

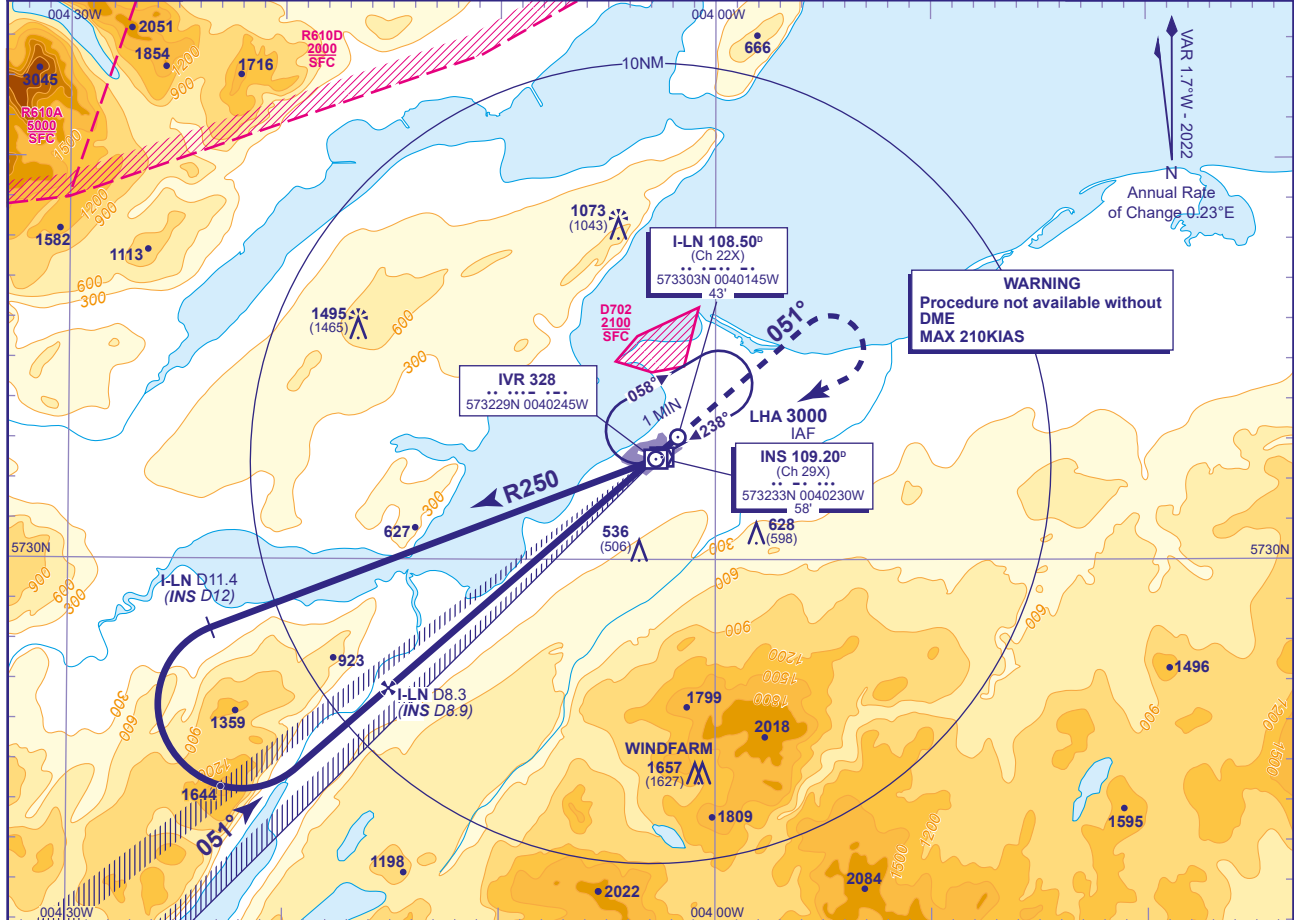
INSTRUMENT APPROACH CHART - ICAO

**INVERNESS ILS/DME/VOR RWY 05**  
(ACFT CAT C)



|      |                  |                       |                       |                                 |
|------|------------------|-----------------------|-----------------------|---------------------------------|
| 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<br>(1465) (ABOVE THR) |
| ATIS | 109.200          | INVERNESS INFORMATION | BEARINGS ARE MAGNETIC |                                 |

TRANSITION ALTITUDE  
**3000**



**WARNING**  
Procedure not available without DME  
MAX 210KIAS

IVR 328  
573229N 0040245W

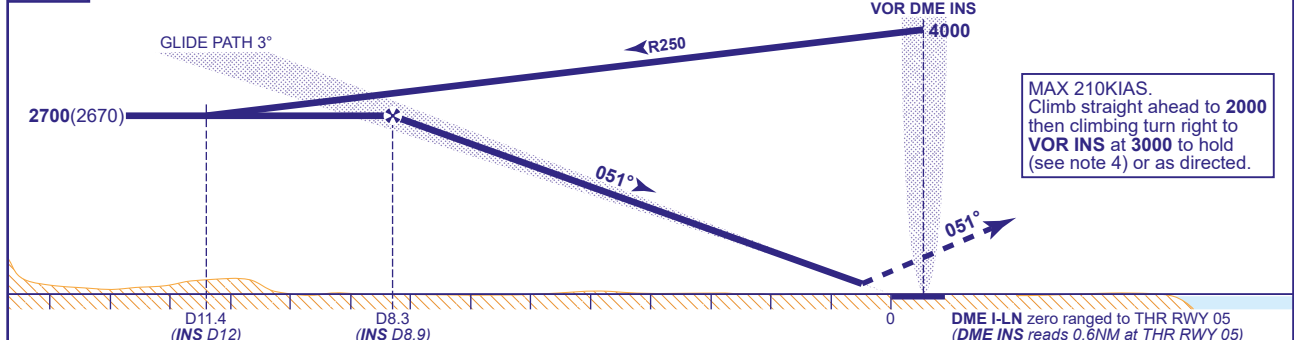
I-LN 108.50°  
(Ch 22X)  
573303N 0040145W

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

**RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM**

|          |            |            |            |            |            |          |          |
|----------|------------|------------|------------|------------|------------|----------|----------|
| DME I-LN | 7          | 6          | 5          | 4          | 3          | 2        | 1        |
| ALT(HGT) | 2320(2290) | 2000(1970) | 1680(1650) | 1360(1330) | 1040(1010) | 720(690) | 400(370) |

RDH 50 Arrival not below MSA. (See note 3).



|                    |                    |            |                 |        |     |     |     |     |    |
|--------------------|--------------------|------------|-----------------|--------|-----|-----|-----|-----|----|
| Aircraft Category  |                    | C          | Rate of descent | G/S KT | 160 | 140 | 120 | 100 | 80 |
| OCA (OCH)          | CAT I              | 209(179)   | FT/MIN          | 850    | 750 | 640 | 530 | 430 |    |
| VM(C)OCA (OCH AAL) | Total Area         | 1400(1369) |                 |        |     |     |     |     |    |
|                    | North of RWY 05/23 | 1100(1069) |                 |        |     |     |     |     |    |

**NOTE 1** NDB(L) IVR may be used if INS VOR is not available.  
**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-8-8.

**CHANGE (13/24):** INS VOR RECALIBRATION. HOLD. OUTBOUND TRACK.