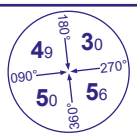
INSTRUMENT APPROACH CHART - ICAO

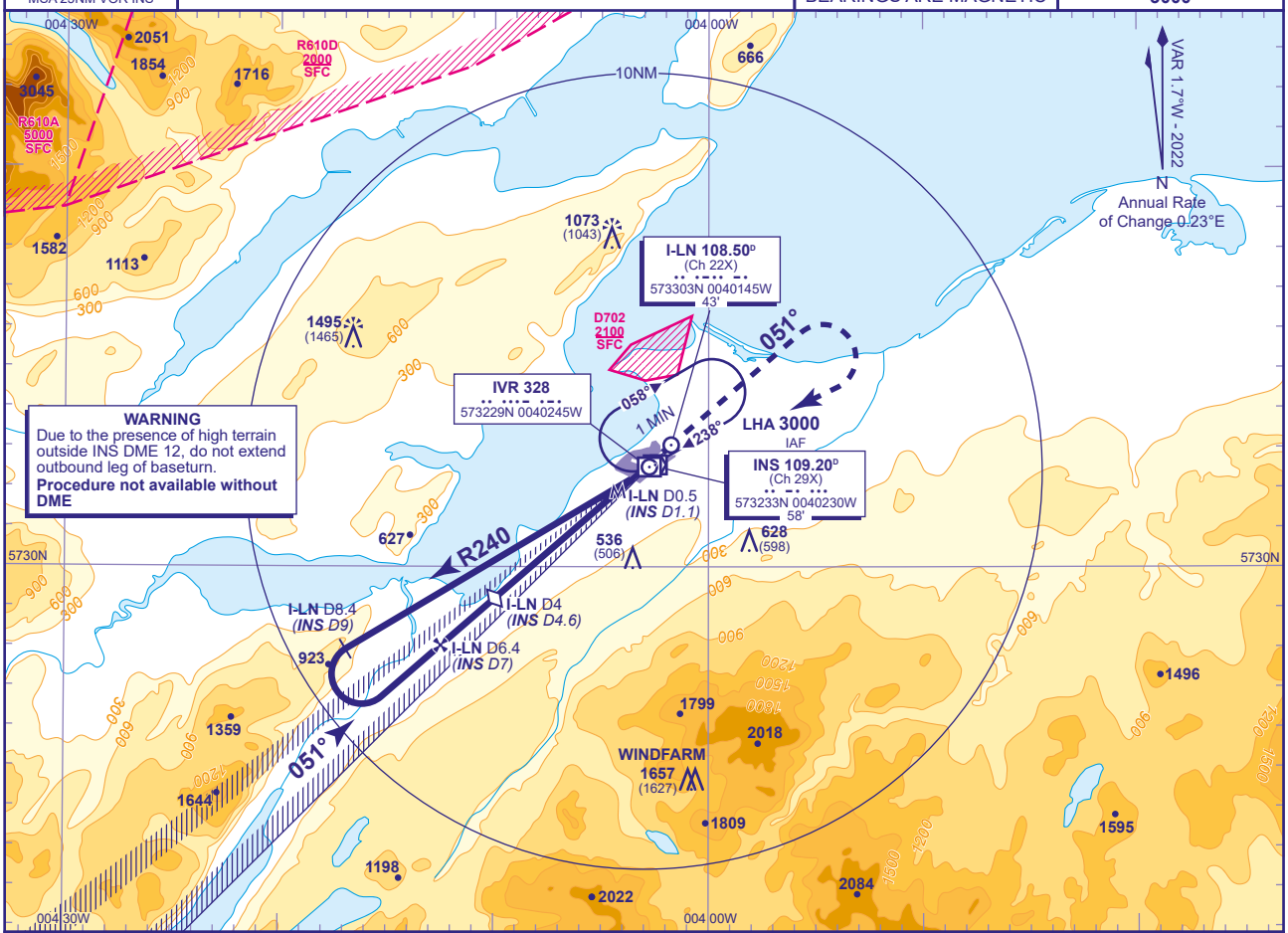
INVERNESS
LOC/DME/VOR
RWY 05
(ACFT CAT A,B)



MSA 25NM VOR INS

TWR	118.405	INVERNESS TOWER	AD ELEVATION	31	
RAD	122.605	INVERNESS RADAR	THR ELEVATION	30	
ATIS	109.200	INVERNESS INFORMATION	OBSTACLE ELEVATION	1495 AMSL (1465) (ABOVE THR)	
			BEARINGS ARE MAGNETIC		

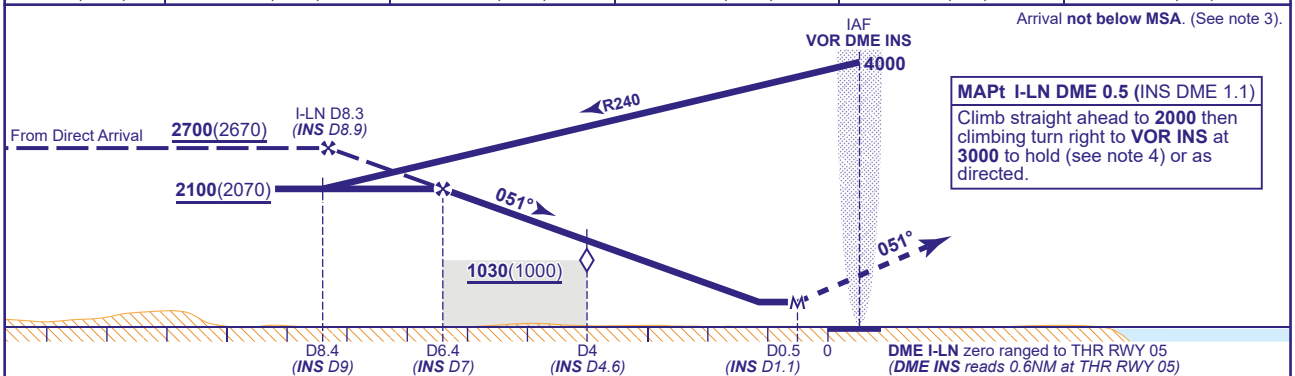
TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-LN	5	4 (SDF)	3	2	1
ALT(HGT)	**1680**(1650)	**1360**(1330)	**1040**(1010)	**720**(690)	**400**(370)

Arrival **not below MSA**. (See note 3).



MAPt I-LN DME 0.5 (INS DME 1.1)
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

Aircraft Category		A	B
OCA (OCH)	Procedure	**420**(390)	**420**(390)
VM(C)OCA (OCH AAL)	Total Area	**720**(689)	**840**(809)
	North of RWY 05/23	**490**(459)	**540**(509)

Rate of descent	G/S KT	140	120	100	80
	FT/MIN	750	640	530	430

NOTE 1 NDB(L) IVR may be used if INS VOR is not available.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to **3500** after passing INS DME 10 inbound.
4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at **3000**.
5 Direct arrivals see chart AD 2-EGPE-8-7. Intermediate segment at **2700**(2670) from direct arrival to FAP shown as dotted line on profile.

CHANGE (6/25): FREQUENCIES REVISED. VM(C)OCA(OCH AAL) TOTAL AREA CAT A.