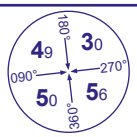
INSTRUMENT APPROACH CHART - ICAO

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

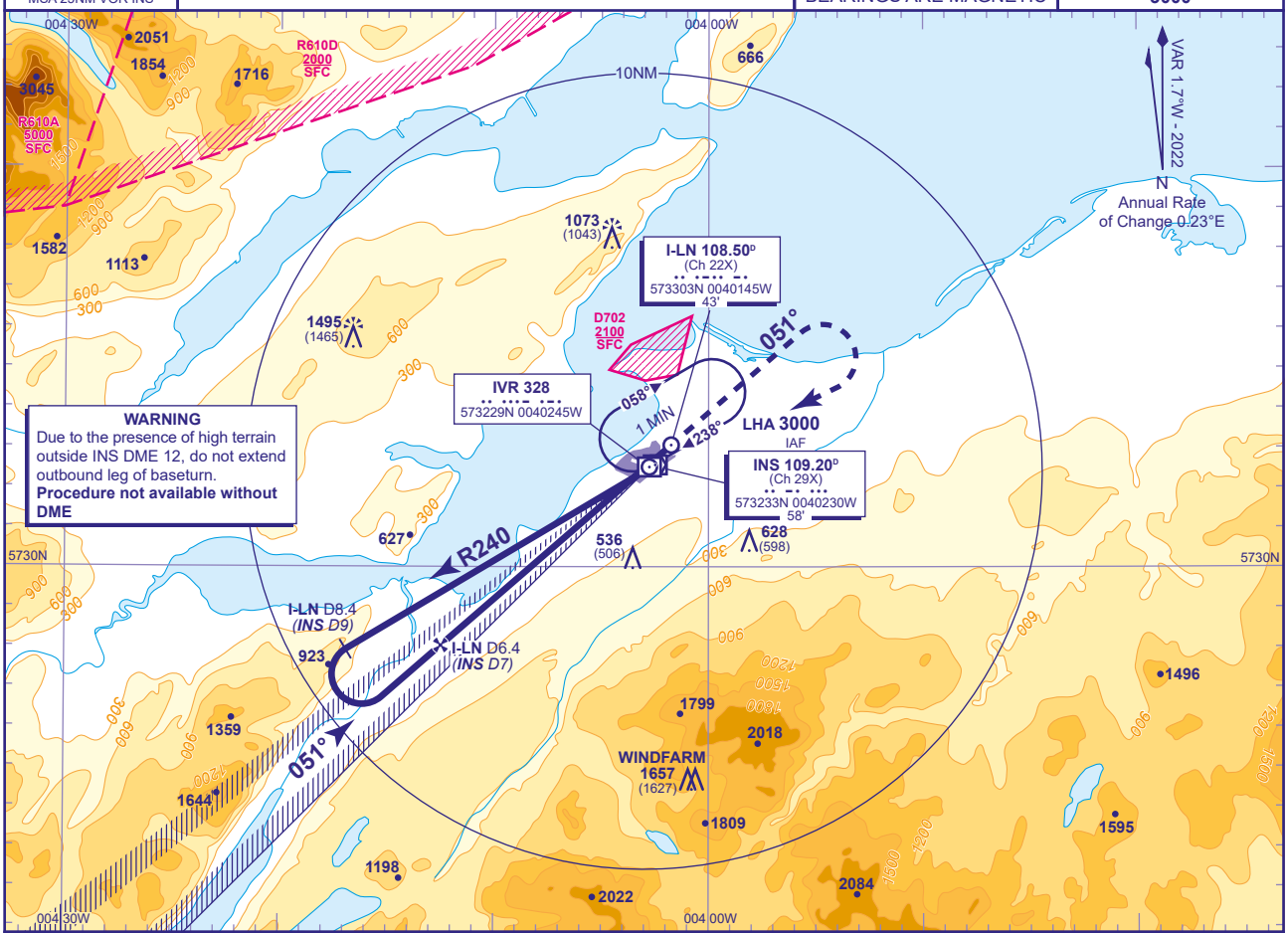


MSA 25NM VOR INS

APP	122.605	INVERNESS APPROACH	
TWR	118.405, 122.605	INVERNESS TOWER	
RAD	122.605	INVERNESS RADAR	
ATIS	109.200	INVERNESS INFORMATION	

AD ELEVATION	**31**
THR ELEVATION	**30**
OBSTACLE ELEVATION	**1495 AMSL** (1465) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



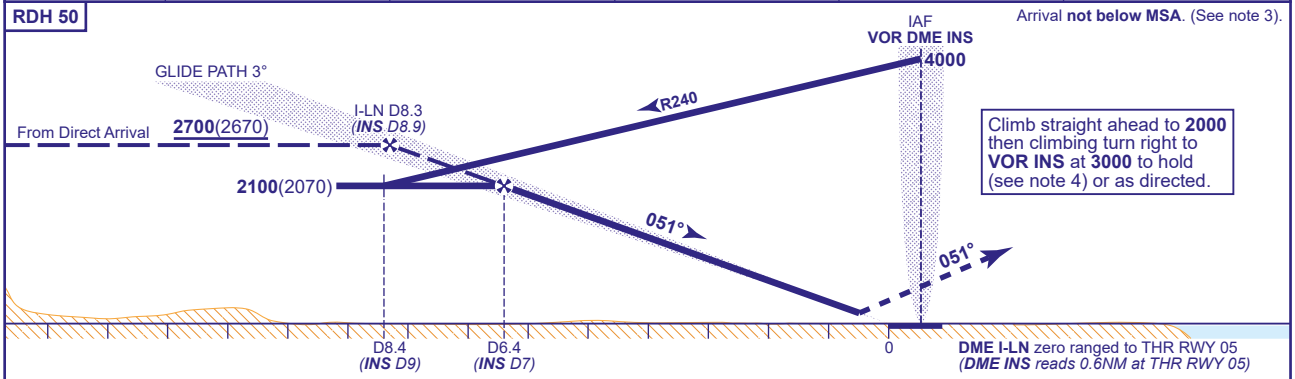
WARNING
Due to the presence of high terrain outside INS DME 12, do not extend outbound leg of baseturn.
Procedure not available without DME

RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

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

RDH 50

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



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)	**CAT I**	**190**(160)	**199**(169)
VM(C)OCA (OCH AAL)	**Total Area**	**700**(669)	**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 (13/24): INS VOR RECALIBRATION. HOLD. OUTBOUND TRACK.