

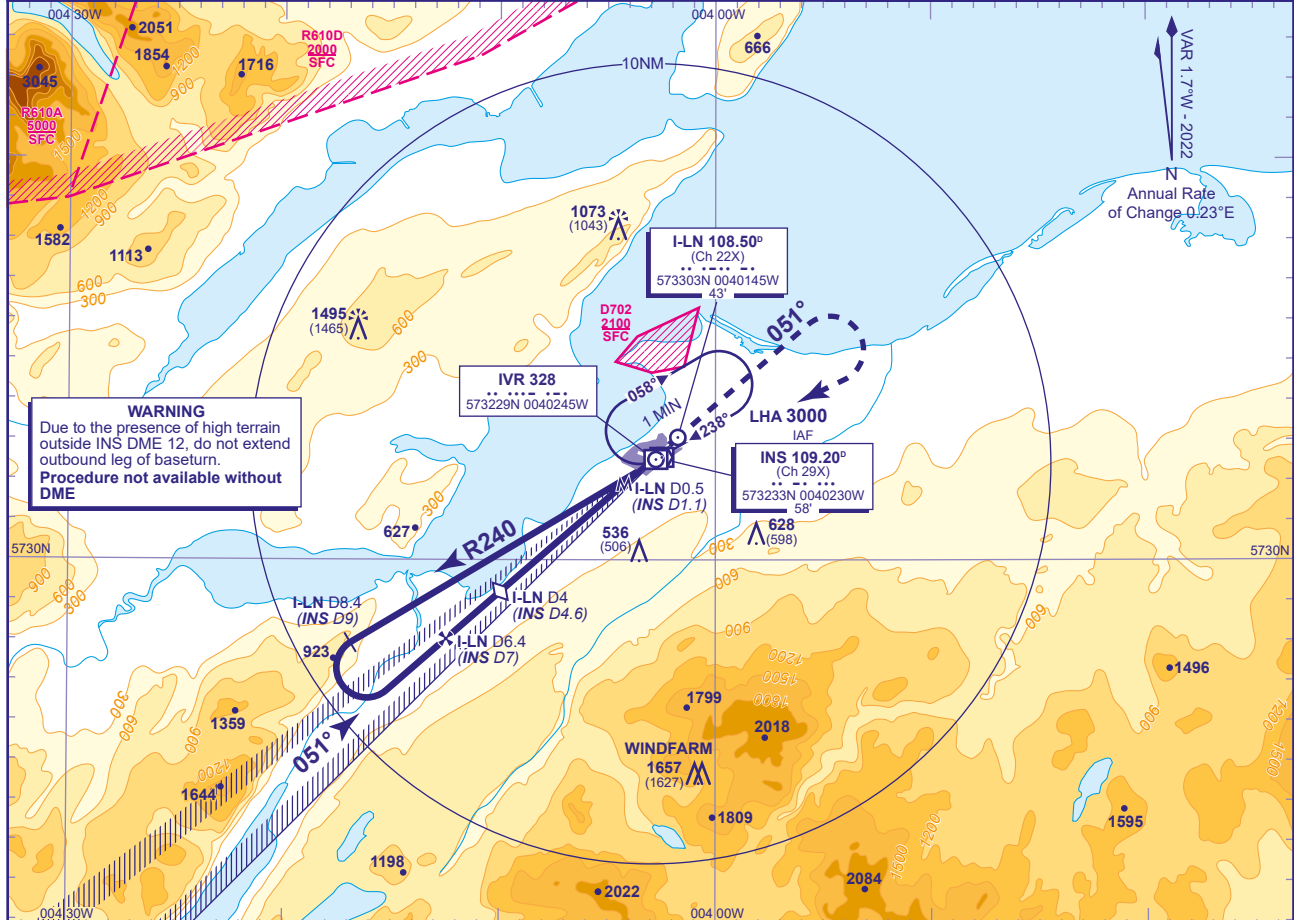
# INSTRUMENT APPROACH CHART - ICAO

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



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

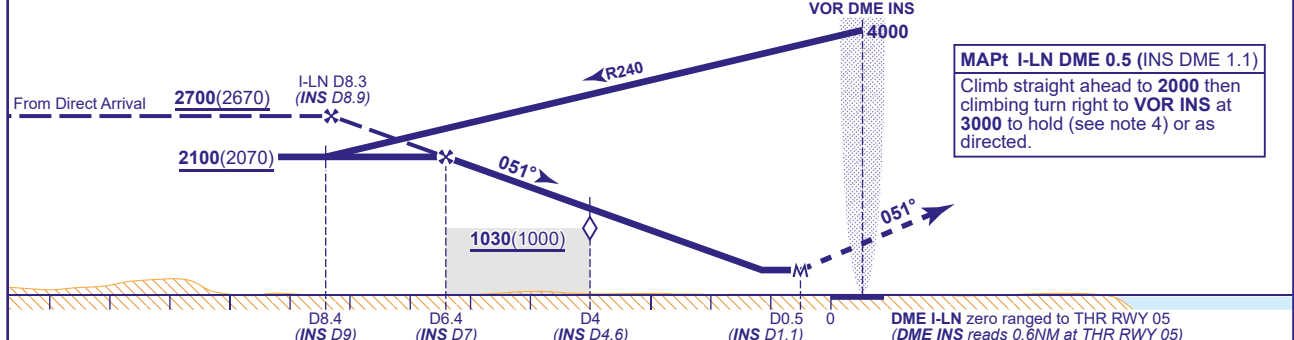
TRANSITION ALTITUDE  
**3000**



**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).



Aircraft Category		A	B	Rate of descent	G/S KT	140	120	100	80
OCA (OCH)		Procedure	420(390)		420(390)	FT/MIN	750	640	530
VM(C)OCA (OCH AAL)		Total Area	700(669)	840(809)					
		North of RWY 05/23	490(459)	540(509)					

**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.