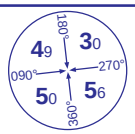
INSTRUMENT APPROACH CHART - ICAO

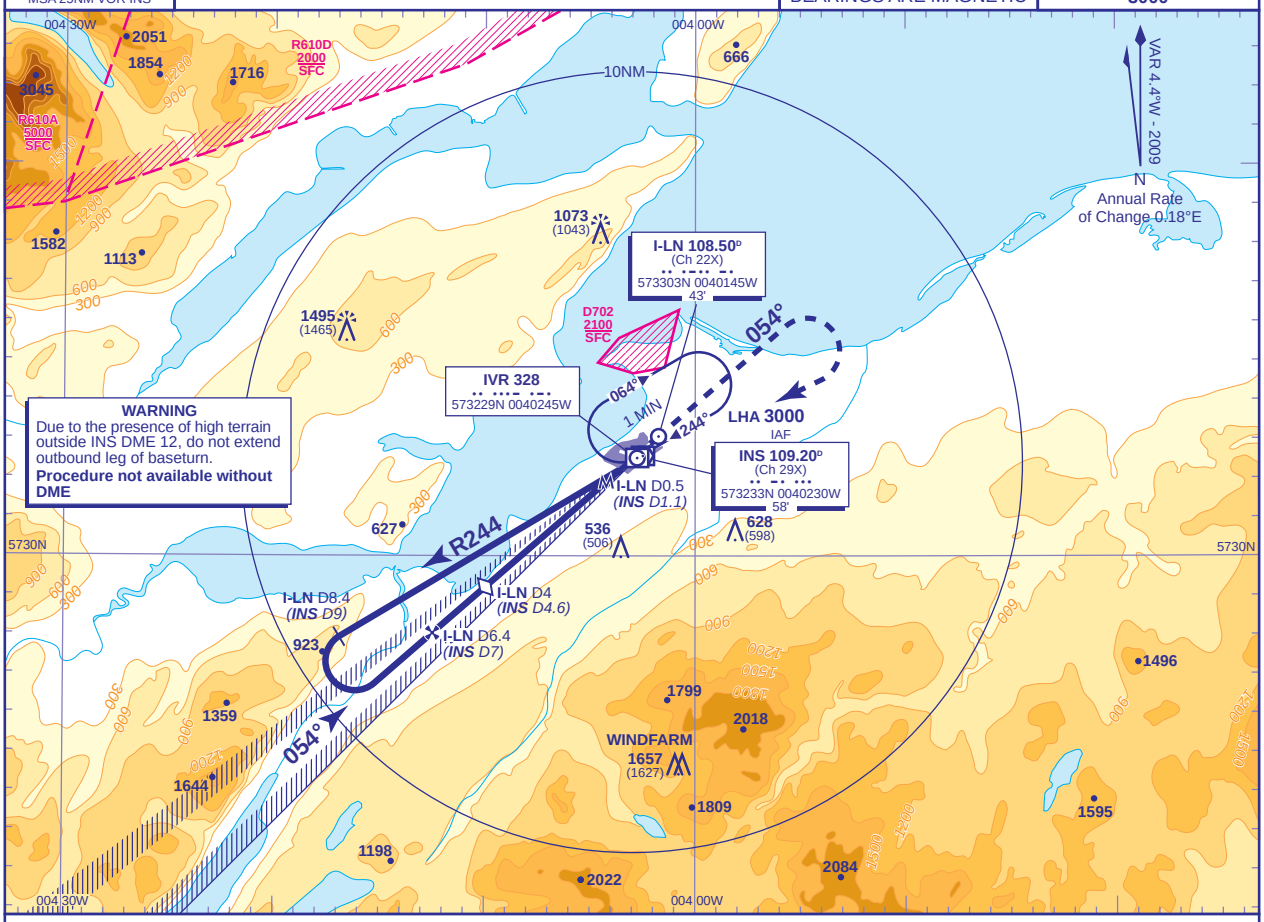
INVERNESS LOC/DME/VOR RWY 05
(ACFT CAT A,B)



MSA 25NM VOR INS

APP	122.600	INVERNESS APPROACH	AD ELEVATION	31
TWR	118.400, 122.600	INVERNESS TOWER	THR ELEVATION	30
RAD	122.600	INVERNESS RADAR	OBSTACLE ELEVATION **1495 AMSL** (1465) (ABOVE THR)	
ATIS	109.200	INVERNESS INFORMATION		
			BEARINGS ARE MAGNETIC	

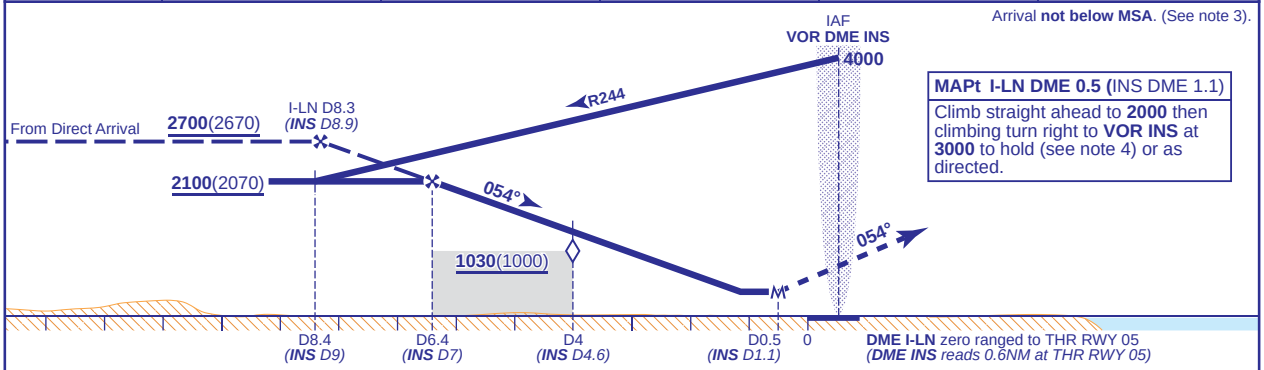
TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-LN	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).



MAPt I-LN DME 0.5 (INS DME 1.1)
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)	**Procedure**	**420**(390)	**420**(390)
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 (12/15): R610A/D. OBSTACLES. SPOT HEIGHTS.

AERO INFO DATE 02 SEP 15