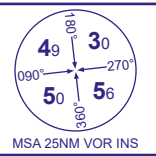


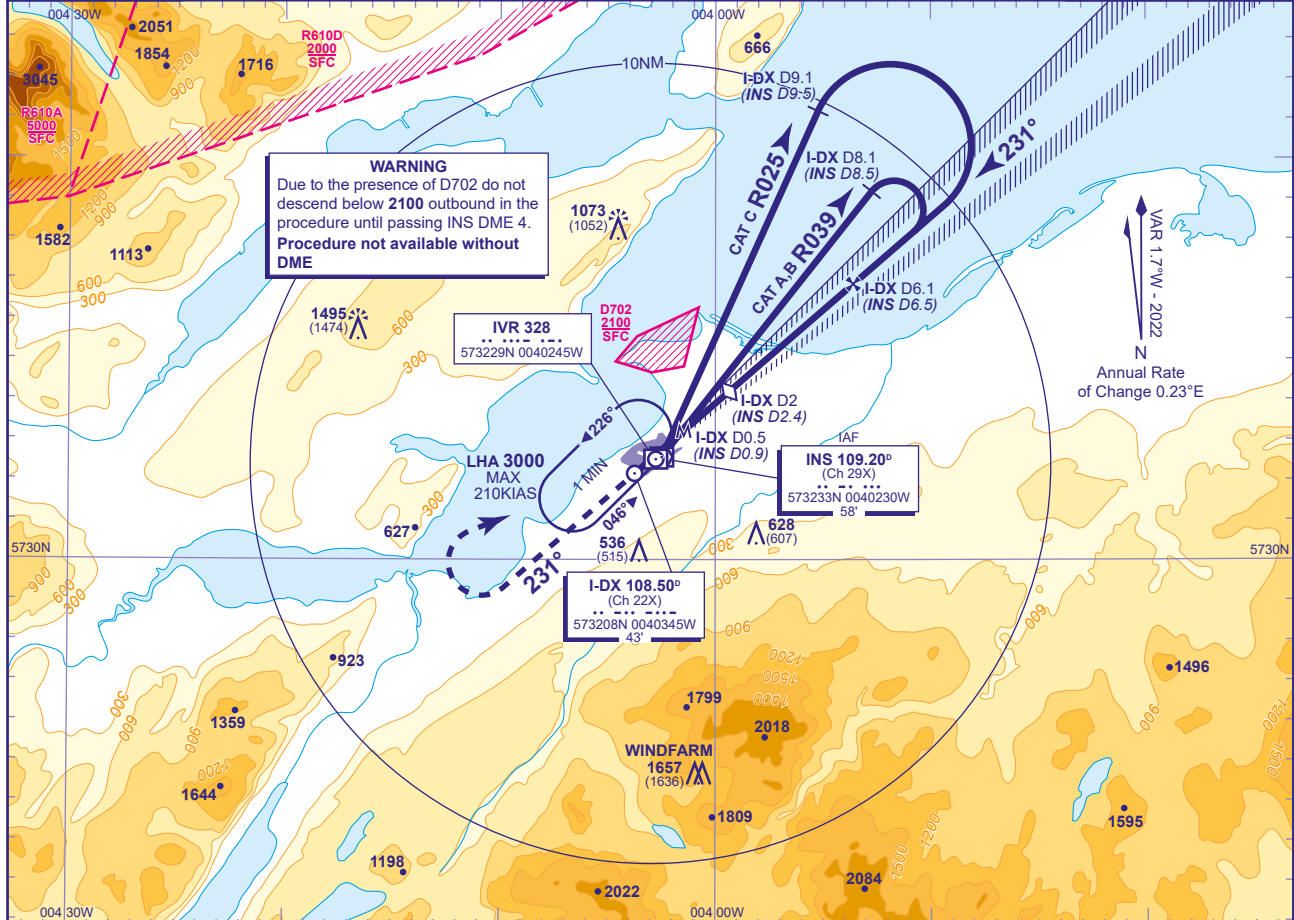
# INVERNESS APPROACH CHART - ICAO

**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**

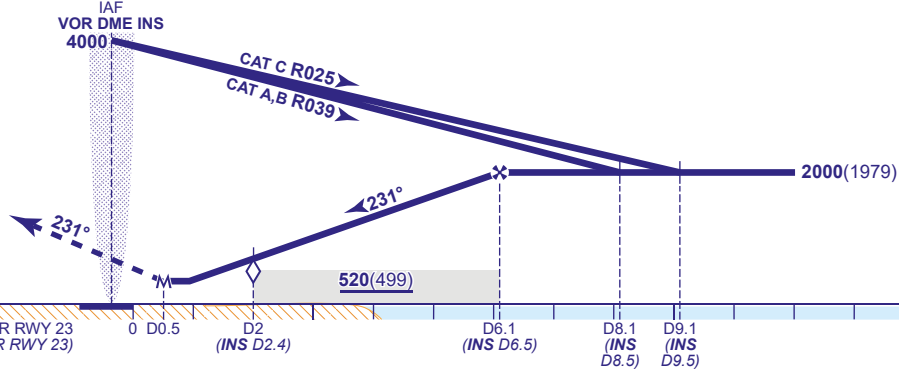


**RECOMMENDED PROFILE** Gradient 5.2%, 320FT/NM

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
		OCA (OCH)	Procedure	370(349)		370(349)	370(349)	FT/MIN	850	750	640
VM(C)OCA (OCH AAL)	Total Area	700(669)	840(809)	1400(1369)							
	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 (13/24):** INS VOR RECALIBRATION. HOLD. CAT A,B AND C OUTBOUND TRACKS.