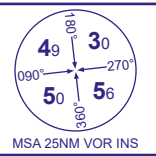


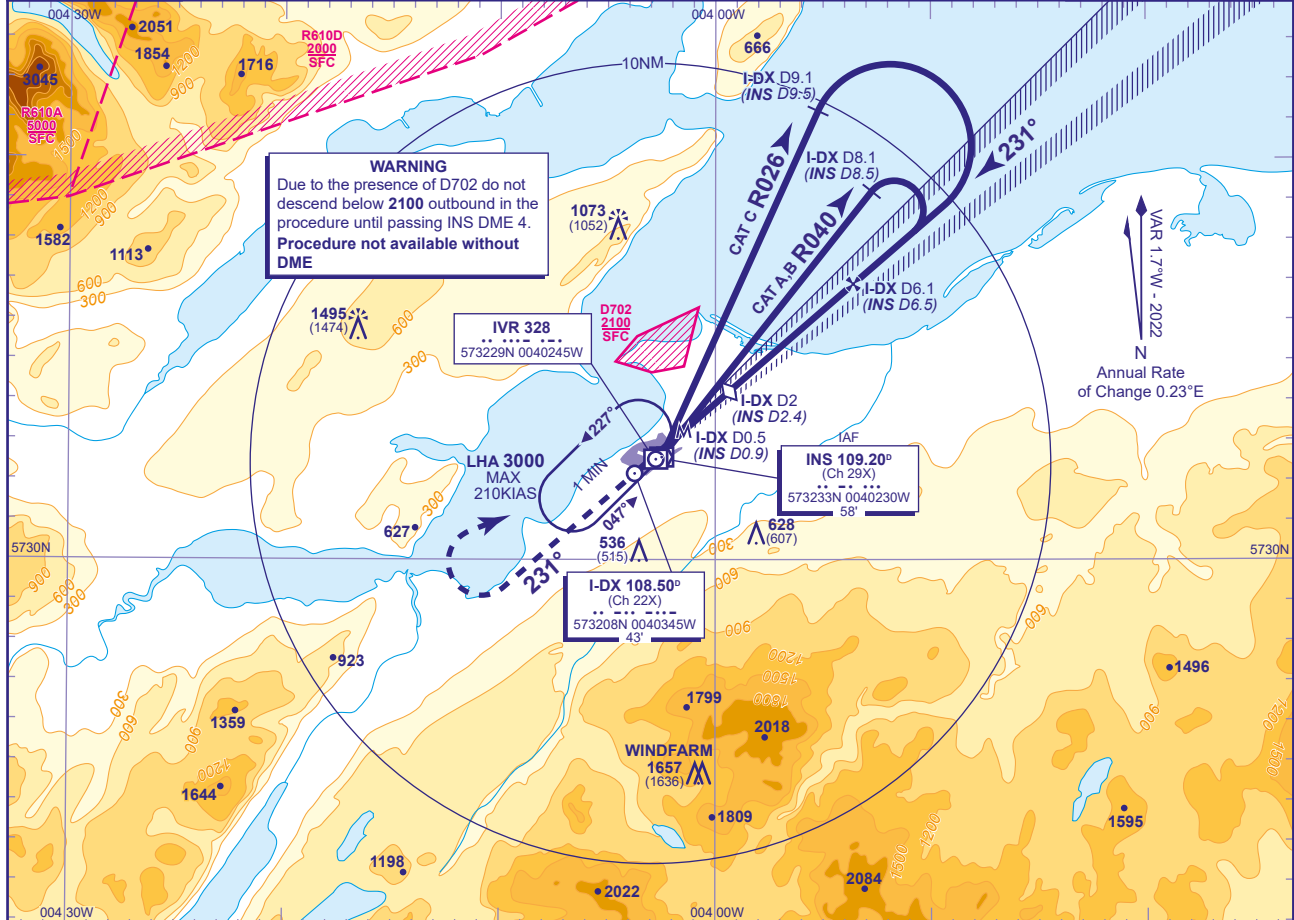
# INVERNESS APPROACH CHART - ICAO

**INVERNESS**  
**LOC/DME/VOR**  
**RWY 23**  
 (ACFT CAT A,B,C)



APP	122.605	INVERNESS APPROACH	AD ELEVATION	31
TWR	118.405, 122.605	INVERNESS TOWER	THR ELEVATION	21
RAD	122.605	INVERNESS RADAR	OBSTACLE ELEVATION	1495 AMSL (1474) (ABOVE THR)
ATIS	109.200	INVERNESS INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE  
**3000**



**WARNING**  
 Due to the presence of D702 do not descend below **2100** outbound in the procedure until passing INS DME 4. Procedure not available without DME

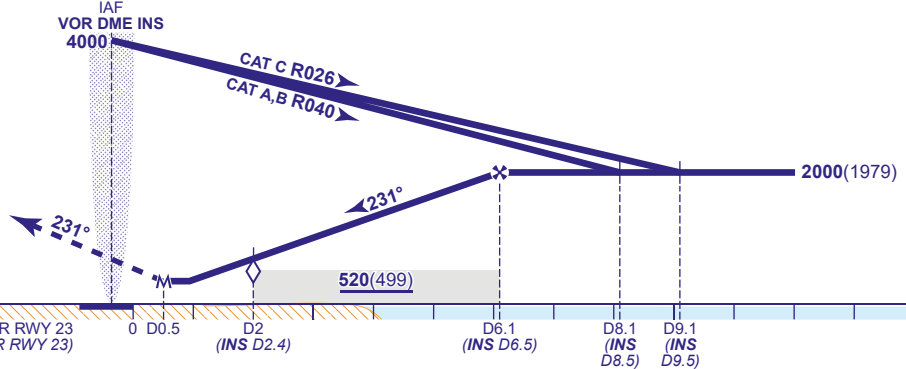
N  
 IAR 1.7W - 2022  
 Annual Rate of Change 0.23°E

**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

DME I-DX	5	4	3	2 (SDF)	1
ALT(HGT)	1670(1649)	1350(1329)	1030(1009)	710(689)	390(369)

Arrival not below MSA. (See note 3).

**MAPt I-DX DME 0.5**  
**INS DME 0.9**  
 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	C	Rate of descent	G/S KT	160	140	120	100	80
						FT/MIN	850	750	640	530	430
OCA (OCH)	Procedure	370(349)	370(349)	370(349)							
	Total Area	700(669)	840(809)	1400(1369)							
VM(C)OCA (OCH AAL)	North of RWY 05/23	490(459)	540(509)	1100(1069)							

**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-8-15 (not available to CAT C aircraft).

**CHANGE (4/24): HOLD UPDATED.**