

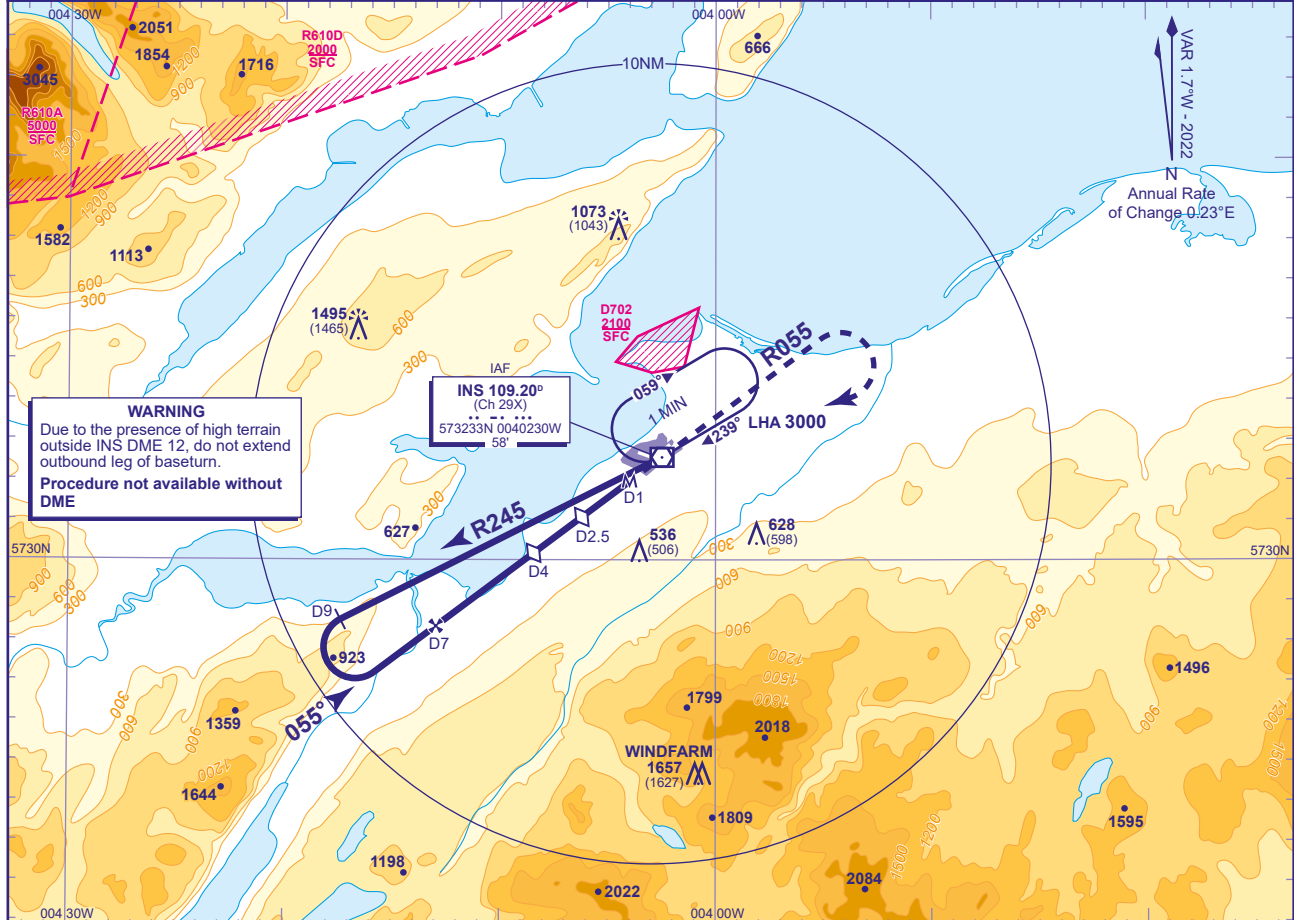
INSTRUMENT APPROACH CHART - ICAO

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



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

TRANSITION ALTITUDE
3000

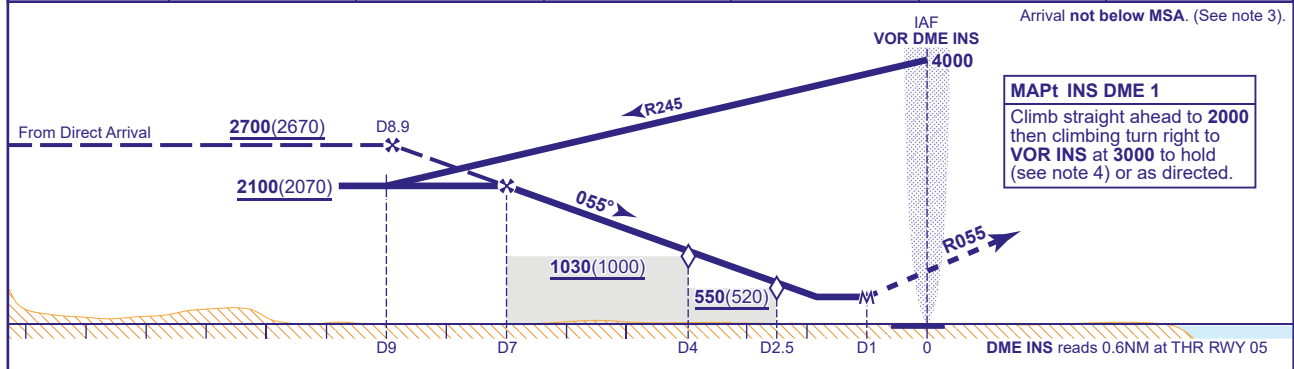


WARNING
Due to the presence of high terrain outside INS DME 12, do not extend outbound leg of baseturn.
Procedure not available without DME

INS 109.20°
(Ch 29X)
573233N 0040230W
58°

RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME INS	6	5	4 (SDF)	3	2.5 (SDF)	2
ALT(HGT)	1780(1750)	1460(1430)	1140(1110)	820(790)	660(630)	500(470)



Aircraft Category		A	B	Rate of descent	G/S KT	140	120	100	80
OCA (OCH)	Procedure	430(400)	430(400)		FT/MIN	750	640	530	430
VM(C)OCA (OCH AAL)		Total Area	700(669)	840(809)					
		North of RWY 05/23	490(459)	540(509)					

NOTE 1 FAT offset 4° north of RWY 05 C/L.
NOTE 2 Lowest altitude to commence procedure from hold is 3000.
NOTE 3 Subject to ATC approval, aircraft inbound to VOR/DME INS may descend to 3500 after passing INS DME 10 inbound.
NOTE 4 Pilots should take account of the climb performance of their aircraft to arrange their flight to reach INS VOR at 3000.
NOTE 5 Direct arrivals see chart AD 2-EGPE-8-9. Intermediate segment at 2700(2670) from direct arrival to FAP shown as dotted line on profile.

CHANGE (5/23): INS VOR RECALIBRATION.