

## GENERAL

## Operational Hours

**ATS Hours / AD Operator Hours**

Winter: MON 0630-2200, TUE-FRI 0245-2200, SAT 0245-2045, SUN 0630-2200.

Summer: MON 0530-2115, TUE-SAT 0145-2115, SUN 0545-2115.

## Airport Information

**RFF:** CAT 6 Winter: SUN-FRI 0630-2200, SAT 0630-2045.

Summer: MON-SAT 0530-2115, SUN 0545-2115.

During CAT 6 period CAT 7 AVBL O/R.

CAT 5: TUE-SAT 0245-0630±.

**Fire:** "Inverness Fire Chief" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

**Fuel:** Winter: MON-FRI, SUN 0600-1900, SAT 0600-1430, other times O/R.

Summer: 0500-1800, other times O/R.

**PCN:** RWY 05/23: 40/F/C/X/T, RWY 11/29: 39/F/C/X/T

**Customs:** O/R: 6HR PN for EU flights, 24HR PN for other flights.

## Operation

**Traffic Note**

AD is PPR, contact Apron Operations MNM 2HR prior to ETA to obtain permission.

IFR FLTs may require extended vectoring due to MIL activity in the area.

**Low Visibility Procedures**

AD not equipped with CAT II/III OPS; however LVP are used to protect CAT I OPS. Preparation for LVP will commence when VIS or IRVR is 1500m and falling.

**RWY Restriction**

180°-turn for ACFT with MAX landing weight above 22t / 48500lbs shall be carried out on the concrete portion of RWY 05/23 (APRX first 220m / 722ft from THR 23, full RWY width).

**TWY Restrictions**

TWY HOLD E2-E1-F width 18m / 59ft.

TWY HOLD E2-A2-A1 width 18m / 59ft.

TWY HOLD G width 15m / 49ft.

All GND movements west of Hold D PPR and pilots discretion.

TWY between north end of south APN and THR RWY 11 MAX wingspan 36m / 118ft.

Use of TWY G permitted only for ACFT operating to/from SAR APN.

**Taxi/Parking**

To/from South APN, marshalling is routinely provided to all ACFT. If no marshaller is in sight, hold PSN and advise ATC.

Use MNM suitable PWR whilst turning to leave PRKG stands on either APN in order to avoid blast injury to personnel or blast to other ACFT.

## GENERAL

## Warnings

**DOC VOR** reduced coverage in sector R143-R183.

Caution when taxiing to hangars no. 1 and 2 due to the close proximity of an adjacent security fence. In a strong southerly airstream, severe TURB may occur below 4000ft. In lee wave CONDS, the TURB may be particularly heavy at low ALT.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR United Kingdom. High GND to the south.

Paragliding and hang gliding activity at Alturlie Point in an area known as Alturlie Box (N57 31.3 W004 08.8 - N57 31.1 W004 07.9 - N57 30.7 W004 08.2 - N57 30.8 W004 09.2 - N57 31.3 W004 08.8)

The status of the Alturlie Box is AVBL from ATC.

Despite the presence of a deer fence, roe deer are occasionally seen on AD. Report the location of any animals sighted to ATC.

High birds intensity in vicinity of AD.

## ARRIVAL

## Speed

MAX IAS 185KT for entire APCH, otherwise stated on IAC charts.

## Communication

**COM Failure:** See CRAR United Kingdom and in addition;

During radar vectors:

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 4000ft, or last assigned LVL if higher, to INS VOR.

Intermediate and Final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to INS VOR.

## Arrival Procedure

## Direct Arrivals

## RWY 05 ILS/LOC/DME

When moderate or severe TURB is forecast, be advised to maintain increased initial APCH ALTs and to descend into the Main PROC from VOR INS / NDB IVR HLDG.

ACFT inbound from PTH VOR should, subject to ATC approval, route via GUSSI (R192 D20 INS).

## RWY 05 ILS/LOC/DME - ACFT CAT B

**Arriving on N560D Northbound:** ARR from the south on R192 INS VOR (QDM 012°) not below 5800ft. REQ ATC approval for DME arc ARR when within D40 INS. After passing D25 INS, with ATC approval, descend not below 5000ft, and after passing GUSSI (D20 INS) descend not below 4500ft. From D14 INS (D13.4 I-LN) turn left to establish on D12 INS (D11.4 I-LN) arc clockwise. When established, descend along the arc not below 3500ft. After crossing step down R214 INS VOR (QDM 034° IVR NDB), continue descent to 2700ft, then from lead R224 INS VOR (QDM 044° IVR NDB) turn right onto LOC. From FAF D8.3 I-LN (D8.9 INS) at 2700ft, continue with final APCH.

## ARRIVAL

**Arriving on N560D Southbound:** ARR on N560D not below 5000ft. REQ ATC approval for DME arc ARR when within D40 INS. When approved, after passing BONBY (D23 INS) descend not below 4900ft. Establish on R340 INS VOR (QDM 160°) from D14 INS (D13.4 I-LN) turn right to establish on D12 INS (D11.4 I-LN) arc anticlockwise. When established, descend along the arc not below 3500ft. After crossing R306 INS VOR (QDM 126° IVR NDB) continue descent to 2700ft, then from lead R244 INS VOR (QDM 064° IVR NDB) turn left onto LOC. From FAF D8.3 I-LN (D8.9 INS) at 2700ft, continue with final APCH.

**Arriving on W6D Southeastbound:** ARR on R306 INS VOR (QDM 126°) not below 5200ft. REQ ATC approval for DME arc ARR when within D40 INS. After passing D25 INS, with ATC approval descend not below 4900ft, and after passing GARVA (D17 INS) descend not below 3600ft. From D14 INS (D13.4 I-LN) turn right to establish on D12 INS (D11.4 I-LN) arc anticlockwise. When established continue descent to 2700ft, then from lead R244 INS VOR (QDM 064° IVR NDB) turn left onto LOC. From FAF D8.3 I-LN (D8.9 INS) at 2700ft, continue with final APCH.

**RWY 05 ILS/LOC/DME - ACFT CAT C**

**Arriving on N560D Northbound:** ARR from the south on R192 INS VOR (QDM 012°) not below 5800ft. REQ ATC approval for DME arc ARR when within D40 INS. After passing D25 INS, with ATC approval, descend not below 5000ft. From D16 INS (D15.4 I-LN) turn left to establish on D14 INS (D13.4 I-LN) arc clockwise. When established, descend along the arc not below 4000ft. After crossing step down R214 INS VOR (QDM 034° IVR NDB) continue descent to 2700, then from lead R226 INS VOR (QDM 046° IVR NDB) turn right onto LOC. From FAF D8.3 I-LN (D8.9 INS) at 2700ft, continue with final APCH.

**RWY 05 VOR/DME - ACFT CAT B**

**Arriving on N560D Northbound:** ARR from the south on R192 INS VOR (QDM 012°) not below 5800ft. REQ ATC approval for DME arc ARR when within D40 INS. After passing D25 INS, with ATC approval, descend not below 5000ft, and after passing GUSSI (D20 INS) descend not below 4500ft. From D14 INS turn left to establish on D12 INS arc clockwise. When established, descend along the arc not below 3500ft. After crossing step down R214 INS VOR, continue descent to 2700ft, then from lead R228 INS VOR turn right to establish on extended FAT. From FAF D8.9 INS at 2700ft, continue with final APCH.

**Arriving on N560D Southbound:** ARR on N560D not below 5000ft. REQ ATC approval for DME arc ARR when near BONBY. When approved, after passing BONBY (D23 INS) descend not below 4900ft. Establish on R340 INS VOR (QDM 160°) from D14 INS turn right to establish on D12 INS arc anticlockwise. When established, descend along the arc not below 3500ft. After crossing R306 INS VOR continue descent to 2700ft, then from lead R248 INS VOR turn left to establish on extended FAT. From FAF D8.9 INS at 2700ft, continue with final APCH.

**Arriving on W6D Southeastbound:** ARR on R306 INS VOR (QDM 126°) not below 5200ft. REQ ATC approval for DME arc ARR when within D40 INS. After passing D25 INS, with ATC approval descend not below 4900ft, and after passing GARVA (D17 INS) descend not below 3600ft. From D14 INS turn right to establish on D12 INS arc anticlockwise. When established continue descent to 2700ft, then from lead R248 INS VOR turn left to establish on extended FAT. From FAF D8.9 INS at 2700ft, continue with final APCH.

**RWY 05 VOR/DME - ACFT CAT C**

**Arriving on N560D Northbound:** ARR from the south on R192 INS VOR (QDM 012°) not below 5800ft. REQ ATC approval for DME arc ARR when within D40 INS. After passing D25 INS, with ATC approval, descend not below 5000ft. From D16 INS turn left to establish on D14 INS arc clockwise. When established, descend along the arc not below 4000ft. After crossing step down R214 INS VOR, continue descent to 2700ft, then from lead R230 INS VOR turn right to establish on extended FAT. From FAF D8.9 INS at 2700ft, continue with final APCH.

## ARRIVAL

**RWY 23 ILS/LOC/DME - ACFT CAT B**

**Arriving direct from ADN VOR/DME:** ARR from ADN VOR/DME on R108 INS VOR (QDM 288°) not below MEA. REQ ATC approval for DME arc ARR when within D40 INS. After passing D25 INS, with ATC approval, descend not below 5600ft. After passing D15 INS descend not below 2500ft. From D11 INS turn right to establish on D10 INS arc anticlockwise. When established, descend along the arc to 2000ft. From lead R064 INS VOR (QDM 244° IVR NDB) turn left onto LOC. From FAF D6.1 I-DX (D6.5 INS) at 2000ft, continue with final APCH.

**Arriving on N560D Southbound:** ARR on N560D not below 5000ft. REQ ATC approval for DME arc ARR when within D40 INS. When approved, after passing BONBY (D23 INS) descend not below 4900ft. Establish on R340 INS VOR (QDM 160°) from D15 INS, descend not below 2500ft. From D11 INS turn left to establish on D10 INS arc clockwise. When established, descend along the arc not below 2000ft. From lead R043 INS VOR (QDM 223° IVR NDB) turn right onto LOC. From FAF D6.1 I-DX (D6.5 INS) at 2000ft, continue with final APCH.

**RWY 23 VOR/DME - ACFT CAT B**

**Arriving direct from ADN VOR/DME:** ARR from ADN VOR/DME on R108 INS VOR (QDM 288°) not below MEA. REQ ATC approval for DME arc ARR when within D40 INS. After passing D25 INS, with ATC approval, descend not below 5600ft. After passing D15 INS descend not below 2500ft. From D11 INS turn right to establish on D10 INS arc anticlockwise. When established, descend along the arc to 2000ft. From lead R060 INS VOR turn left onto extended FAT. From FAF D6.5 INS at 2000ft, continue with final APCH.

**Arriving on N560D Southbound:** ARR on N560D not below 5000ft. REQ ATC approval for DME arc ARR when within D40 INS. When approved, after passing BONBY (D23 INS) descend not below 4900ft. Establish on R340 INS VOR (QDM 160°) from D15 INS, descend not below 2500ft. From D11 INS turn left to establish on D10 INS arc clockwise. When established, descend along the arc not below 2000ft. From lead R039 INS VOR turn right onto extended FAT. From FAF D6.5 INS at 2000ft, continue with final APCH.

## DEPARTURE

**Take-off Minima**

RWY		05/23	
A, B, C	ft - m/km	0 - 300R/300V	For AOC holders with state authorization
		0 - 400R/400V	-
D		Not applicable	

**Communication**

**COM Failure:** See CRAR United Kingdom.

**Departure Procedure****Oceanic clearance**

JET DEP: If FLT planned to enter Shanwick BTN ATSIX and NIBOG (inclusive) REQ oceanic CLR prior DEP. If FLT planned to enter Shanwick south of NIBOG, REQ when airborne.

NON-JET DEP: REQ oceanic CLR when airborne.

Oceanic CLR is valid only from entry point. CLR to entry point is issued separately by ATC.

**De-icing**

AVBL.

Effective 16-AUG-2018

09-AUG-2018

INV-EGPE

United Kingdom Inverness

AGC

AFC

AFC

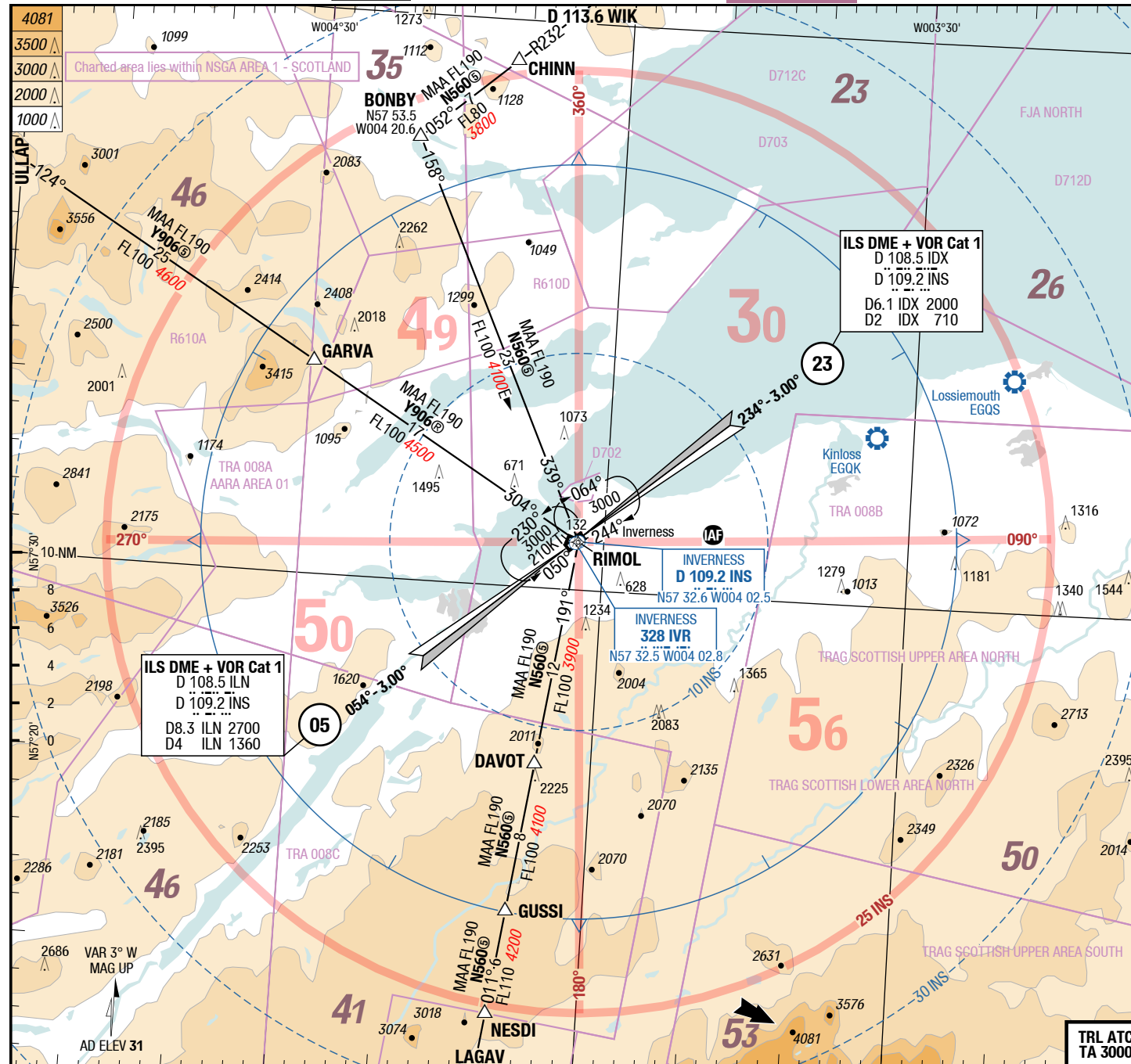
AFC

Inverness United Kingdom

AGC

AFC

2-10



Effective 16-AUG-2018

09-AUG-2018

INV-EGPE

United Kingdom Inverness

AGC

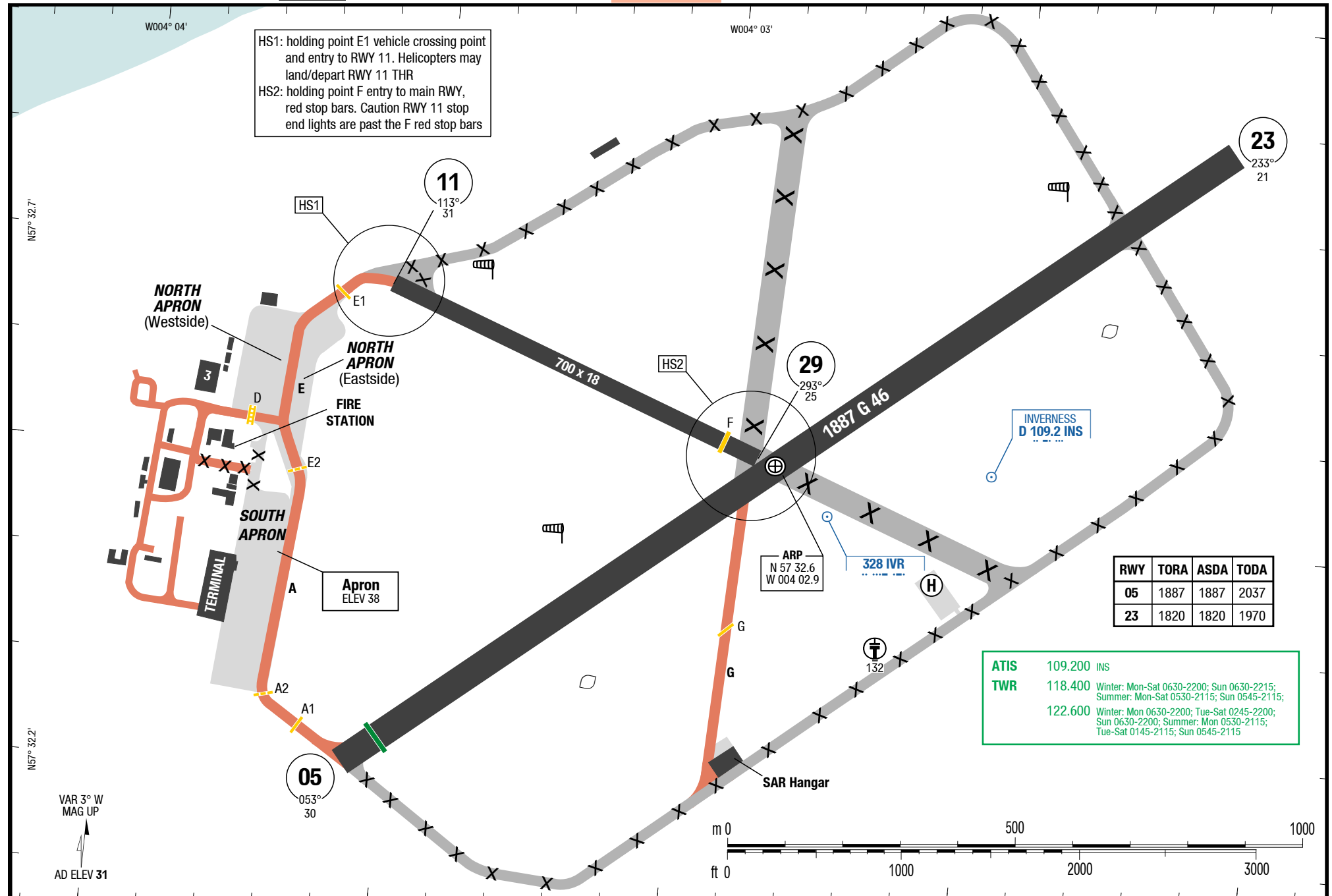
AGC

AGC

Inverness United Kingdom

AGC

3-20



Changes: FREQ, BLDG

**INV-EGPE**

ILS DME + VOR 23

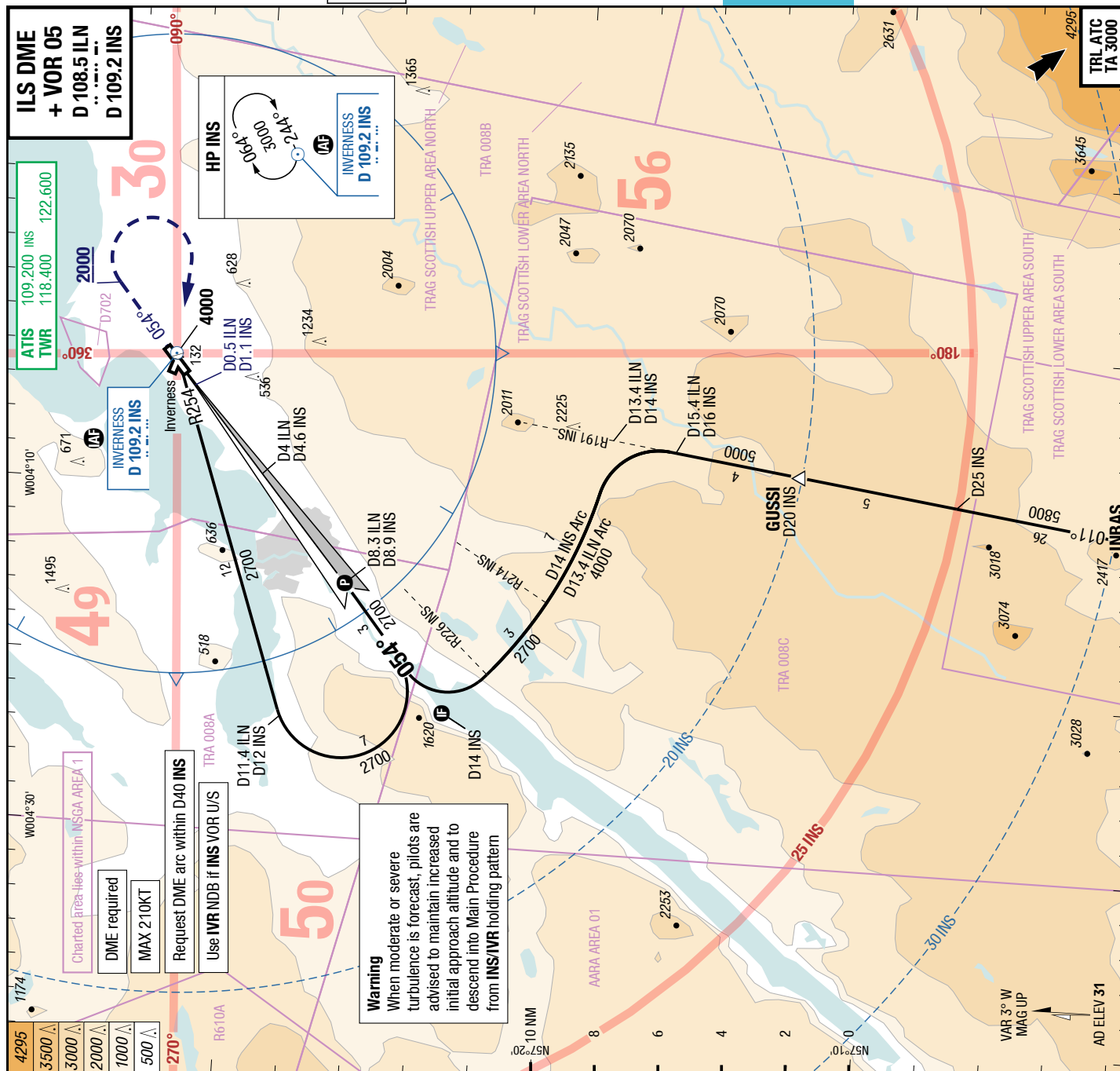
**ILS DME + VOR 05**

# IAC

# IAC

ILS DME + VOR 23

## ILS DME + VOR 05



**LOC 3.00°**  
**D ILN**  
**054°**  
 RWY 053°

8.3	7	6	5	3	2
2700	2330	2010	1690	1050	730

D8.9 INS  
D8.3 ILN

2700  
0-054°

1030  
GP 3.00°

1360

4000  
R254°

05°

THR 30 (1hPa) / TDZ 30 (---%) -0.1%

D11 D0.6 INS  
D0.5 ILN

at MINM 2000 RT  
direct INS  
climb 3000

054°

DME ILN reads zero at displ. THR

GS	120	140	160
D4 ILN	640	750	850
-MAPt	1:45	1:30	1:19

DIST to displaced THR

05		Cat 1 DME	LOC DME	DME	Circling	Circling
ft - m/km	200 - 550	390 - 1.1				
ft	230 <sup>1)</sup>	420			1070 - 2.4V	1370 - 2.4V
ft - m/km	Not authorized	Not authorized			1100	1400
ft	Not authorized	Not authorized			Not authorized	Not authorized

MDA 501

1) FD, AP or HGS required, else RVR 750m

Changes: APL, VAR, Editorial

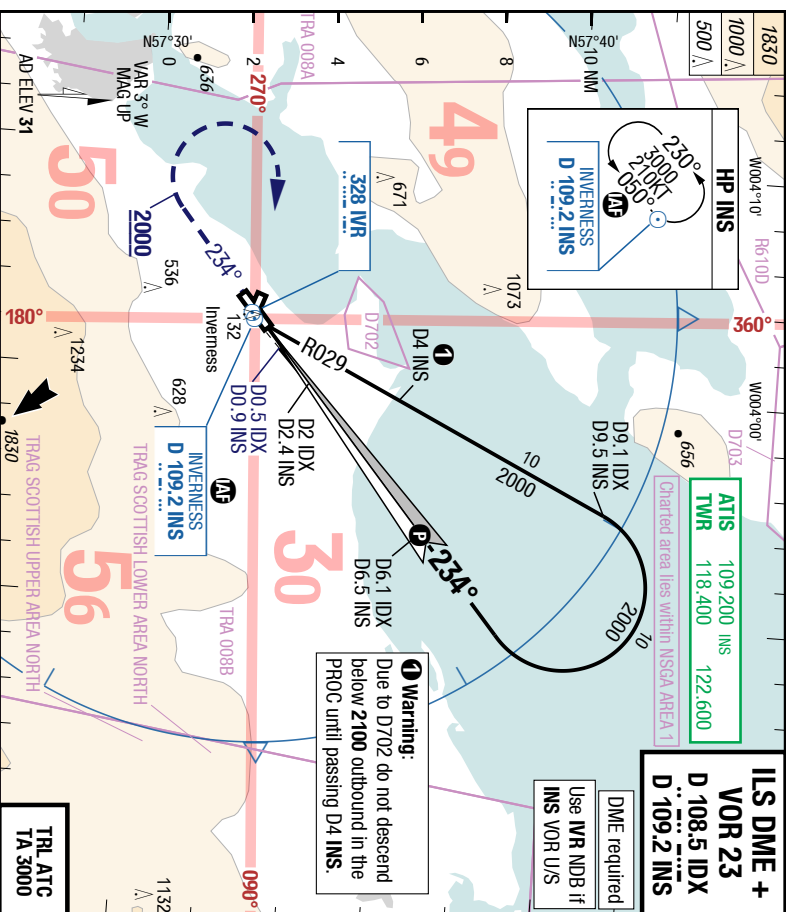
United Kingdom **Inverness**

## INV-EGPE

## ILS DME + VOR 23

**IAC**

## INV-EGPE



60 HI		46 G 1820		23		LOC 3.00	
3.0° 8		3.0° 8		1		D IDX 234°	
+0.1%		TDZ 21 (---)/THR 21 (1nPd)		HL-P1		RMY 233°	
234° at MNM 2000 RT direct INS climb 3000		INS DO.9 D2.4 1 D4		390 1030 1350 1670 2000		234°	
4000		IDX DO.5 D2		1030		1	
R029		710		1030		3	
MDA		GR 3.00°		1350		4	
520		234°		1670		5	
2000		2000		2000		6.1	
2000		D6.5 D9.1 IDX					
DME IDX reads zero at THR		DIST to THR					
GS 120 140 160							
D6.1 IDX 640 740 850							
-MAP1 2.48 2.24 2.06							
23		Cat 1 DME		LOC DME			
ft - m/km		200 - 550		350 - 900			
230 1)		370					
ft - m/km		Not authorized		Not authorized			
D		ft		Not authorized			
		Circling		Circling			
		NW of RMY 05/23		Total Area			
		1070 - 2.4V		1370 - 2.4V			
		1100		1400			
		Not authorized		Not authorized			

(1) FD, AP or HSS required, else RVR 750m

© Lido 2016

05-JAN-2017  
INV-EGPE

United Kingdom Inverness

VOR DME 23

VOR DME 05

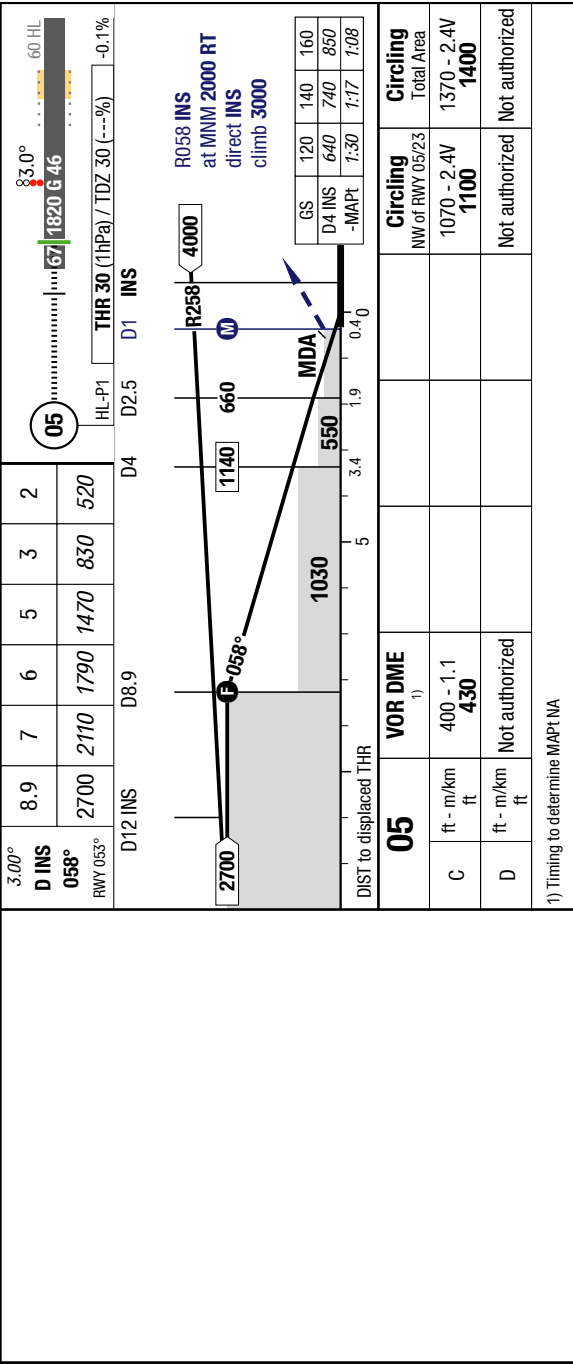
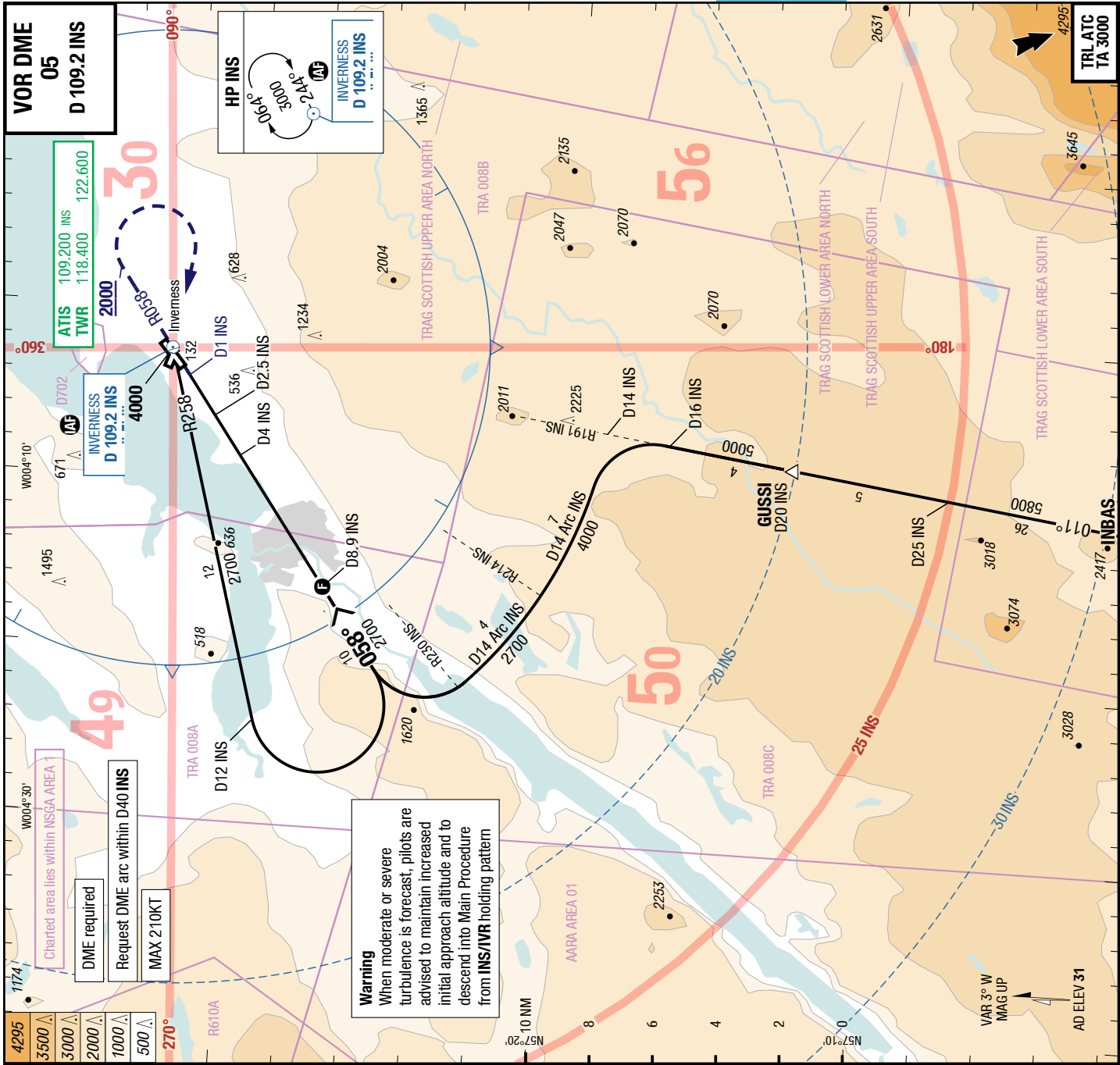
IAC

IAC

Inverness United Kingdom

VOR DME 23

VOR DME 05



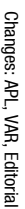
United Kingdom **Inverness**

## INV-EGPE

# VOR DME 23

**IAC**

# VOR DME 23



05-JAN-2017

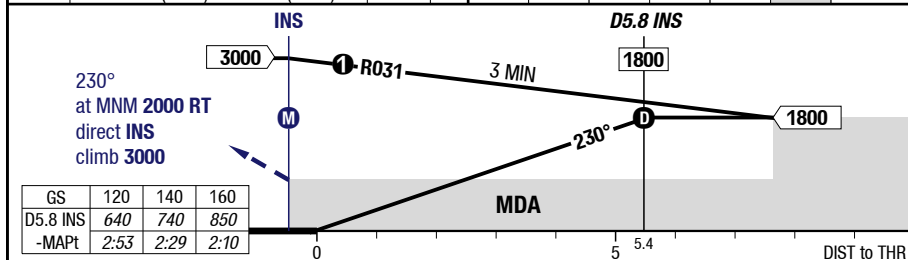
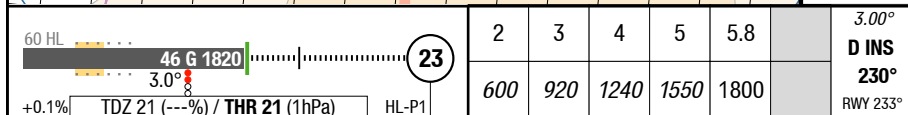
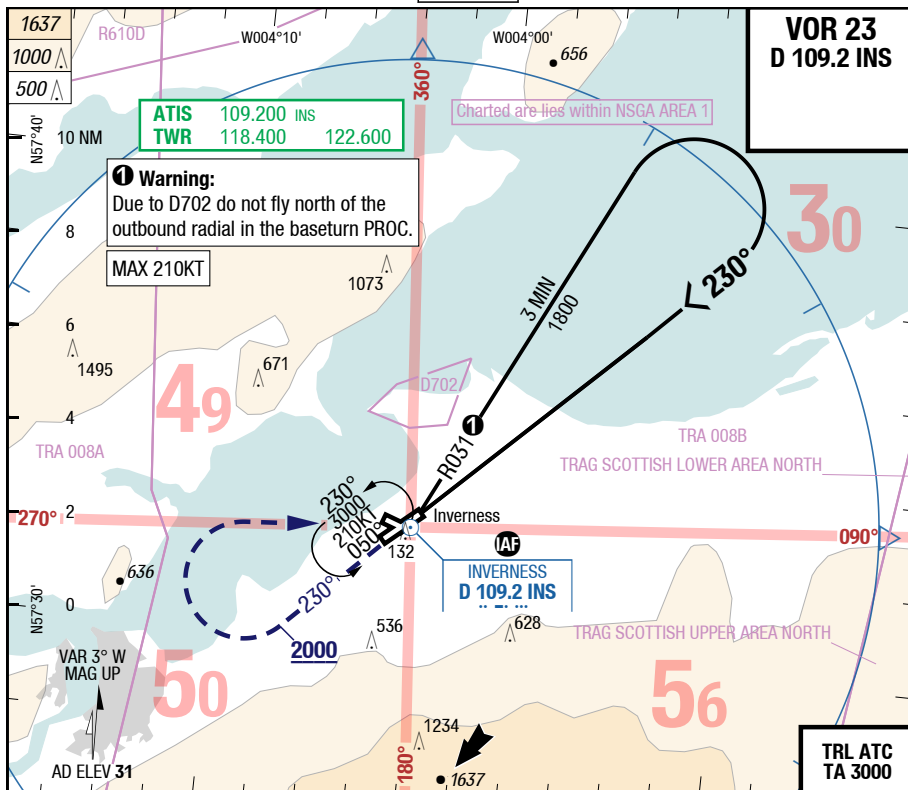
INV-EGPE

United Kingdom Inverness

IAC

7-50

VOR 23



23	VOR					Circling NW of RWY 05/23	Circling Total Area
C	ft - m/km ft	430 - 1.3 450				1070 - 2.4V 1100	1370 - 2.4V 1400
D	ft - m/km ft	Not authorized				Not authorized	Not authorized

Changes: APL, VAR, Editorial

05-JAN-2017  
INV-EGPE

United Kingdom Inverness

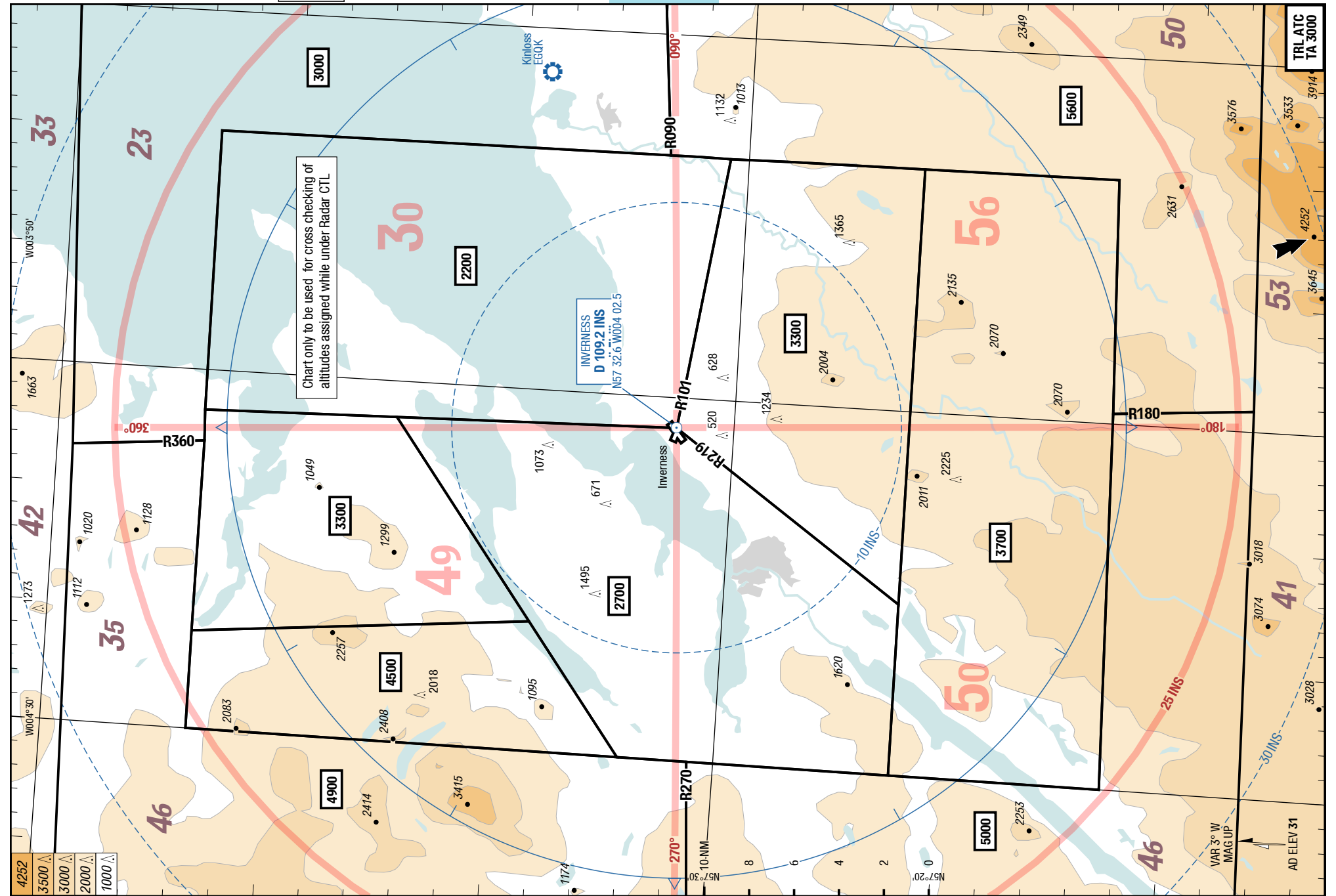
NIL  
MRC

MRC

MRC

Inverness United Kingdom

NIL  
MRC



Changes: VAR