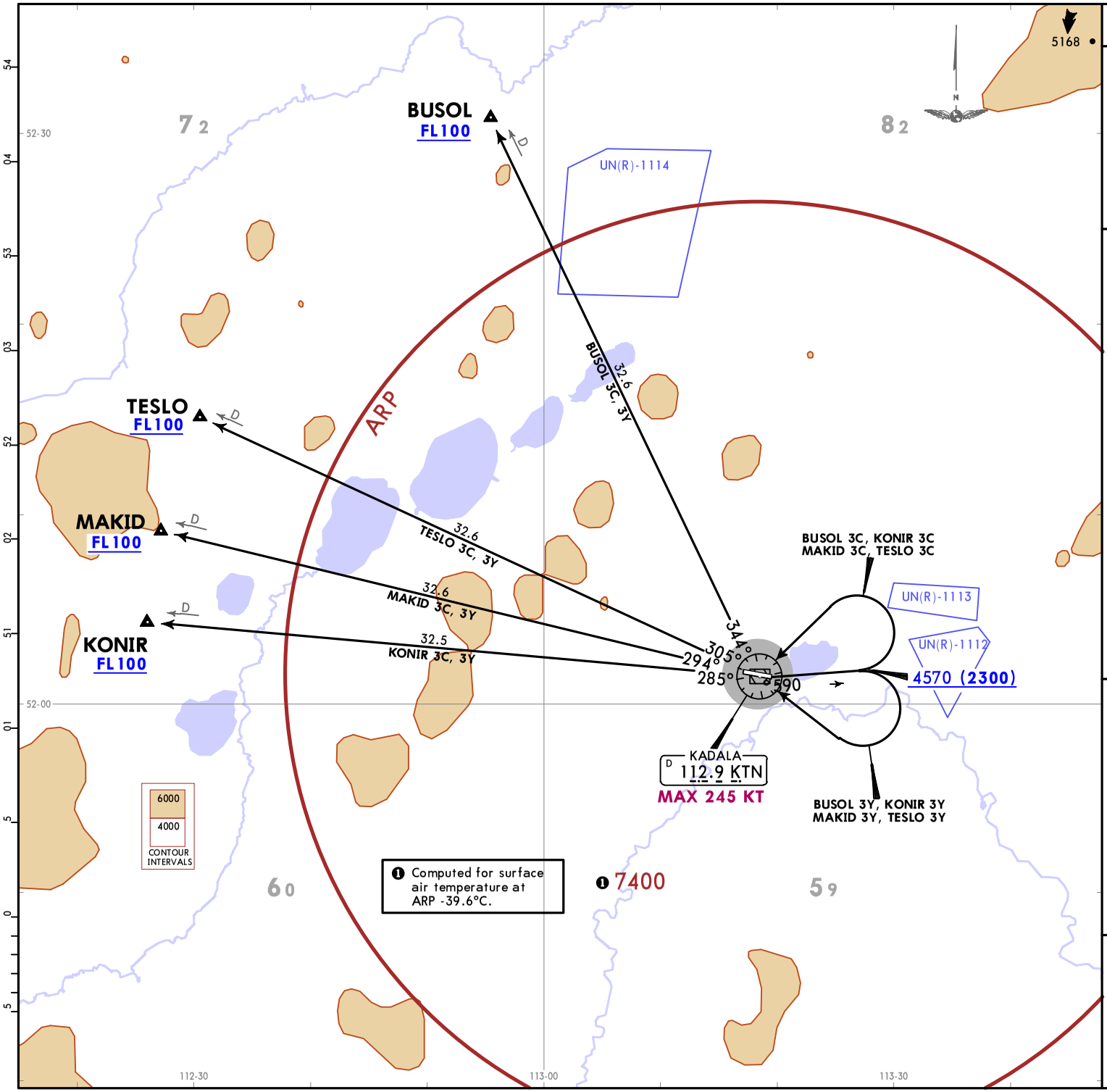
ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
7290′	(5089′ - 1550m)
8180′	(5979′ - 1800m)

These SIDs require a minimum climb gradient of
5.7% up to 4830 (2629).

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (**QFE**)
Trans alt: 8180 (**5910**)
1. DME required.
2. Take-off may be operated with or without change of track onto 095°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7360 (5090).

BUSOL 3C [BUSO3C]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1114 ACTIVE

BUSOL 3Y [BUSO3Y]
BY ATC WHEN UN(R)-1112 ACTIVE
NOT AVAILABLE WHEN UN(R)-1114 ACTIVE

KONIR 3C [KONI3C]
MAKID 3C [MAKI3C]
TESLO 3C [TESL3C]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE

KONIR 3Y [KONI3Y]
MAKID 3Y [MAKI3Y]
TESLO 3Y [TESL3Y]
BY ATC WHEN UN(R)-1112 ACTIVE

DEPARTURES
(RWY 11)

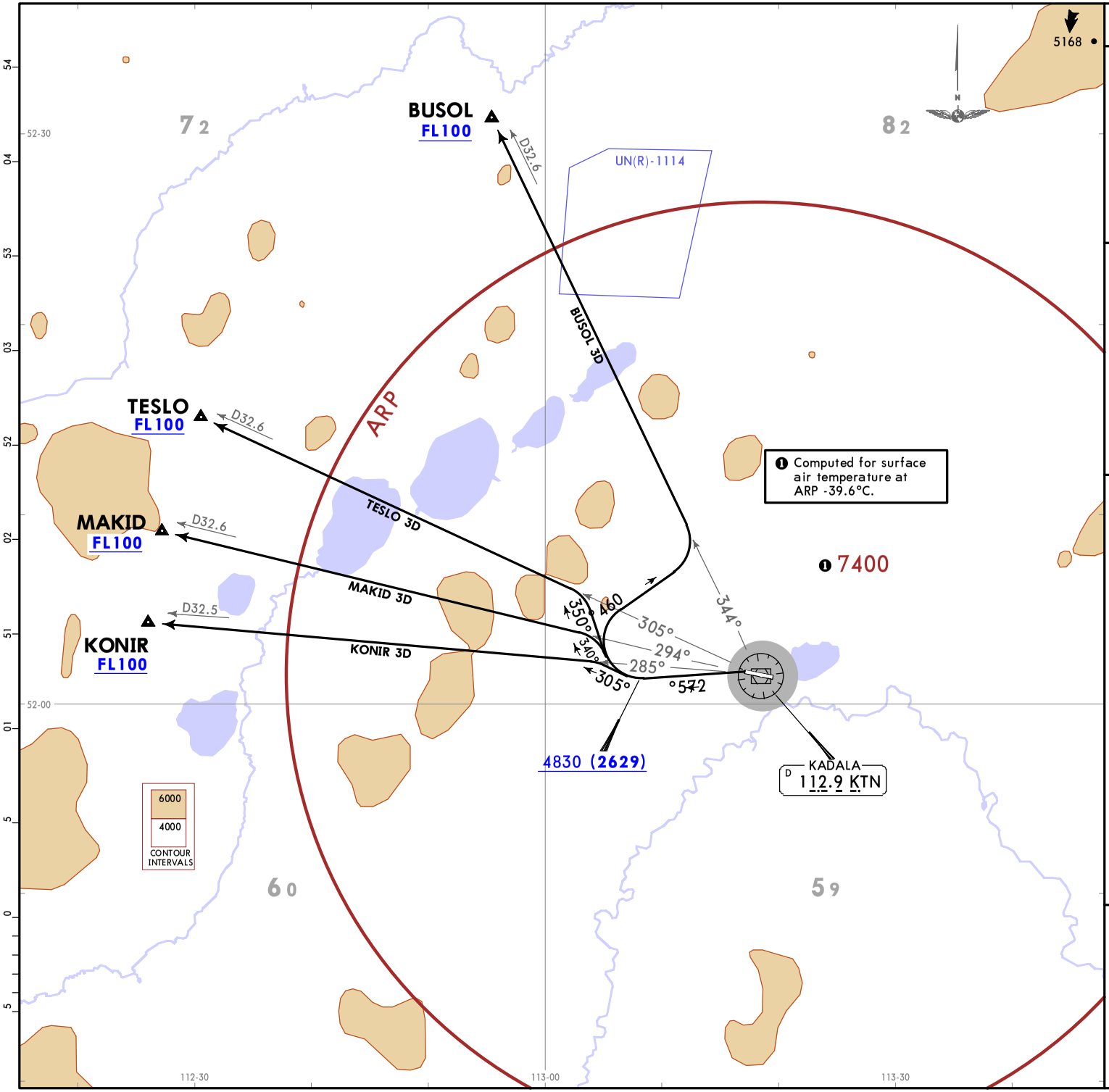
SPEED: MAX 245 KT

ALT/HEIGHT CONVERSION	
QNH	(QFE)
4570′	(2300′ - 700m)
7360′	(5090′ - 1550m)
8180′	(5910′ - 1800m)

These SIDs require minimum climb gradients of
BUSOL 3C, KONIR 3C, MAKID 3C, TESLO 3C, : 4.3%.
BUSOL 3Y, KONIR 3Y, MAKID 3Y, TESLO 3Y, : 5.2%.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: SIDs completely revised.



Computed for surface air temperature at ARP -39.6°C.

*CHITA Tower	Apt Elev
118.2	2270

QNH on request **(QFE)**
Trans alt: 8180 **(5979)**
1. DME required.
2. Take-off may be operated with or without change of track onto 275°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).
6. EXPECT close-in obstacles.

BUSOL 3D [BUSO3D]
NOT AVAILABLE WHEN UN(R)-1114 ACTIVE
SPEED: MAX 245 KT

KONIR 3D [KONI3D]
MAKID 3D [MAKI3D]
TESLO 3D [TESL3D]
DEPARTURES
(RWY 29)

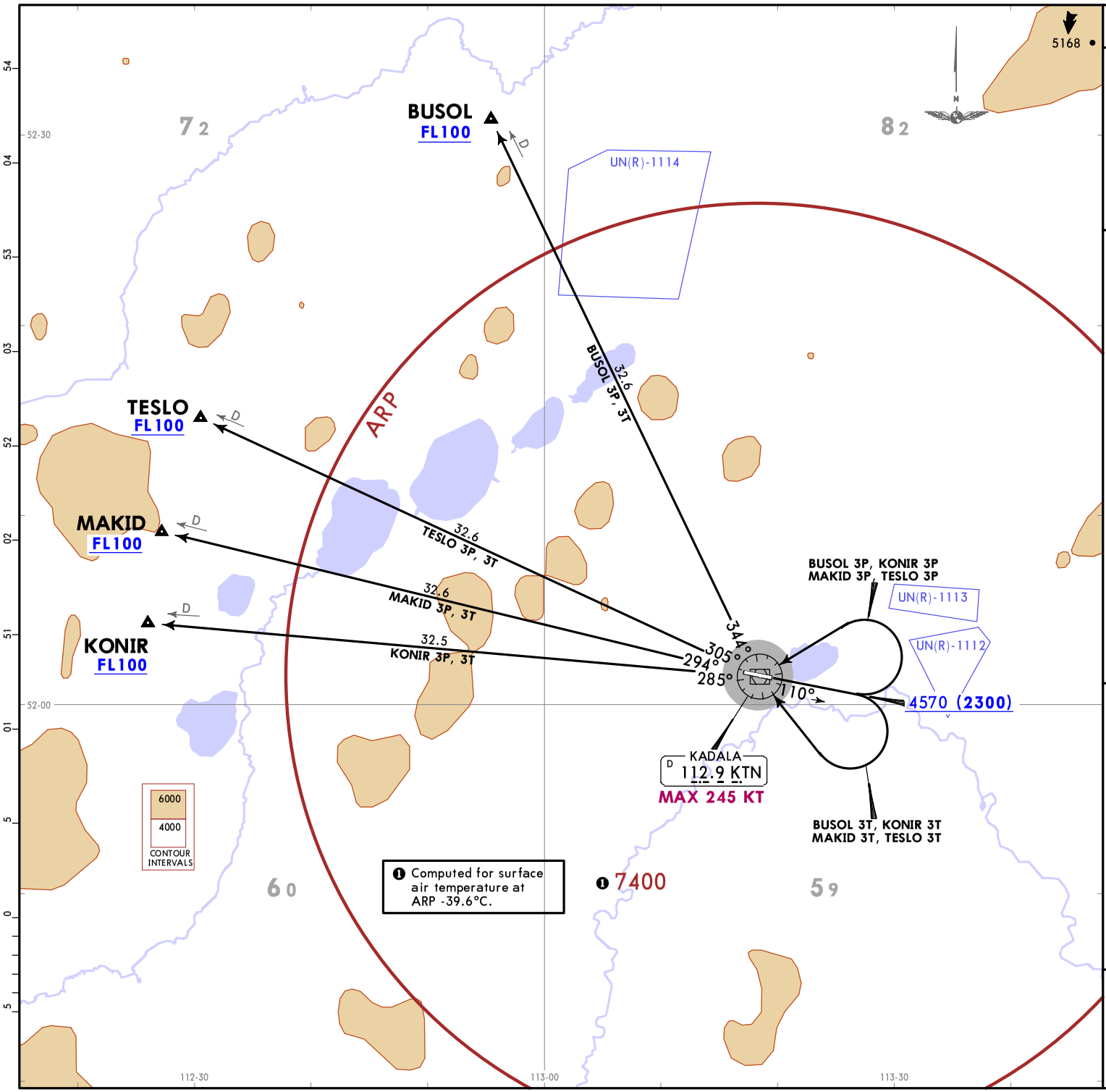
ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
5980′	(3779′ - 1150m)
6140′	(3939′ - 1200m)
7290′	(5089′ - 1550m)
8180′	(5979′ - 1800m)

These SIDs require a minimum climb gradient of
5.5% up to 4830 (2629).
KONIR 3D: 5.5%.up to 6140 (3939), due to airspace structure.
MAKID 3D: 5.5%.up to 5980 (3779), due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request **(QFE)**
Trans alt: 8180 **(5910)**
1. DME required.
2. Take-off may be operated with or without change of track onto 095°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7360 (5090).

BUSOL 3P [BUSO3P]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1114 ACTIVE

BUSOL 3T [BUSO3T]
BY ATC WHEN UN(R)-1112 ACTIVE
NOT AVAILABLE WHEN UN(R)-1114 ACTIVE

KONIR 3P [KONI3P]
MAKID 3P [MAKI3P]
TESLO 3P [TESL3P]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE

KONIR 3T [KONI3T]
MAKID 3T [MAKI3T]
TESLO 3T [TESL3T]
BY ATC WHEN UN(R)-1112 ACTIVE

DEPARTURES
(RWY 11)

SPEED: MAX 245 KT

ALT/HEIGHT CONVERSION

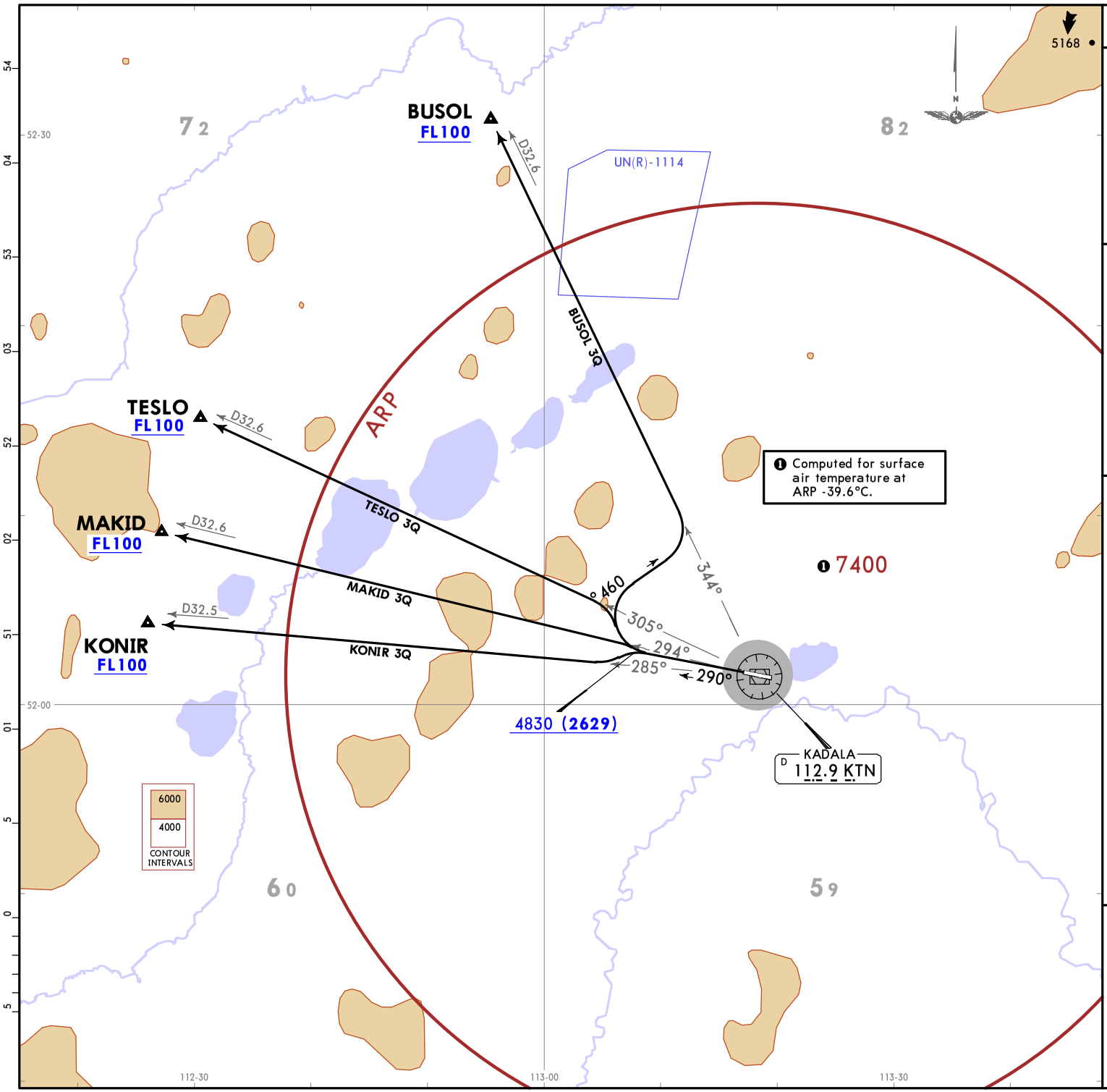
QNH	(QFE)
4570′	(2300′ - 700m)
7360′	(5090′ - 1550m)
8180′	(5910′ - 1800m)

These SIDs require a minimum climb gradient of
5.3% up to 4570 (2300).

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

CHANGES: SIDs completely revised.

JEPPESEN CHITA, RUSSIA
13 MAR 26 (10-3U) Eff 19 Mar
SID



*CHITA Tower	Apt Elev
118.2	2270

QNH on request **(QFE)**
Trans alt: 8180 **(5979)**
1. DME required.
2. Take-off may be operated with or without change of track onto 275°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).
6. EXPECT close-in obstacles.

BUSOL 3Q [BUSO3Q]

NOT AVAILABLE WHEN UN(R)-1114 ACTIVE

SPEED: MAX 245 KT

KONIR 3Q [KONI3Q]

MAKID 3Q [MAKI3Q]

TESLO 3Q [TESL3Q]

DEPARTURES (RWY 29)

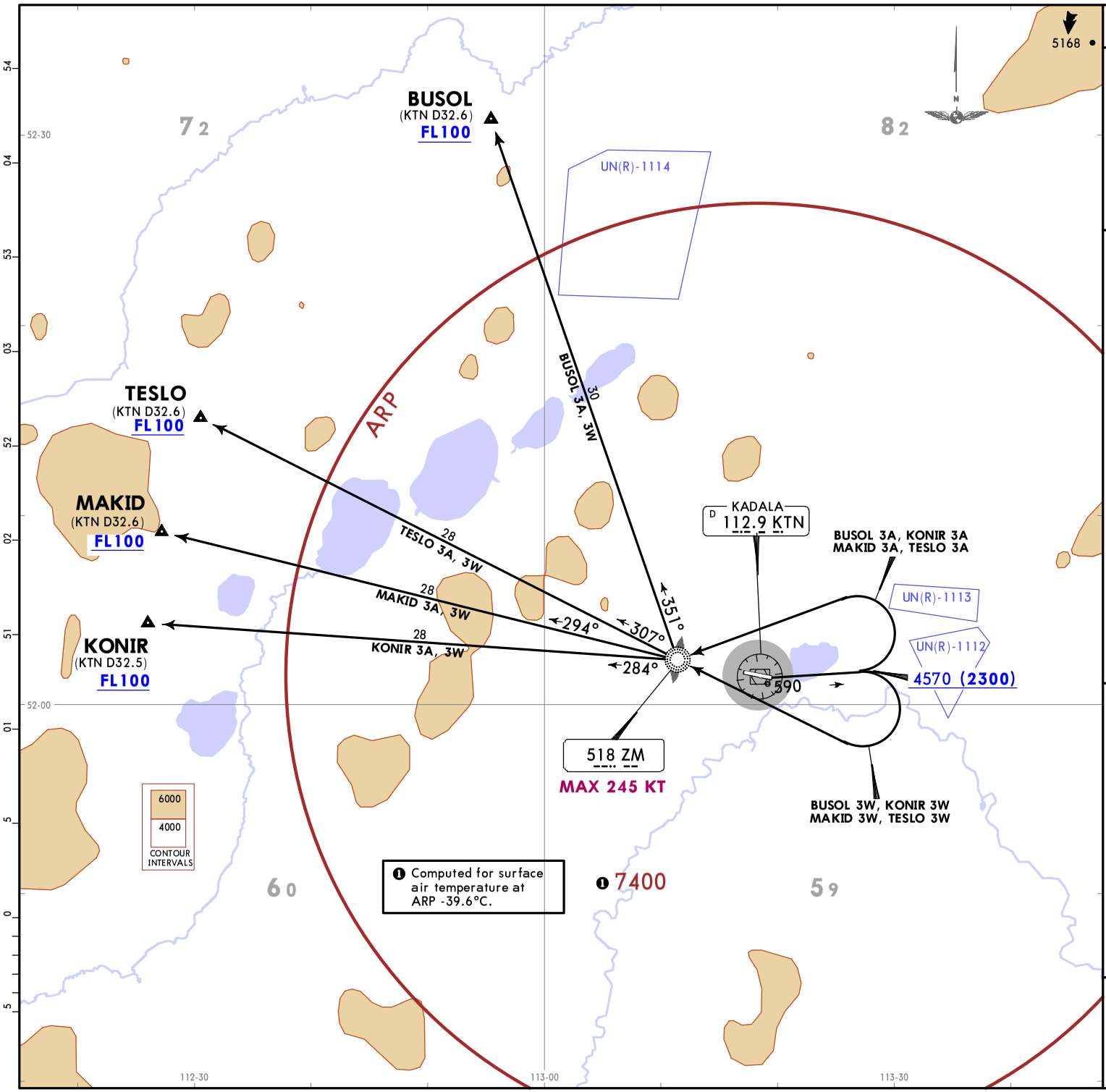
ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	**(2629′ - 800m)**
5320′	**(3119′ - 950m)**
5810′	**(3609′ - 1100m)**
7290′	**(5089′ - 1550m)**
8180′	**(5979′ - 1800m)**

These SIDs require a minimum climb gradient of
5.7% up to 4830 (2629).
KONIR 3Q, MAKID 3Q: 5.7%.up to 5810 (3609), due to airspace structure.
TESLO 3Q: 5.7%.up to 5320 (3119), due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request (QFE)
Trans alt: 8180 (5910)
1. RADAR control or DME required.
2. Take-off may be operated with or without change of track onto 095°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7360 (5090).

BUSOL 3A [BUSO3A]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE
NOT AVAILABLE WHEN UN(R)-1114 ACTIVE

BUSOL 3W [BUSO3W]
BY ATC WHEN UN(R)-1112 ACTIVE
NOT AVAILABLE WHEN UN(R)-1114 ACTIVE

KONIR 3A [KONI3A]
MAKID 3A [MAKI3A]
TESLO 3A [TESL3A]
BY ATC WHEN UN(R)-1112 & UN(R)-1113 ACTIVE

KONIR 3W [KONI3W]
MAKID 3W [MAKI3W]
TESLO 3W [TESL3W]
BY ATC WHEN UN(R)-1112 ACTIVE

DEPARTURES
(RWY 11)

SPEED: MAX 245 KT

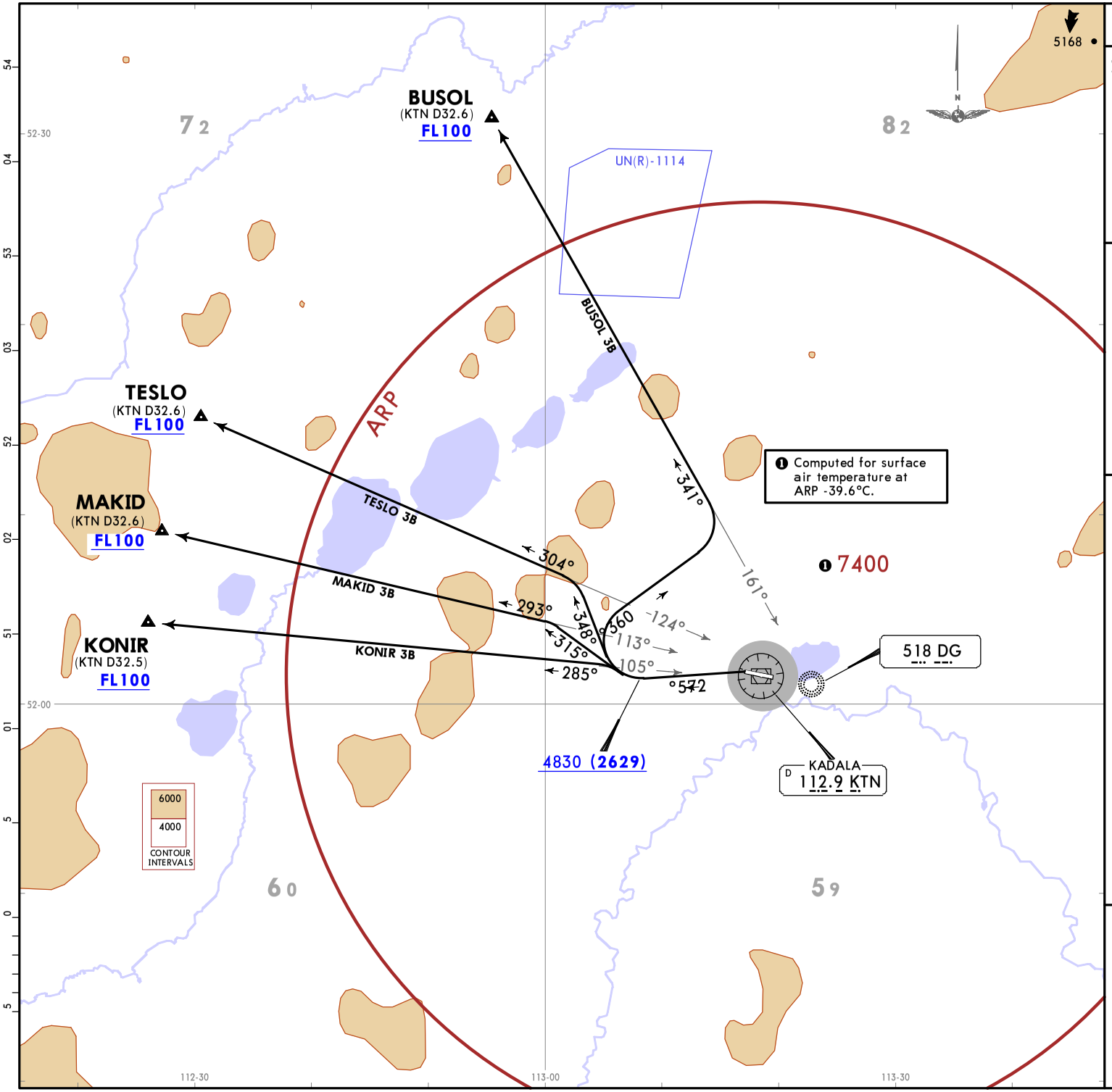
ALT/HEIGHT CONVERSION

QNH	(QFE)
4570′	(2300′ - 700m)
7360′	(5090′ - 1550m)
8180′	(5910′ - 1800m)

These SIDs require a minimum climb gradient of
5.2% up to 4570 (2300).

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request **(QFE)**
Trans alt: 8180 **(5979)**
1. RADAR control or DME required.
2. Take-off may be operated with or without change of track onto 275°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).
6. EXPECT close-in obstacles.

BUSOL 3B [BUSO3B]

NOT AVAILABLE WHEN UN(R)-1114 ACTIVE

SPEED: MAX 245 KT

KONIR 3B [KONI3B]

MAKID 3B [MAKI3B]

TESLO 3B [TESL3B]

DEPARTURES (RWY 29)

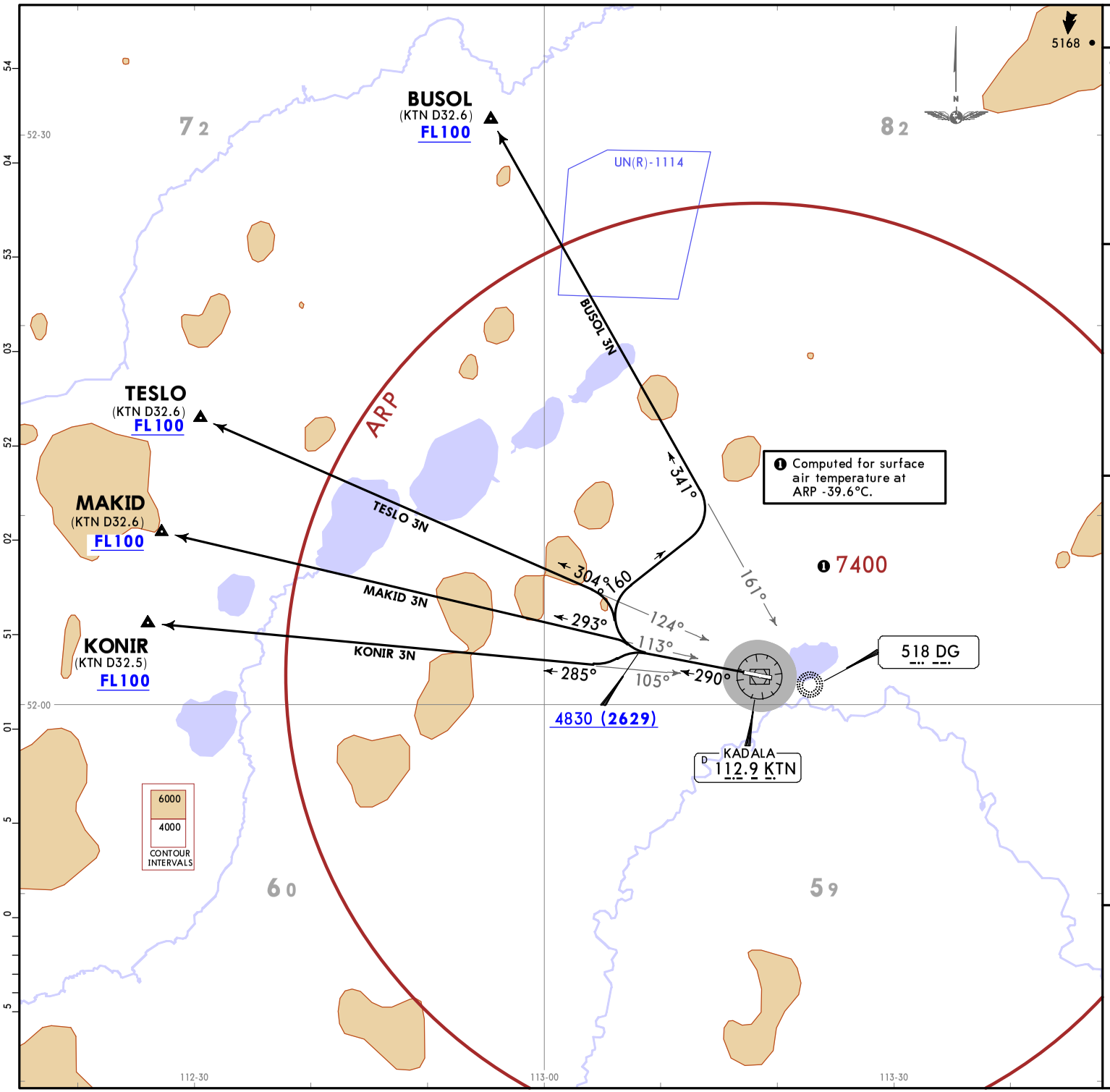
ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
5980′	(3779′ - 1150m)
6140′	(3939′ - 1200m)
7290′	(5089′ - 1550m)
8180′	(5979′ - 1800m)

These SIDs require a minimum climb gradient of
5.5% up to 4830 (2629).
KONIR 3B: 5.5%.up to 6140 (3939), due to airspace structure.
MAKID 3B: 5.5%.up to 5980 (3779), due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

CHANGES: SIDs completely revised.



*CHITA Tower	Apt Elev
118.2	2270

QNH on request **(QFE)**
Trans alt: 8180 **(5979)**
1. RADAR control or DME required.
2. Take-off may be operated with or without change of track onto 275°.
3. Turn before DER PROHIBITED.
4. If no information about SID parameters available or if unable to to maintain SID report to TWR controller and obtain other instructions for manoeuvring after take-off.
5. EXPECT RADAR vectoring. Vectoring is provided above 7290 (5089).
6. EXPECT close-in obstacles.

BUSOL 3N [BUSO3N]
NOT AVAILABLE WHEN UN(R)-1114 ACTIVE
SPEED: MAX 245 KT

KONIR 3N [KONI3N]
MAKID 3N [MAKI3N]
TESLO 3N [TESL3N]
DEPARTURES
(RWY 29)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4830′	(2629′ - 800m)
5320′	(3119′ - 950m)
5810′	(3609′ - 1100m)
7290′	(5089′ - 1550m)
8180′	(5979′ - 1800m)

These SIDs require a minimum climb gradient of
5.7% up to 4830 (2629).
KONIR 3N, MAKID 3N: 5.7%.up to 5810 (3609), due to airspace structure.
TESLO 3N: 5.7%.up to 5320 (3119), due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732

CHANGES: SIDs completely revised.

UIAA/HTA

Apt Elev **2271′**
N52 01.6 E113 18.3

JEPPESEN
13 MAR 26 (10-9) **Eff 19 Mar**

CHITA, ~~RUSSIA~~

KADALA

*ATIS		*CHITA Tower
134.8	(Russian 126.4)	118.2

113-17 113-18 113-19 113-20

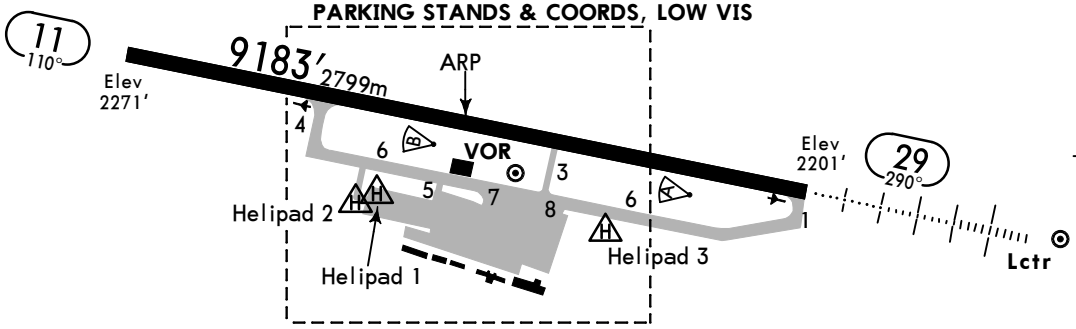
Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

09°W

52-02

Lctr

FOR DETAILS SEE PARKING STANDS & COORDS, LOW VIS



52-01

Distance between TWY 6 centre line on segment between TWY 4 and TWY 8 and TWR building is 98′/30m. Index 4 and 5 ACFT shall taxi via TWY 6 segment between TWY 4 and TWY 7 strictly along the centre line at reduced speed with flight crew exercising extreme caution.
ACFT turn at RWY 11 extremity shall be performed with flight crew exercising extreme caution, at reduced speed with a minimum radius of turns. If unable to turn under own engines power, assistance of a tow tractor is required.
There is no turn pad on the end segment of RWY 29, 180° degree turn shall be executed with increased caution, at low speed. If unable to execute the turn under these conditions, flight crew shall execute turn under assistance of a tow tractor.
Birds.

113-17 113-18 113-19 113-20

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11 ❶				❹	184′ 56m
29	RL (60m) PALS CAT I ❷ PAPI-L ❸ RVR		8333′ 2540m		

❶ Landing of class 4 ACFT and HEL is authorized under VFR in Day-time.
❷ length: 900m.
❸ angle 3.5°
❹ TAKE-OFF RUN AVAILABLE

RWY 11:
From rwy head 9183′ (2799m)
twy 4 int 6539′ (1993m)

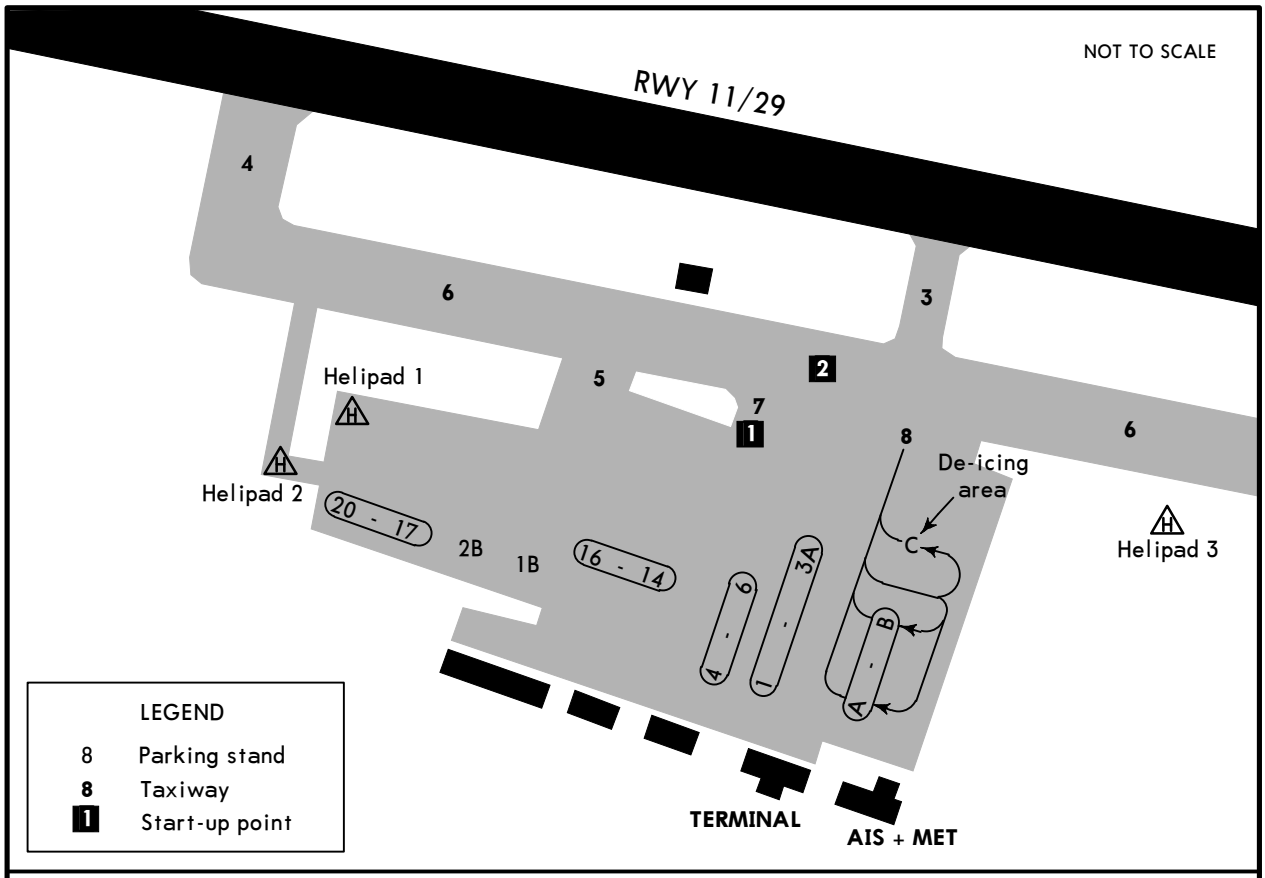
RWY 29:
From rwy head 9183′ (2799m)
twy 3 int 5810′ (1771m)

Std TAKE-OFF

❶ RL & RCLM	❶ RL or RCLM	Adequate Vis Ref DAY	Adequate Vis Ref NIGHT
R/V300m	R/V400m	R/V500m	NA

❶ For NIGHT operations, at least RL or CL and RENL are required.

CHANGES: VAR, rwy elev, notes, AOM minimums added.



Taxi and tow operations without TWR controller's clearance are prohibited.
At night and Day-times when visibility below 2000m, ACFT shall taxi under assistance with "Follow-me" vehicle to ensure safety of taxi operation.
Index 6 ACFT are PROHIBITED to taxi via TWY 6 segment between TWY 4 and TWY 7.
ACFT with wingspan above 121'/37m are PROHIBITED to taxi via taxi route segment passing between stands 1 thru 3 and stands 4 thru 6, when stands 2, 3, 3A, 5 or 6 are occupied.
ACFT with a wingspan above 121'/37m are PROHIBITED to taxi via taxi route segment passing along the West side of stands 4 thru 6, when stands 5 or 6 are occupied.
ACFT with a wingspan above 131'/40m are PROHIBITED to taxi via taxi route between stands B and C, when stands 3A, B or C are occupied.
TWY 1, 6 thru 8 are available for taxi operations of index 6 ACFT.
TWY 4 is available for taxi operations of index 5, 6 ACFT.
TWY 3 is available for taxi operations of index 3 ACFT (only in the day-time).
TWY 5 is available for taxi operations of index 3 ACFT.
ACFT shall taxi to and from stands A thru C via TWY 8.
ACFT shall taxi to stands 1 thru 3 via TWY 8 and from stands 1 thru 3 via TWY 8 or TWY 7.
ACFT shall taxi to and from stands 4 thru 6 via TWY 8 or TWY 7.
ACFT shall taxi to and from stands 14 thru 16 via TWY 7.
ACFT shall taxi to and from stands 1B, 2B via TWY 7.
ACFT shall taxi to and from stands 17 thru 20 via TWY 7.
On stands ACFT shall be met by the ground handling service specialist who coordinates parking of ACFT onto the stand using the established signals.
ACFT shall taxi out of the stands under own engines power only after taxi clearance is obtained from TWR controller, following the signals of the GND handling service specialist in charge of ACFT departure.
ACFT shall taxi out of stands A, B and 1 thru 6 under derated power, if unable to taxi out of the stands under own power, ACFT shall be towed to start-up positions 1 or 2.
Stands A thru C, 1 thru 6 and 14 thru 16 available for helicopters.

LOW VISIBILITY PROCEDURES (LVP)

LVP are applied to ensure safe operations of departing ACFT, when RVR is below 550m.
ATS unit includes the following message in ATIS broadcast or informs the flight crew: "Low visibility procedures in progress, check your minimum".
Assistance of the "Follow-me" vehicle is required.
The following is prohibited during LVP:
- take-off not from the RWY beginning.
- take-off without stopping at line-up position.
- take-off from RWY 11.

Flight crew shall report RWY vacation to TWY controller only after ACFT fully crosses ILS critical area boundary.
Pilot must vacate ILS critical area as quickly as possible.
Flight crew shall report parking of ACFT on stand to ATS unit controller using the following phraseology: "(ACFT call sign), on stand (stand No.)".
After landing RWY 29 flight crew must report execution of landing, vacation of RWY, vacation of ILS critial area and arrival on stand to TWR controller.
LPV are cancelled, when RVR is 550m or above at all three points of visibility measurement.

CHITA, RUSSIA

KADALA

STRAIGHT-IN RWY		A	B	C	D
29	❶ ILS Z or Y	**2413**′(212′)	**2426**′(225′)	**2439**′(238′)	**2449**′(248′)
		❽ R550m	❽ R550m	❽ R550m	❽ R550m
	ALS out	R1200m	R1200m	R1200m	R1300m
	❷ ILS Z	**2738**′(537′)	**2751**′(550′)	**2764**′(563′)	**2774**′(573′)
		R1500m	R1500m	R1900m	R1900m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ ILS Y	**2846**′(645′)	**2859**′(658′)	**2872**′(671′)	**2882**′(681′)
		R1500m	R1500m	R2400m	R2400m
	❶ GLS	**2413**′(212′)	**2426**′(225′)	**2439**′(238′)	**2449**′(248′)
		❽ R550m	❽ R550m	❽ R550m	❽ R550m
	ALS out	R1200m	R1200m	R1200m	R1300m
	❷ GLS	**2738**′(537′)	**2751**′(550′)	**2764**′(563′)	**2774**′(573′)
		R1500m	R1500m	R1900m	1900m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ ❸ ⓬ LOC Z	**2800**′(599′)	**2800**′(599′)	**2800**′(599′)	**2800**′(599′)
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸ ❺ ⓬ LOC Y	**2800**′(599′)	**2800**′(599′)	**2800**′(599′)	**2800**′(599′)
		R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ ❹ ⓬ LOC Z or Y	**3700**′(1499′)	**3700**′(1499′)	**3700**′(1499′)	**3700**′(1499′)
		R1500m	R1500m	R2400m	R2400m
	❻ RNP LNAV/VNAV	**2451**′(250′)	**2465**′(264′)	NOT APPLICABLE	NOT APPLICABLE
		❽ R550m	❽ R600m		
	ALS out	R1300m	R1300m		
	❼ RNP LNAV/VNAV	NOT APPLICABLE	NOT APPLICABLE	**2475**′(274′)	**2520**′(319′)
				❽ R600m	❽ R700m
	ALS out			R1300m	R1400m
	❷ RNP LNAV/VNAV	**2740**′(539′)	**2752**′(551′)	**2780**′(579′)	**2810**′(609′)
		R1500m	R1500m	R1900m	R2100m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷ ⓬ RNP LNAV	**2890**′(689′)	**2890**′(689′)	**2890**′(689′)	**2890**′(689′)
		R1500m	R1500m	R2400m	R2400m
	❾ ❿ ⓬ VOR	**2890**′(689′)	**2890**′(689′)	**2890**′(689′)	**2890**′(689′)
		R1500m	R1500m	R2400m	R2400m
	❷ ❿ ⓬ VOR	**3150**′(949′)	**3150**′(949′)	**3150**′(949′)	**3150**′(949′)
		R1500m	R1500m	R2400m	R2400m
	❷ ⓫ ⓬ VOR	**3700**′(1499′)	**3700**′(1499′)	**3700**′(1499′)	**3700**′(1499′)
		R1500m	R1500m	R2400m	R2400m

❶ Missed apch climb gradient min 4.0% (244′/NM).
❷ Missed apch climb gradient min 2.5% (152′/NM).
❸ With D3.9 IDG/D4.5 KTN & LOM DG/D2.1 IDG/D2.7 KTM
❹ W/o D3.9 IDG/D4.5 KTN & LOM DG/D2.1 IDG/D2.7 KTM
❺ Missed apch climb gradient min 2.8% (171′/NM).
❻ Missed apch climb gradient min 4.7% (286′/NM).
❼ Missed apch climb gradient min 5.2% (316′/NM).
❽ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❾ Missed apch climb gradient min 3.5% (213′/NM).
❿ With D4.9 & D2.4
⓫ W/o D4.9 & D2.4
⓬ Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
29 (contd)	❶❷❾ NDB Z	**2850**′(649′) R1500m	**2850**′(649′) R1500m	**2850**′(649′) R2300m	**2850**′(649′) R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❷❸❾ NDB Z	**3070**′(869′) R1500m	**3070**′(869′) R1500m	**3070**′(869′) R2400m	**3070**′(869′) R2400m
	❸❹❾ NDB Z	**3730**′(1529′) R1500m	**3730**′(1529′) R1500m	**3730**′(1529′) R2400m	**3730**′(1529′) R2400m
	❶❺❾ NDB Y	**2850**′(649′) R1500m	**2850**′(649′) R1500m	**2850**′(649′) R2300m	**2850**′(649′) R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸❺❾ NDB Y	**3090**′(889′) R1500m	**3090**′(889′) R1500m	**3090**′(889′) R2400m	**3090**′(889′) R2400m
	❸❻❾ NDB Y	**3700**′(1499′) R1500m	**3700**′(1499′) R1500m	**3700**′(1499′) R2400m	**3700**′(1499′) R2400m
	❶❼❾ NDB X	**2850**′(649′) R1500m	**2850**′(649′) R1500m	**2850**′(649′) R2300m	**2850**′(649′) R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	❸❼❾ NDB X	**3090**′(889′) R1500m	**3090**′(889′) R1500m	**3090**′(889′) R2400m	**3090**′(889′) R2400m
	❸❽❾ NDB X	**3700**′(1499′) R1500m	**3700**′(1499′) R1500m	**3700**′(1499′) R2400m	**3700**′(1499′) R2400m

❶ Missed apch climb gradient mim 3.2% (195′/NM).
❷ With D4.9 & LOM DG.
❸ Missed apch climb gradient mim 2.5% (152′/NM).
❹ W/o D4.9 & LOM DG.
❺ With D4.5 & LOM DG.
❻ W/o D4.5 & LOM DG.
❼ With D4.6 NM & LOM DG.
❽ W/o D4.6 NM & LOM DG.
❾ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	3780′(1509′)	**3780**′(1509′)	**4010**′(1739′)	**4460**′(2189′)
after GLS or RNP	**3250**′(979′)	**3280**′(1009′)	**4010**′(1739′)	**4460**′(2189′)
after NDB Z	**3810**′(1539′) V1500m	**3810**′(1539′) V1600m	**4010**′(1739′) V2400m	**4460**′(2189′) V3600m

TAKE-OFF

Low Visibility Procedures required / Approval for Low Visibility Take-off required	RCLM or RL	RL	Adequate Vis Ref	
RCLM & RL & RVR	DAY	NIGHT	DAY	NIGHT
DAY / NIGHT				
R300m	R/V400m		R/V500m	NA

CHANGES: Minimums.

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26
Eff 19 Mar
11-1

CHITA, RUSSIA
ILS Z or LOC Z Rwy 29

*ATIS	CHITA Approach	*CHITA Tower
134.8 (Russian 126.4)	122.0	118.2

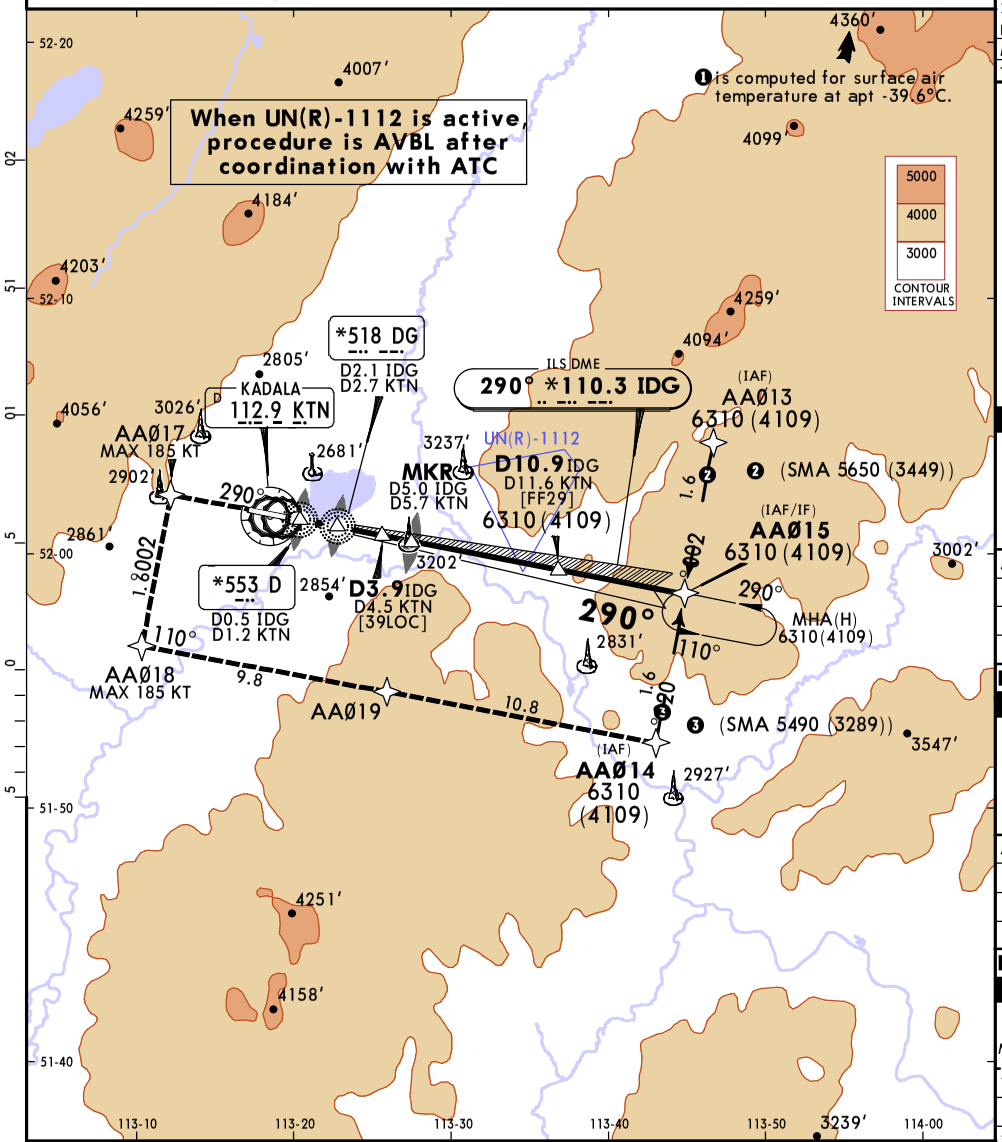
LOC IDG	Final Apch Crs	D10.9 IDG	DA(H) Refer to Minimums	Apt Elev 2271′ / Rwy 2201′
*110.3	290°	6310′(4109′)		

7400
MSA ARP❶

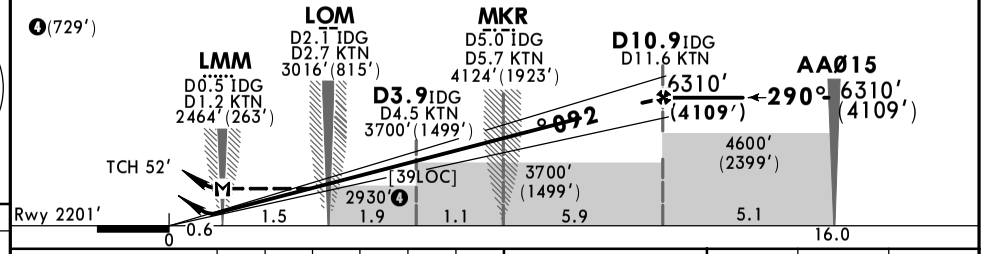
MISSED APCH: Climb on track 290° to AAØ17 (MAX 185 KT), turn LEFT to AAØ18 (MAX 185 KT), turn LEFT to AAØ19, then to AAØ14 climbing to 6310′ (4109′) or above. Refer to minimums for missed apch climb gradients.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL100 | Trans alt: 8180′(5979′)

1. DME & GNSS required. 2. RNAV 1 for initial, intermediate and missed approach.
3. ILS DME reads zero at rwy 29 threshold.



KTN DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6	9.7	10.8
ALTITUDE (HAT)	2820′ (619′)	3220′ (1019′)	3620′ (1419′)	4020′ (1819′)	4420′ (2219′)	4820′ (2619′)	5220′ (3019′)	5620′ (3419′)	6020′ (3819′)



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.50°	434	557	619	743	867	991
MAP at D LMM							

Timing not authorized for defining MAP.

PALS CAT I
PAPI

AAØ17

185 KT MAX

FEET	METERS QNH	(QFE)
6310		(1250)
4124		(586)
3700		(455)
3016		(248)
2464		(80)

Std STRAIGHT-IN LANDING **ILS**

	MACG MIN 4.0% (244′/NM)		MACG MIN 2.5% (152′/NM)	
DA(H)	A: **2413′**(212′) C: **2439′**(238′) B: **2426′**(225′) D: **2449′**(248′)		A: **2738′**(537′) C: **2764′**(563′) B: **2751′**(550′) D: **2774′**(573′)	
		ALS out		ALS out
A	❶ R550m	R1200m	R1500m	
B				
C			R1900m	R2400m
D		R1300m		

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

Std STRAIGHT-IN LANDING **LOC (GS out)**

	With D3.9 IDG/D4.5 KTN & LOM DG/D2.1 IDG/D2.7 KTN MACG MIN 2.5% (152′/NM) CDFA		w/o D3.9 IDG/D4.5 KTN & LOM DG/D2.1 IDG/D2.7 KTN MACG MIN 2.5% (152′/NM) CDFA	
	❷ DA/MDA(H) **2800′**(599′)	ALS out	❷ DA/MDA(H) **3700′**(1499′)	ALS out
A	R1500m		R1500m	
B				
C	R2000m	R2400m	R2400m	
D				

❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	3780′ (1509′)	V1500m
135	3780′ (1509′)	V1600m
180	4010′ (1739′)	V2400m
205	4460′ (2189′)	V3600m

CHANGES: Procedure completely revised, LOC Z established, new format.

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26
Eff 19 Mar
11-2

CHITA, RUSSIA
ILS Y or LOC Y Rwy 29

*ATIS	CHITA Approach	*CHITA Tower
134.8 (Russian 126.4)	122.0	118.2

LOC IDG	Final Apch Crs	D10.9 IDG	DA(H) Refer to Minimums	Apt Elev 2271' / Rwy 2201'
*110.3	290°	6310'(4109')		

7400
MSA ARP❶

MISSED APCH: Climb on track 290° to 4500' (2299') or above, then turn LEFT (MAX 185 KT) to LOM DG climbing to 6310' (4109') or above, then according to chart. Refer to minimums for missed apch climb gradients.
Turn before passing MAP is prohibited.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL100 | Trans alt: 8180'(5979')

DME required.

ILS DME reads zero at rwy 29 threshold

R RTS GM FB RB

When UN(R)-1112 is active, procedure is AVBL after coordination with ATC

❶ is computed for surface air temperature at apt -39.6°C.

(IAF) *518 DG
D2.1 IDG
D2.7 KTN
6470 (4269)

ILS DME 290° *110.3 IDG

*553 D
D0.5 IDG
D1.2 KTN

D3.9 IDG
D4.5 KTN
[39LOC]

D10.9 IDG
D11.6 KTN
[FF29]
6310 (4109)

MKR
D5.0 IDG
D5.7 KTN

UN(R)-1112

KADALA
112.9 KTN

MHA(H)
6310 (4109)

❷ CAT A: 6½ Min
CAT B: 5½ Min
CAT C & D: 3 Min

290°
110°
115°
130°
CAT A & B
CAT C & D
MAX 240 KT (SMA 6310 (4109))
MAX 240 KT (SMA 5980 (3779))

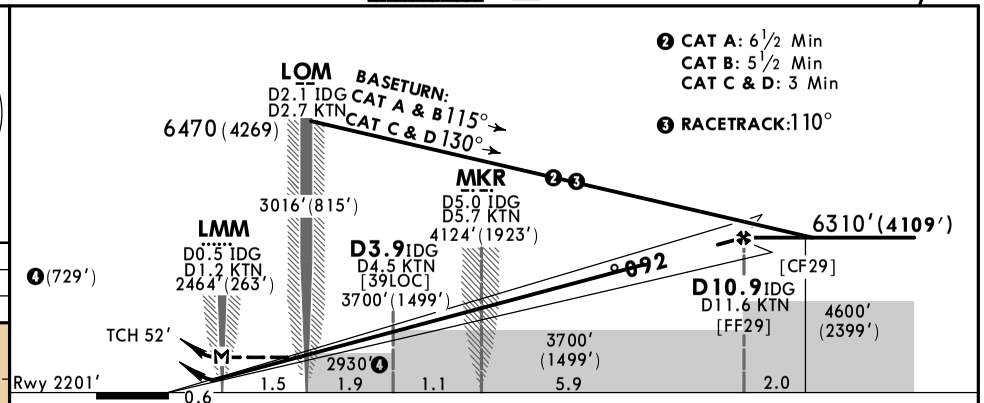
[CF29]

4007' 4259' 4099' 4184' 4203' 4174' 4358' 4056' 3026' 2805' 2681' 4259' 4094' 4092' 2902' 3237' 3202' 2861' 2854' 2831' 2960' 2927' 3495' 4251' 3226' 2766' 4158' 3708'

5000
4000
3000
CONTOUR INTERVALS

52-20 52-10 52-00 51-50 51-40
Q2 Q1 0 5 5
113-00 113-10 113-20 113-30 113-40 113-50

KTN DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6	9.7	10.8
ALTITUDE	2820'	3220'	3620'	4020'	4420'	4820'	5220'	5620'	6020'
(HAT)	(619')	(1019')	(1419')	(1819')	(2219')	(2619')	(3019')	(3419')	(3819')



Gnd speed-KT		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.50°	434	557	619	743	867	991
MAP at D LMM							

Timing not authorized for defining MAP.

PALS CAT I
PAPI

4500' (2299') on 290° | LT | 185 KT MAX | DG 518

FEET	METERS (QFE)
6470	(1300)
6310	(1250)
4500	(700)
4124	(586)
3700	(455)
3016	(248)
2464	(80)

Std STRAIGHT-IN LANDING

	ILS	
	MACG MIN 4.0% (244'/NM)	MACG MIN 2.5% (152'/NM)
DA(H)	A: **2413'**(212') C: **2439'**(238') B: **2426'**(225') D: **2449'**(248')	A: **2846'**(645') C: **2872'**(671') B: **2859'**(658') D: **2882'**(681')
	ALS out	ALS out
A	❶ R550m	R1200m
B		R1500m
C		R1300m
D		R2400m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

Std STRAIGHT-IN LANDING

	LOC (GS out)	
	With D3.9 IDG/D4.5 KTN & LOM DG/D2.1 IDG/D2.7 KTN MACG MIN 2.8% (171'/NM) CDFA	W/o D3.9 IDG/D4.5 KTN & LOM DG/D2.1 IDG/D2.7 KTN MACG MIN 2.5% (152'/NM) CDFA
	❷ DA/MDA(H) **2800'**(599')	❷ DA/MDA(H) **3700'**(1499')
	ALS out	ALS out
A	R1500m	R1500m
B		
C	R2000m	R2400m
D		

❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	3780' (1509')	V1500m
135	3780' (1509')	V1600m
180	4010' (1739')	V2400m
205	4460' (2189')	V3600m

NAP CHANGES: Procedure completely revised, LOC Y established, new format.

*ATIS	CHITA Approach	*CHITA Tower
134.8 (Russian 126.4)	122.0	118.2

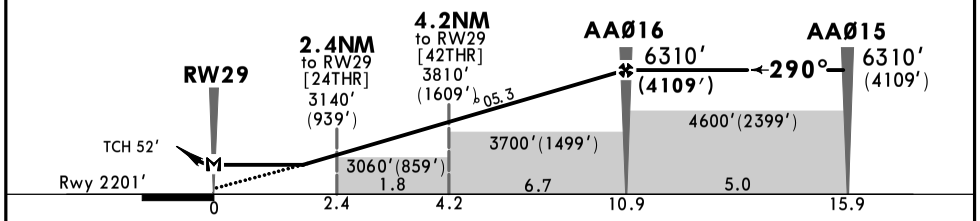
RNAV	Final Apch Crs 290°	AAØ16 6310′(4109′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 2271′ Rwy 2201′

MISSED APCH: Climb on track 290° to AAØ17 (MAX 185 KT), turn LEFT to AAØ18 (MAX 185 KT), turn LEFT AAØ19, then to AAØ14 climbing to 6310′(4109′) or above. Refer to minimums for missed apch climb gradients.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL100 Trans alt: 8180′(5979′)

RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -50°C. VPA exceeds 3.5° above 10°C.

7400
MSA ARP❶

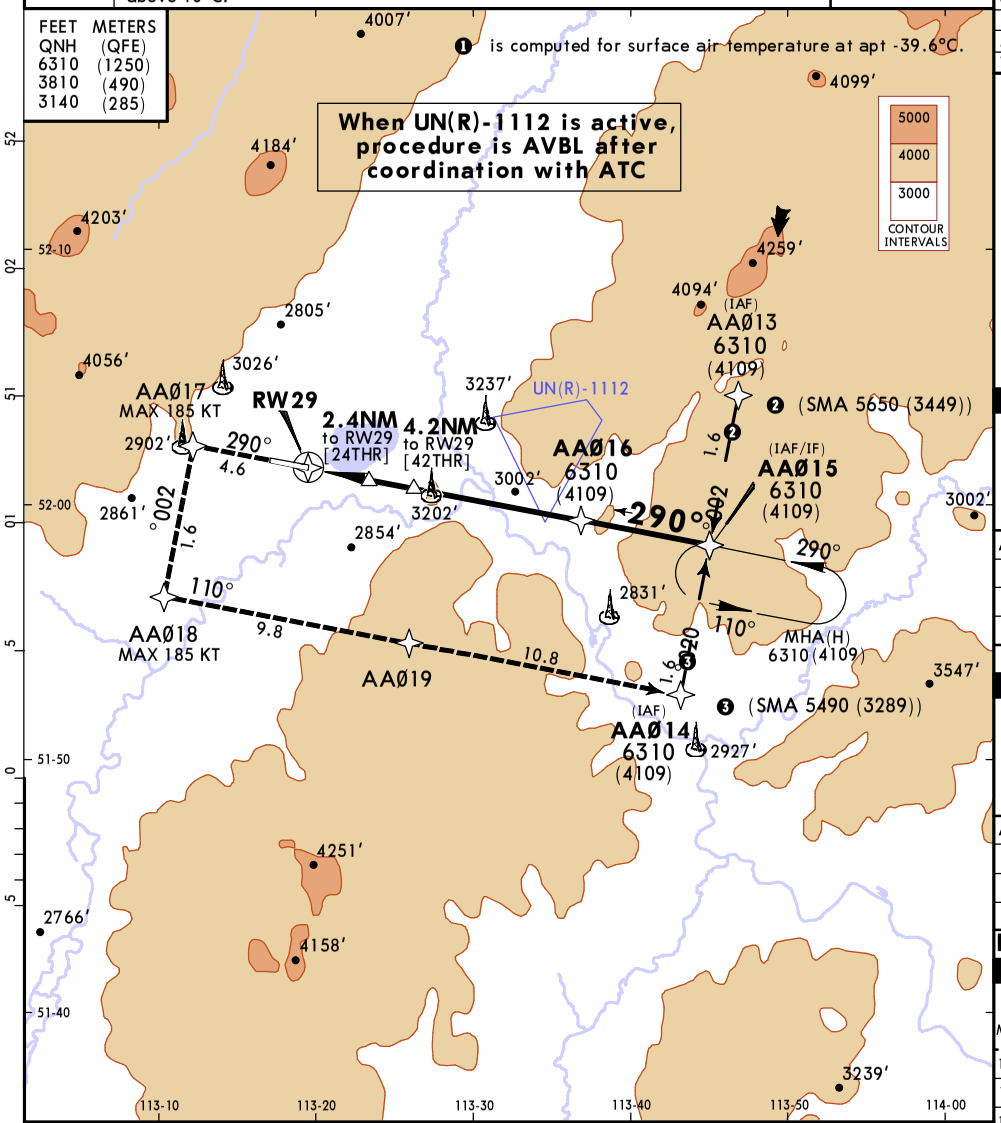


Gnd speed-KT		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at RW29							

Timing not authorized for defining MAP.

PALS CAT I
PAPI
AAØ17 on 290°
185 KT MAX

FEET	METERS
QNH	(QFE)
6310	(1250)
3810	(490)
3140	(285)



DIST to RW29	1.1	2.2	3.2	4.3	5.4	6.5	7.6	8.6	9.7	10.8
ALTITUDE (HAT)	2650′ (449′)	3050′ (849′)	3450′ (1249′)	3850′ (1649′)	4250′ (2049′)	4650′ (2449′)	5050′ (2849′)	5450′ (3249′)	5850′ (3649′)	6250′ (4049′)

Std STRAIGHT-IN LANDING
LNAV/VNAV

	MACG MIN 4.7% (286′/NM) DA(H) A: 2451′(250′) B: 2465′(264′)		MACG MIN 5.2% (316′/NM) DA(H) C: 2475′(274′) D: 2520′(319′)		MACG MIN 2.5% (152′/NM) DA(H) A: 2740′(539′) B: 2752′(551′) C: 2780′(579′) D: 2810′(609′)	
		ALS out		ALS out		ALS out
A B	R750m	R1300m	NOT APPLICABLE		R1500m	
C D	NOT APPLICABLE		R750m	R1300m R1400m	R1900m R2100m	R2400m

Std STRAIGHT-IN LANDING
LNAV

MACG MIN 2.5% (152′/NM)
CDFA
❶ DA/MDA(H) 2890′(689′)

	ALS out
A B	R1500m
C D	R2400m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	3250′ (979′)	V1500m
135	3280′ (1009′)	V1600m
180	4010′ (1739′)	V2400m
205	4460′ (2189′)	V3600m

CHANGES: MSA, procedure, notes, minimums.

*ATIS	CHITA Approach	*CHITA Tower
134.8 (Russian 126.4)	122.0	118.2

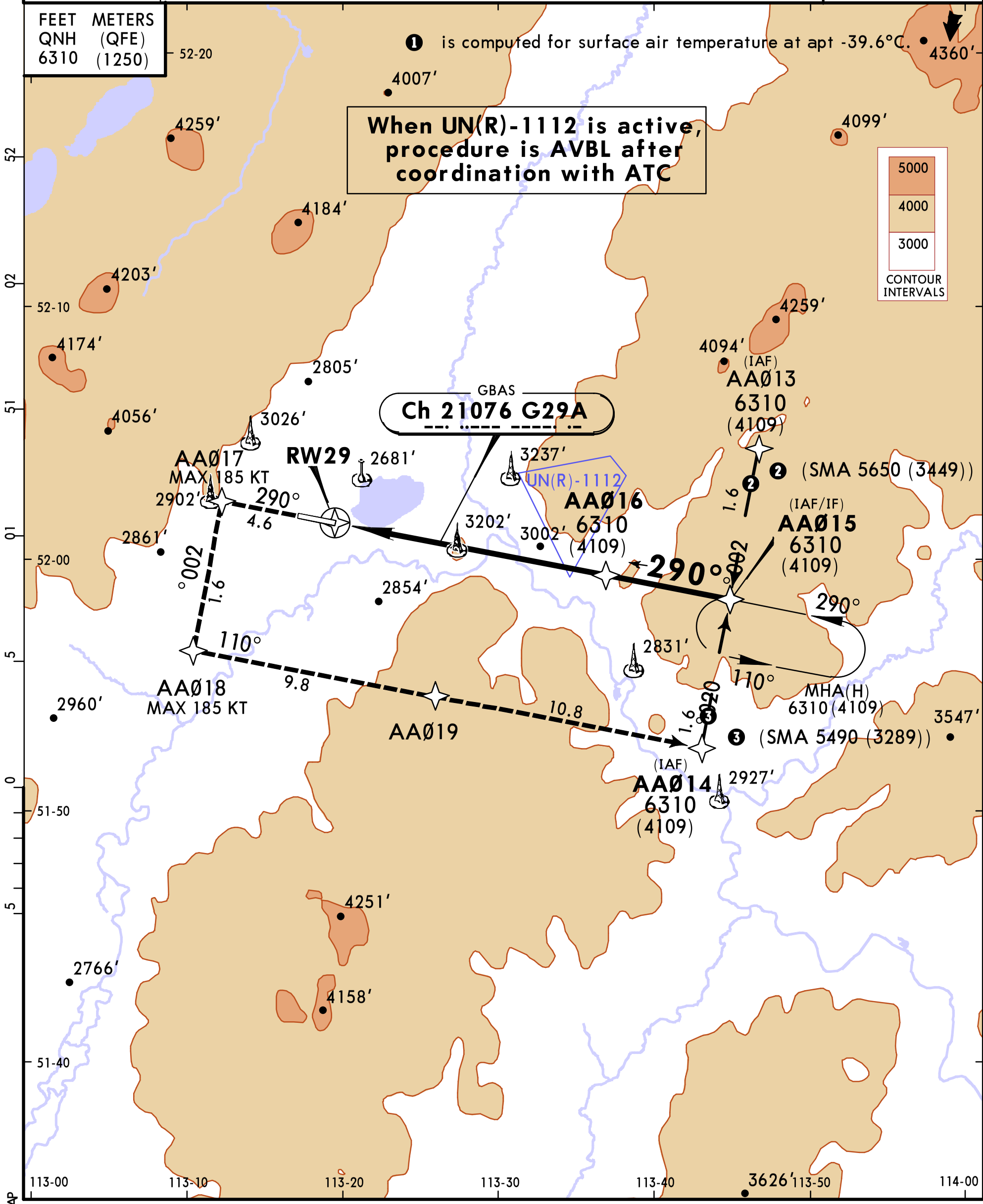
GBAS	Final Apch Crs	AAØ16	DA(H)	Apt Elev 2271'
Ch 21076 G29A	290°	6310'(4109')	Refer to Minimums	Rwy 2201'

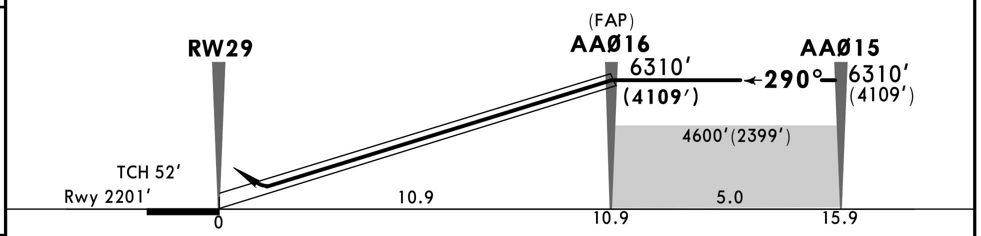
MISSED APCH: Climb on track 290° to AAØ17 (MAX 185 KT), turn LEFT to AAØ18 (MAX 185 KT), turn LEFT AAØ19, then to AAØ14 climbing to 6310'(4109') or above. Refer to minimums for missed apch climb gradients.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL100 Trans alt: 8180'(5979')

GNSS required | RNAV1 for initial, intermediate and missed apch.

MSA ARP❶ 7400





Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.50°	434	557	619	743	867	991

PALS CAT I, PAPI

AAØ17 on 290° 185 KT MAX

Std STRAIGHT-IN LANDING

	MACG MIN 4.0% (244'/NM)		MACG MIN 2.5% (152'/NM)	
DA(H)	A: 2413'(212') C: 2439'(238') B: 2426'(225') D: 2449'(248')		A: 2738'(537') C: 2764'(563') B: 2751'(550') D: 2774'(573')	
		ALS out		ALS out
A	❶ R550m	R1200m	R1500m	
B	❶ R550m	R1200m	R1500m	
C	❶ R550m	R1300m	R1900m	R2400m
D	❶ R550m	R1300m	R1900m	R2400m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	3250' (979')	V1500m
135	3280' (1009')	V1600m
180	4010' (1739')	V2400m
205	4460' (2189')	V3600m

CHANGES: MSA, notes, procedure, minimums.

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26 (13-1) Eff 19 Mar

CHITA, RUSSIA
VOR Rwy 29

*ATIS	CHITA Approach	*CHITA Tower
134.8 (Russian 126.4)	122.0	118.2

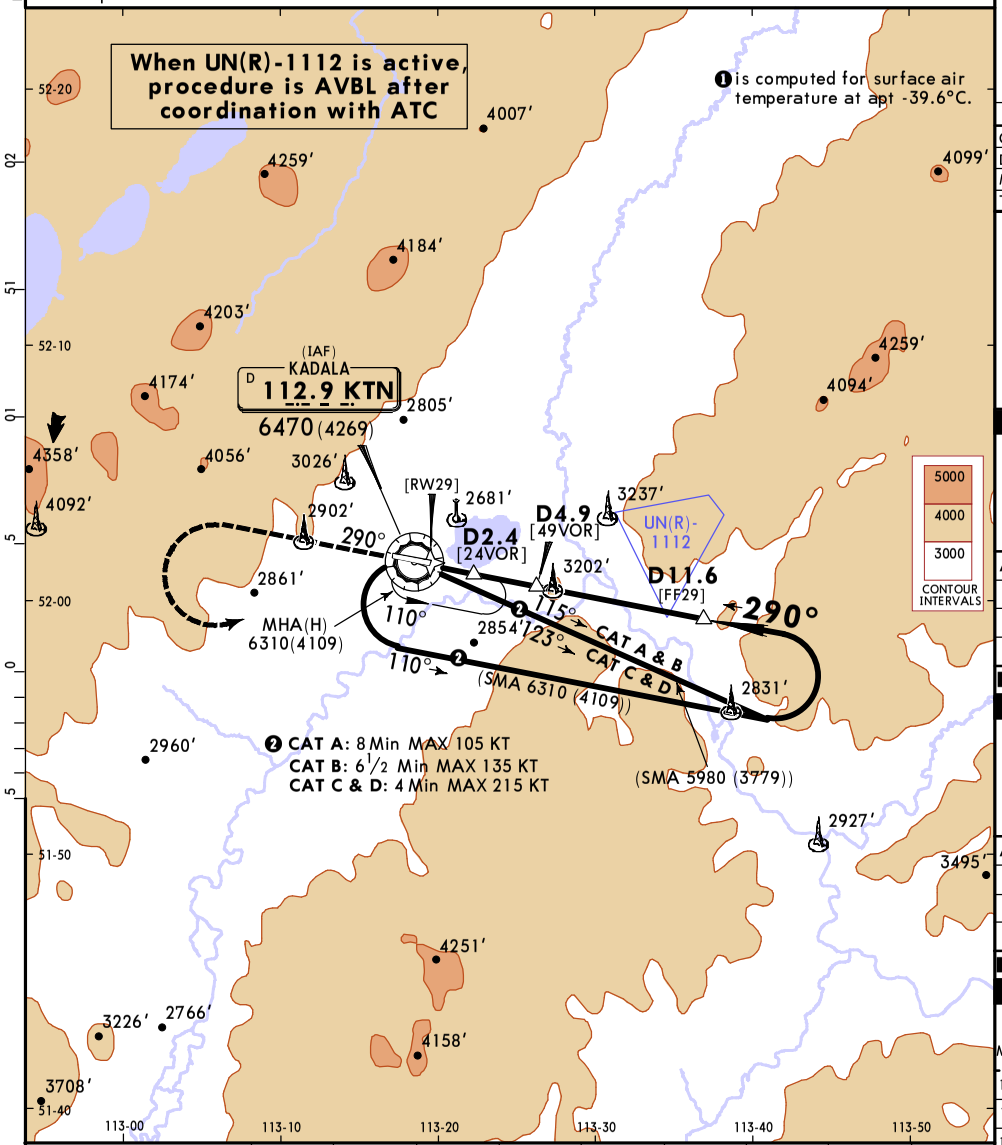
VOR KTN	Final Apch Crs	D11.6	DA/MDA(H) Refer to Minimums	Apt Elev	2271′
112.9	290°	6310′(4109′)		Rwy	2201′

7400
MSA ARP ❶

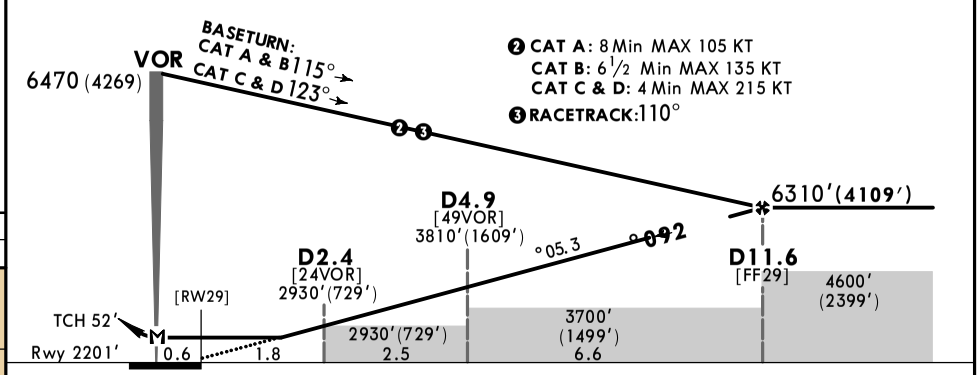
MISSED APCH: Climb on track 290° to 4500′ (2299′) or above, then turn LEFT (MAX 185 KT) to VOR climbing to 6310′ (4109′) or above, then according to chart.
Refer to minimums for missed apch climb gradients.
Turn before passing MAP is prohibited.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL100 | Trans alt: 8180′(5979′)

DME required.



KTN DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6	9.7	10.8
ALTITUDE (HAT)	2820′ (619′)	3220′ (1019′)	3620′ (1419′)	4020′ (1819′)	4420′ (2219′)	4820′ (2619′)	5220′ (3019′)	5620′ (3419′)	6020′ (3819′)



Gnd speed-KT		70	90	100	120	140	160
Descent Angle	3.50°	434	557	619	743	867	991
MAP at VOR							

Timing not authorized for defining MAP.

PALS CAT I
PAPI
4500′ (2299′) on 290°
LT
185 KT MAX
KTN 112.9

FEET	METERS	QNH (QFE)
6470	(1300)	
6310	(1250)	
4500	(700)	
3810	(490)	
2930	(220)	

Std STRAIGHT-IN LANDING

With D4.9 & D2.4
MACG MIN 3.5% (213′/NM)
CDFA
❶ DA/MDA(H) **2890′**(689′)
ALS out

A	R1500m
B	
C	R2400m
D	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std STRAIGHT-IN LANDING

With D4.9 & D2.4	W/o D4.9 & D2.4
MACG MIN 2.5% (152′/NM)	MACG MIN 2.5% (152′/NM)
CDFA	CDFA
❶ DA/MDA(H) **3150′**(949′)	❶ DA/MDA(H) **3700′**(1499′)
ALS out	ALS out

A	R1500m	R1500m
B		
C	R2400m	R2400m
D		

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	3780′ (1509′)	V1500m
135	3780′ (1509′)	V1600m
180	4010′ (1739′)	V2400m
205	4460′ (2189′)	V3600m

CHANGES: New procedure.

UIAA/HTA
KADALA

JEPPESEN
13 MAR 26 (16-1) Eff 19 Mar

CHITA, RUSSIA
NDB Z Rwy 29

*ATIS	CHITA Approach	*CHITA Tower
134.8 (Russian 126.4)	122.0	118.2

NDB DG	Final Apch Crs	D11.6	DA/MDA(H) Refer to Minimums	Apt Elev	2271′
518	290°	6310′(4109′)		Rwy	2201′

MISSED APCH: Climb on track 290° to 4500′ (2299′) or above, then turn LEFT (MAX 185 KT) to LMM D climbing to 6310′ (4109′) or above, then according to chart. Refer to minimums for missed apch climb gradients. Turn before passing MAP is prohibited.

7400

MSA ARP ❶

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL100 Trans alt: 8180′(5979′)

DME required.

RTS GM FB RB

When UN(R)-1112 is active, procedure is AVBL after coordination with ATC

❶ is computed for surface air temperature at apt -39.6°C.

(IAF) *553 D
6470 (4269)
2805′

*518 DG

D4.9 [49DME]
3202′

D11.6 [FF29]
6310 (4109)

UN(R)-1112

290°
110°
115°
126°
CAT A & B
CAT C & D
MHA 6310 (4109)

KADALA D 112.9 KTN

❷ CAT A: 7 Min
CAT B: 5½ Min
CAT C & D: 3½ Min

MAX 225 KT SMA 6310 (4109))
MAX 225 KT (SMA 5980 (3779))

CONTOUR INTERVALS: 5000, 4000, 3000

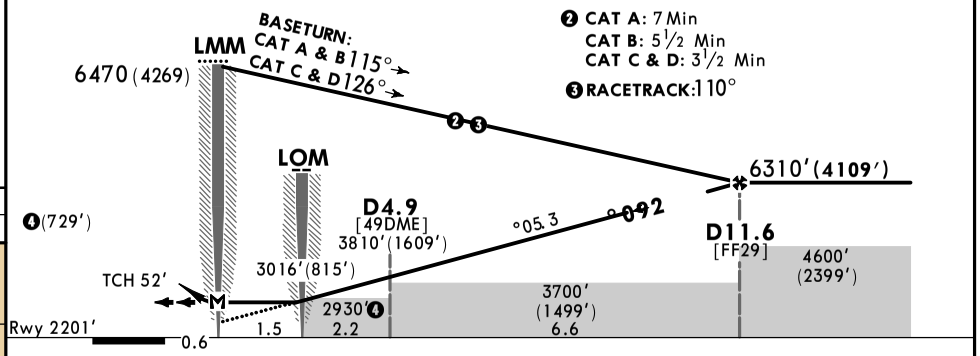
4007′ 4259′ 4099′ 4184′ 4203′ 4174′ 4358′ 4056′ 3026′ 4092′ 2902′ 2861′ 2854′ 2831′ 4259′ 4094′ 3237′ 3202′ 2681′ 2960′ 3495′ 2927′ 4251′ 3226′ 2766′ 4158′ 3708′

52-20 52-10 52-00 51-50 51-40

Q2 Q1 0 5 5

113-00 113-10 113-20 113-30 113-40 113-50

KTN DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6	9.7	10.8
ALTITUDE	2820′	3220′	3620′	4020′	4420′	4820′	5220′	5620′	6020′
(HAT)	(619′)	(1019′)	(1419′)	(1819′)	(2219′)	(2619′)	(3019′)	(3419′)	(3819′)



Gnd speed-KT	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at LMM D						

Timing not authorized for defining MAP.

PALS CAT I PAPI 4500′ (2299′) on 290° LT 185 KT MAX D 553

FEET	METERS	QNH	(QFE)
6470	(1300)		
6310	(1250)		
4500	(700)		
3810	(490)		
3016	(248)		

Std STRAIGHT-IN LANDING

With D4.9 & LOM DG
MACG MIN 3.2% (195′/NM)
CDFA
❶ DA/MDA(H) **2850′**(649′)
ALS out

A	R1500m
B	
C	R2300m
D	R2400m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std STRAIGHT-IN LANDING

With D4.9 & LOM DG MACG MIN 2.5% (152′/NM) CDFA ❶ DA/MDA(H) **3070′**(869′) ALS out	W/o D4.9 & LOM DG MACG MIN 2.5% (152′/NM) CDFA ❶ DA/MDA(H) **3730′**(1529′) ALS out
A R1500m	R1500m
B	
C R2400m	R2400m
D	

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	3810′(1539′)	V1500m
135	3810′(1539′)	V1600m
180	4010′(1739′)	V2400m
205	4460′(2189′)	V3600m

CHANGES: New procedure.

UIAA/HTA
KADALA

CHITA, RUSSIA
NDB Y Rwy 29

*ATIS	CHITA Approach	*CHITA Tower
134.8 (Russian 126.4)	122.0	118.2

NDB DG	Final Apch Crs	D11.6	DA/MDA(H) Refer to Minimums	Apt Elev 2271′ / Rwy 2201′
518	290°	6310′(4109′)		

MISSED APCH: Climb on track 290° to 4500′ (2299′) or above, then turn LEFT (MAX 185 KT) to LOM DG climbing to 6310′ (4109′) or above, then according to chart. Refer to minimums for missed apch climb gradients. Turn before passing MAP is prohibited.

7400
MSA ARP ❶

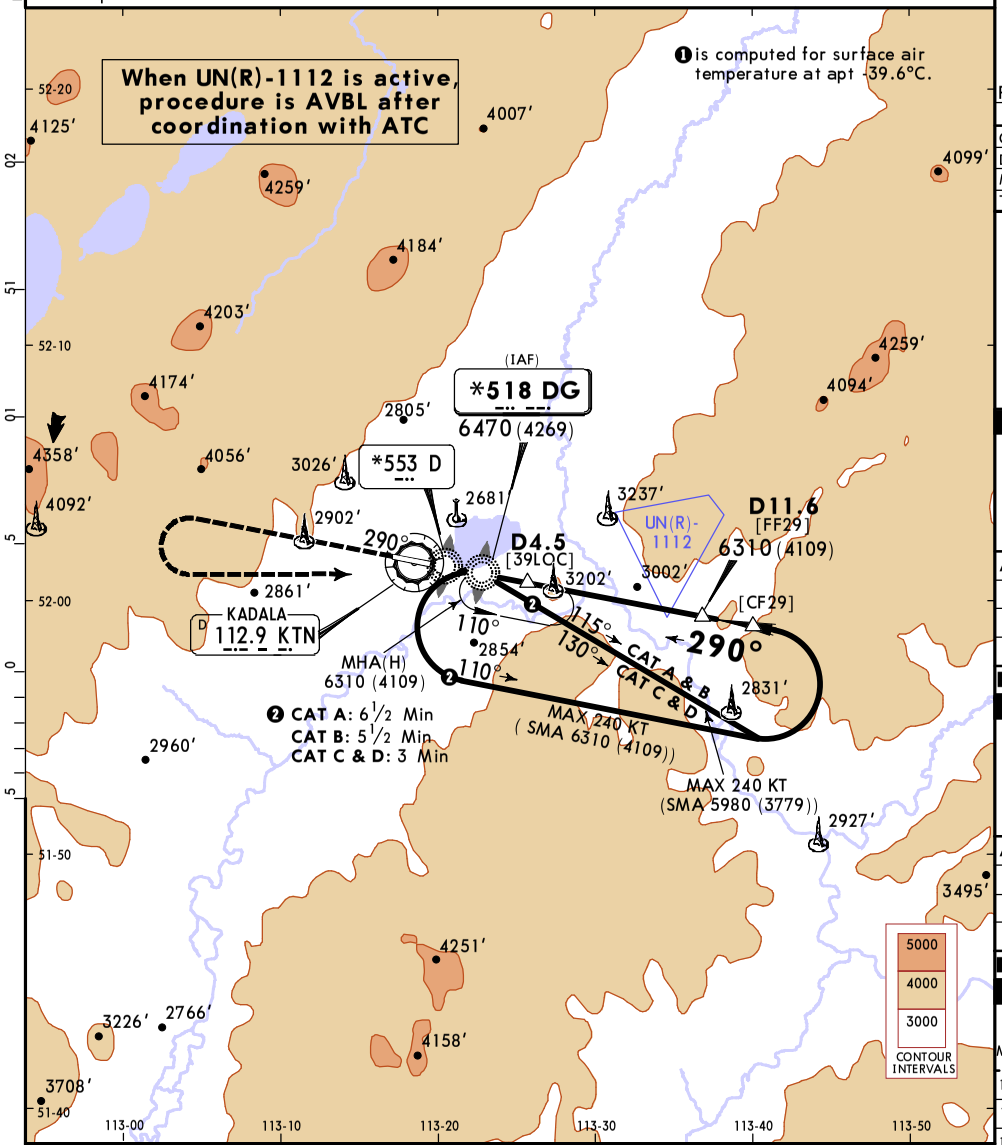
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL100 | Trans alt: 8180′(5979′)

DME required.

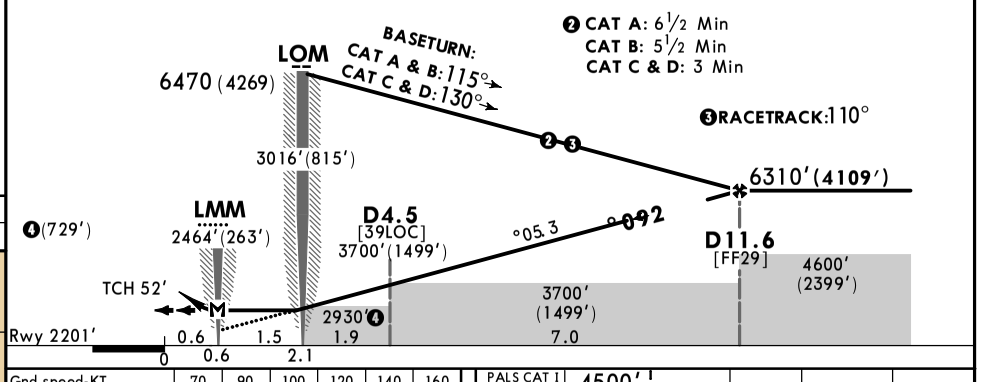
RTS GN FB RB

When UN(R)-1112 is active, procedure is AVBL after coordination with ATC

❶ is computed for surface air temperature at apt -39.6°C.



KTN DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6	9.7	10.8
ALTITUDE	2820′	3220′	3620′	4020′	4420′	4820′	5220′	5620′	6020′
(HAT)	(619′)	(1019′)	(1419′)	(1819′)	(2219′)	(2619′)	(3019′)	(3419′)	(3819′)



Gnd speed-KT	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at LMM D						

Timing not authorized for defining MAP.

PALS CAT I
PAPI

4500′ (2299′) on 290° | LT | 185 KT MAX | DG 518

FEET	METERS	QNH (QFE)
6470	(1300)	
6310	(1250)	
4500	(700)	
3700	(455)	
3016	(248)	
2464	(80)	

Std STRAIGHT-IN LANDING

With D4.5 & LOM DG
MACG MIN 3.2% (195′/NM)
CDFA
❶ DA/MDA(H) **2850′**(649′)
ALS out

A, B	R1500m
C, D	R2300m / R2400m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std STRAIGHT-IN LANDING

With D4.5 & LOM DG	W/o D4.5 & LOM DG
MACG MIN 2.5% (152′/NM)	MACG MIN 2.5% (152′/NM)
CDFA	CDFA
❶ DA/MDA(H) **3090′**(889′)	❶ DA/MDA(H) **3700′**(1499′)
ALS out	ALS out

A, B	R1500m	R1500m
C, D	R2400m	R2400m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	3780′ (1509′)	V1500m
135	3780′ (1509′)	V1600m
180	4010′ (1739′)	V2400m
205	4460′ (2189′)	V3600m

CHANGES: New procedure.

UIAA/HTA
KADALA

CHITA, RUSSIA
NDB X Rwy 29

*ATIS	CHITA Approach	*CHITA Tower
134.8 (Russian 126.4)	122.0	118.2

NDB DG	Final Apch Crs	11.7 NM RADAR FIX	DA/MDA(H) Refer to Minimums	Apt Elev 2271′ / Rwy 2201′
518	290°	6310′(4109′)		

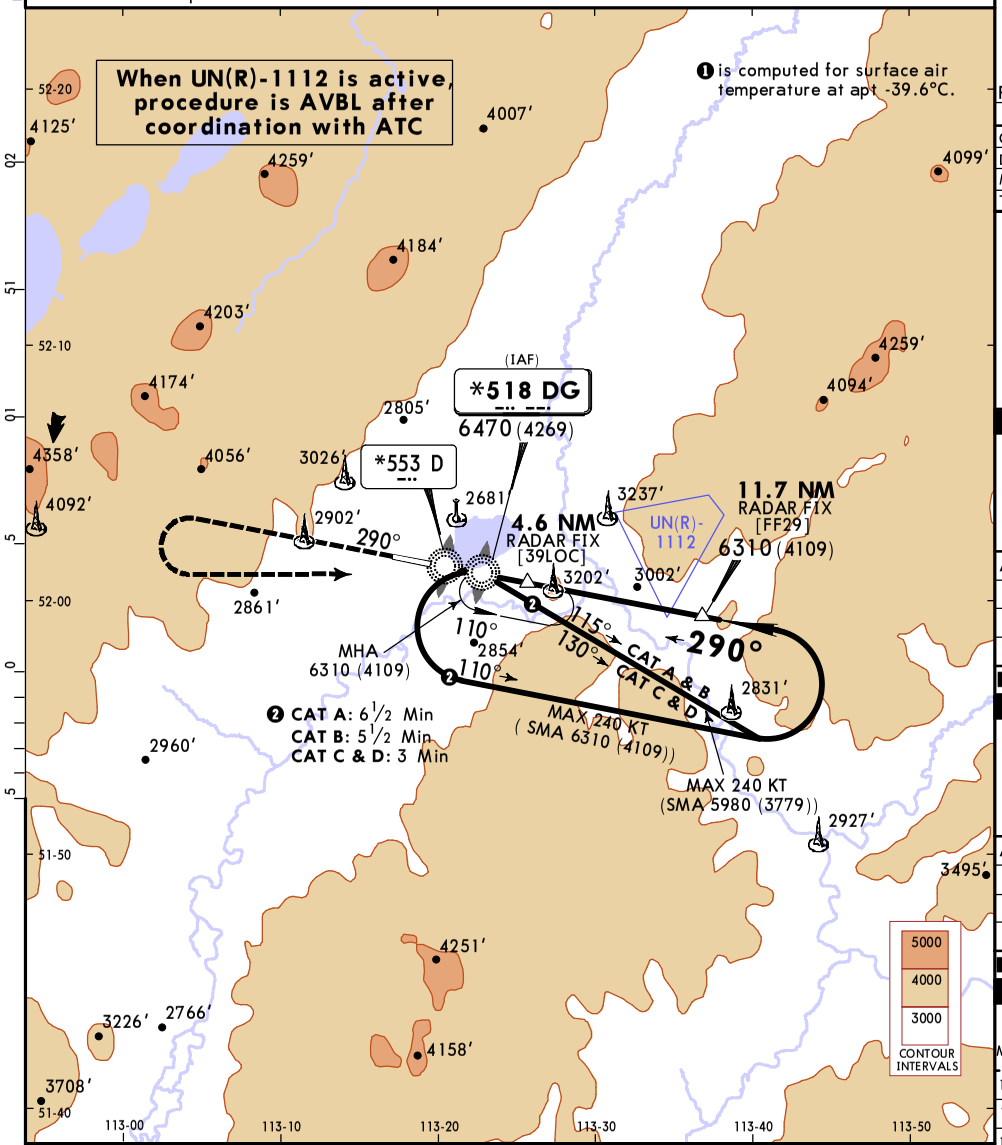
7400

MSA ARP ❶

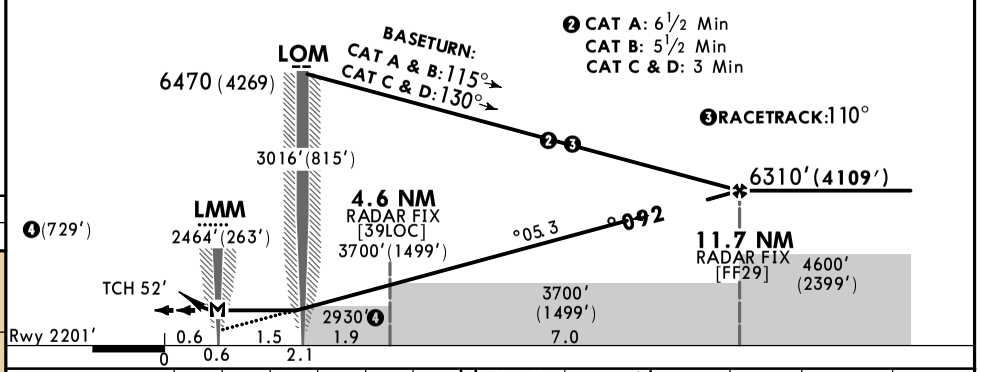
MISSED APCH: Climb on track 290° to 4500′ (2299′) or above, then turn LEFT (MAX 185 KT) to LOM DG climbing to 6310′ (4109′) or above, then according to chart. Refer to minimums for missed apch climb gradients. Turn before passing MAP is prohibited.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL100 | Trans alt: 8180′(5979′)

RADAR control required.



KTN DME	2.2	3.2	4.3	5.4	6.5	7.6	8.6	9.7	10.8
ALTITUDE	2820′	3220′	3620′	4020′	4420′	4820′	5220′	5620′	6020′
(HAT)	(619′)	(1019′)	(1419′)	(1819′)	(2219′)	(2619′)	(3019′)	(3419′)	(3819′)



Gnd speed-KT	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at LMM D						

Timing not authorized for defining MAP.

PALS CAT I | PAPI | 4500′ (2299′) on 290° | LT | 185 KT MAX | DG 518

FEET QNH	METERS (QFE)
6470	(1300)
6310	(1250)
4500	(700)
3700	(455)
3016	(248)
2464	(80)

Std STRAIGHT-IN LANDING

With 4.6 NM & LOM DG
MACG MIN 3.2% (195′/NM)
CDFA
❶ DA/MDA(H) **2850′**(649′)
ALS out

A, B	R1500m
C	R2300m
D	R2400m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std STRAIGHT-IN LANDING

With 4.6 NM & LOM DG MACG MIN 2.5% (152′/NM) CDFA ❶ DA/MDA(H) **3090′**(889′) ALS out	W/o 4.6 NM & LOM DG MACG MIN 2.5% (152′/NM) CDFA ❶ DA/MDA(H) **3700′**(1499′) ALS out
A, B: R1500m	A, B: R1500m
C, D: R2400m	C, D: R2400m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std CIRCLE-TO-LAND

Max KT	MDA(H)	
100	3780′ (1509′)	V1500m
135	3780′ (1509′)	V1600m
180	4010′ (1739′)	V2400m
205	4460′ (2189′)	V3600m

CHANGES: New procedure.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHITA, (KADALA - UIAA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UIAA