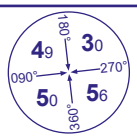
INSTRUMENT APPROACH CHART - ICAO

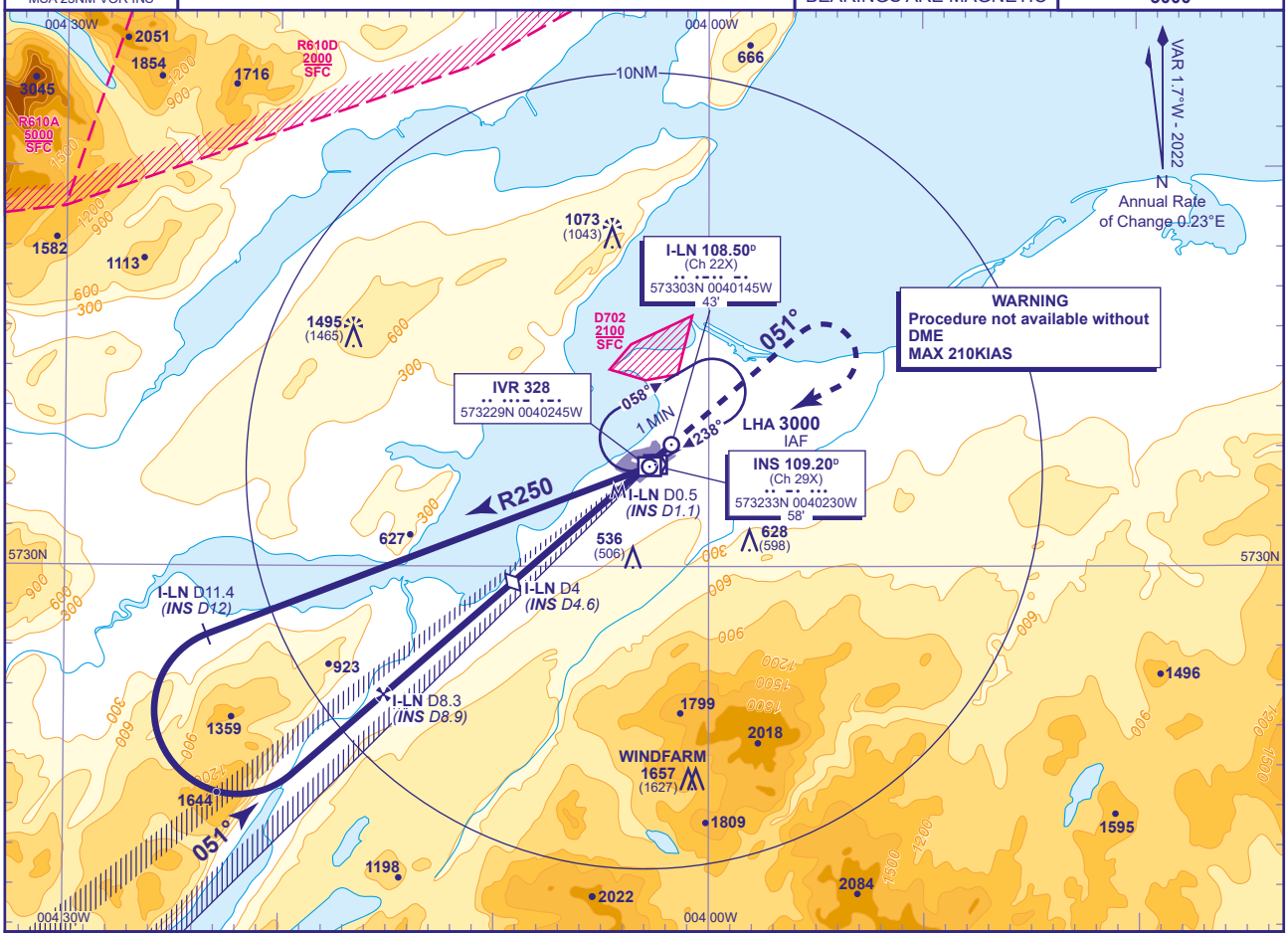
INVERNESS
LOC/DME/VOR
RWY 05
(ACFT CAT C)



MSA 25NM VOR INS

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		

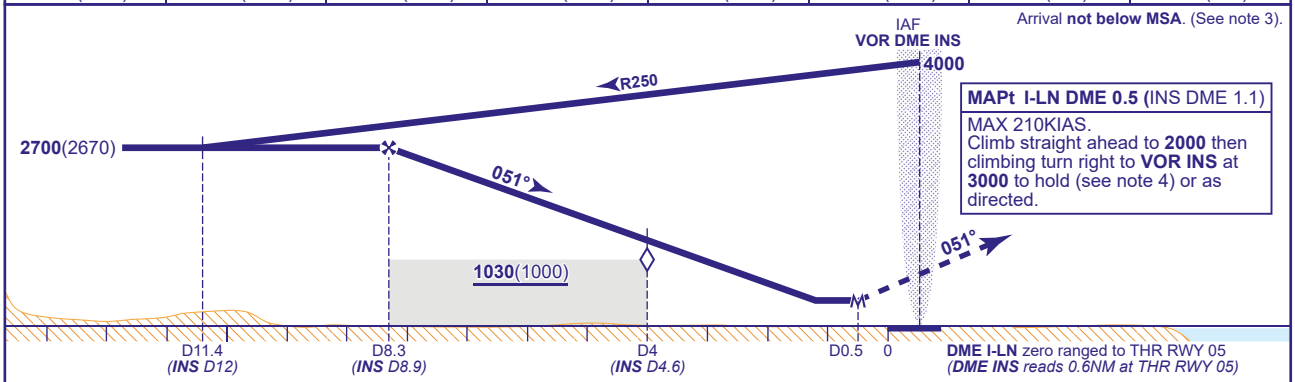
TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

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

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



MAPt I-LN DME 0.5 (INS DME 1.1)
MAX 210KIAS.
Climb straight ahead to **2000** then climbing turn right to **VOR INS** at **3000** to hold (see note 4) or as directed.

DME I-LN zero ranged to THR RWY 05 (***DME INS** reads 0.6NM at THR RWY 05*)

Aircraft Category		C
OCA (OCH)	Procedure	**420**(390)
VM(C)OCA (OCH AAL)	Total Area	**1400**(1369)
	North of RWY 05/23	**1100**(1069)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	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-8-8.

CHANGE (13/24): INS VOR RECALIBRATION AND RELATED MAG TRACKS.