

## List of pages in this Trip Kit

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Airport Information For EGPE

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Revision Letter For Cycle 21-2020

Change Notices

Notebook

## General Information

Location: INVERNESS GBR  
ICAO/IATA: EGPE / INV  
Lat/Long: N57° 32.5', W004° 02.8'  
Elevation: 31 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +0:00 = UTC  
Magnetic Variation: 4.0° W

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0654 Z  
Sunset: 1710 Z

## Runway Information

Runway: 05  
Length x Width: 6191 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 30 ft  
Lighting: Edge, ALS  
Displaced Threshold: 197 ft

Runway: 23  
Length x Width: 6191 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 21 ft  
Lighting: Edge, ALS

Runway: 11  
Length x Width: 2297 ft x 59 ft  
Surface Type: asphalt  
TDZ-Elev: 31 ft

Runway: 29  
Length x Width: 2297 ft x 59 ft  
Surface Type: asphalt  
TDZ-Elev: 25 ft

## Communication Information

ATIS: 109.200

Inverness Tower: 118.405 VHF-DF

Inverness Tower: 122.605 VHF-DF

Inverness Approach: 122.605 VHF-DF

Inverness Radar: 122.605 VHF-DF

Inverness Fire Chief Emergency: 121.600

# EGPE/INV INVERNESS

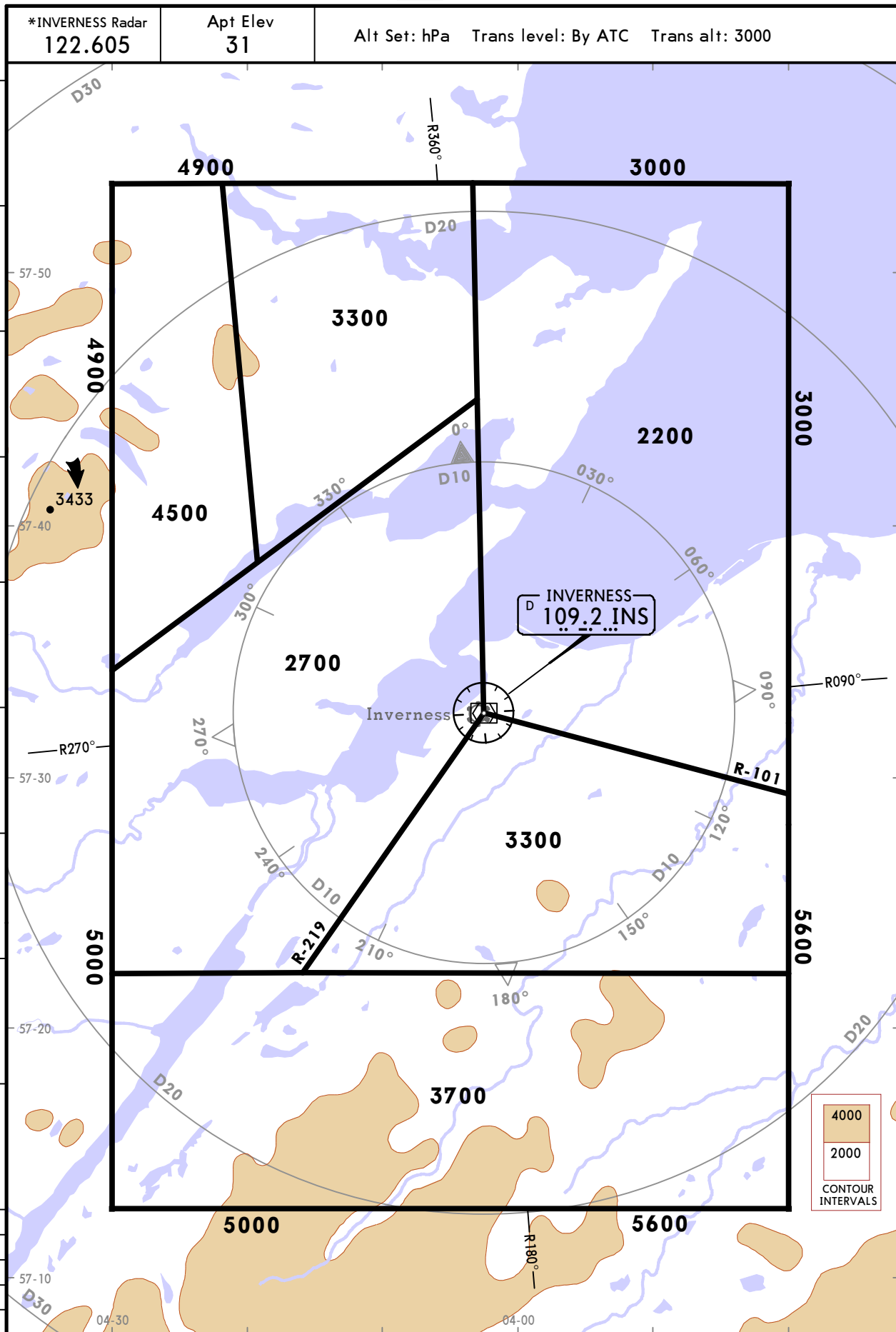


# INVERNESS, UK

30 NOV 18 (10-1R)

Eff 6 Dec

**RADAR MINIMUM ALTITUDES**



PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
<b>INITIAL APPROACH</b>	Continue visually or by means of an appropriate approved final approach aid. If not possible, proceed to 5600 or last assigned level if higher, to INS.
<b>INTERMEDIATE AND FINAL APPROACH</b>	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to INS.

CHANGES: Communication.

# EGPE/INV

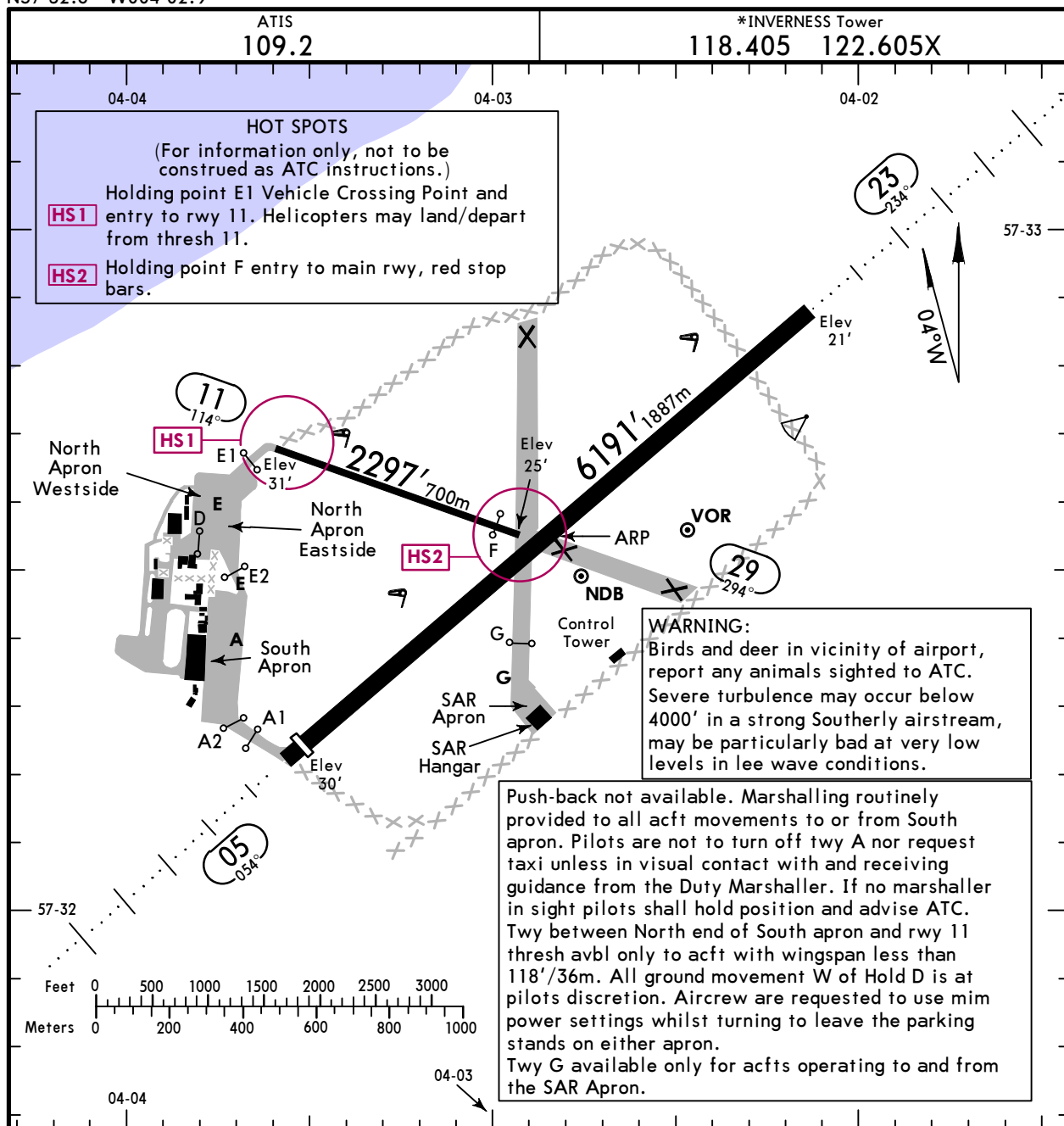
Apt Elev 31'  
N57 32.6 W004 02.9



7 AUG 20 **10-9** Eff 13 Aug

# INVERNESS, UK

INVERNESS



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS			WIDTH
					Threshold	Glide Slope	TAKE-OFF	
05 23	HIRL	HIALS	PAPI-L (angle 3.0°)	grooved RVR	5972' 1820m	4938' 1505m	①	151' 46m
11 ② 29								59' 18m

① TAKE-OFF RUN AVAILABLE  
**RWY 05:** From rwy head 6191' (1887m) rwy 11 int 3107' (947m)  
**RWY 23:** From rwy head 5971' (1820m) rwy 11 int 2776' (846m)  
 ② Not available at night.

**LOW VISIBILITY PROCEDURES (LVP)**  
 Preparation for LVP will commence when reported MET VIS or RVR is 1500m and falling. Pilots will be informed when LVP are in operation by ATIS.

	Standard TAKE-OFF		
	Low Visibility Take-off		
A	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
B	RVR 300m	400m	500m
C			
D	NOT APPLICABLE		

EGPE/INV

 **JEPPESEN**  
28 JAN 11 **10-9Y**

**JAA COPTER MINIMUMS**

**INVERNESS, UK**  
**INVERNESS**

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
05	ILS	230' (200')	500m / 1000m
	LOC	420' (390')	800m / 1000m
	VOR	430' (400')	800m / 1000m
23	ILS	221' (200')	500m / 1000m
	LOC	370' (349')	800m / 1000m
	VOR DME	400' (379')	800m / 1000m
	VOR	450' (429')	800m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	700' (669') ❶	1000m

❶ North of rwy 05/23: 490' (459').

**TAKE-OFF RWY 05, 23**

LVP must be in Force ❷				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❸	800m

❷ Without LVP 400m are stipulated.

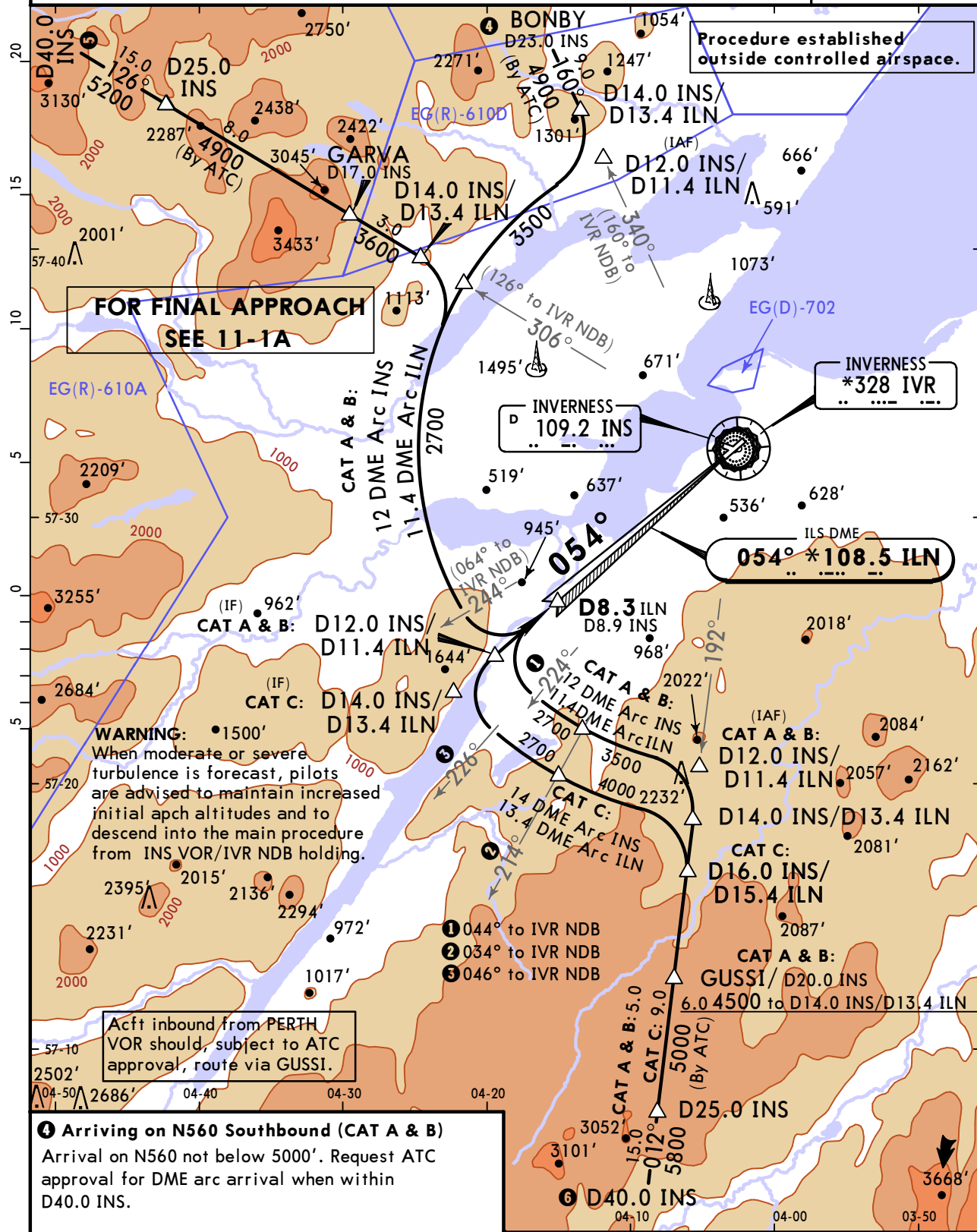
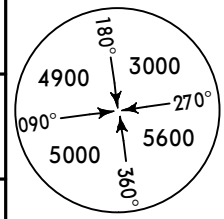
❸ Or rejected take-off distance whichever is the greater.

**EGPE/INV**  
INVERNESS

**JEPPESSEN**  
7 DEC 18 (11-1) CAT  
A, B & C

**INVERNESS, UK**  
VOR ILS DME  
or VOR LOC DME Rwy 05

ATIS <b>109.2</b>		*INVERNESS Approach (R) <b>122.605X</b>		*INVERNESS Tower <b>118.405 122.605X</b>	
LOC ILN <b>*108.5</b>	Final Apch Crs <b>054°</b>	GS Refer to chart 11-1A	ILS DA(H) Refer to chart 11-1A	Apt Elev 31'	Rwy 30'
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC	
ILS DME reads zero at threshold rwy 05.		Trans alt: 3000'		MSA INS VOR	



**FOR FINAL APPROACH  
SEE 11-1A**

Procedure established  
outside controlled airspace.

**WARNING:**  
When moderate or severe  
turbulence is forecast, pilots  
are advised to maintain increased  
initial apch altitudes and to  
descend into the main procedure  
from INS VOR/IVR NDB holding.

Acft inbound from PERTH  
VOR should, subject to ATC  
approval, route via GUSSI.

- PANS OPS**
- 4 Arriving on N560 Southbound (CAT A & B)**  
Arrival on N560 not below 5000'. Request ATC approval for DME arc arrival when within D40.0 INS.
  - 5 Arriving on Y906 Southeastbound (CAT A & B)**  
Arrival on R-306 INS not below 5200'. Request ATC approval for DME arc arrival when within D40.0 INS.

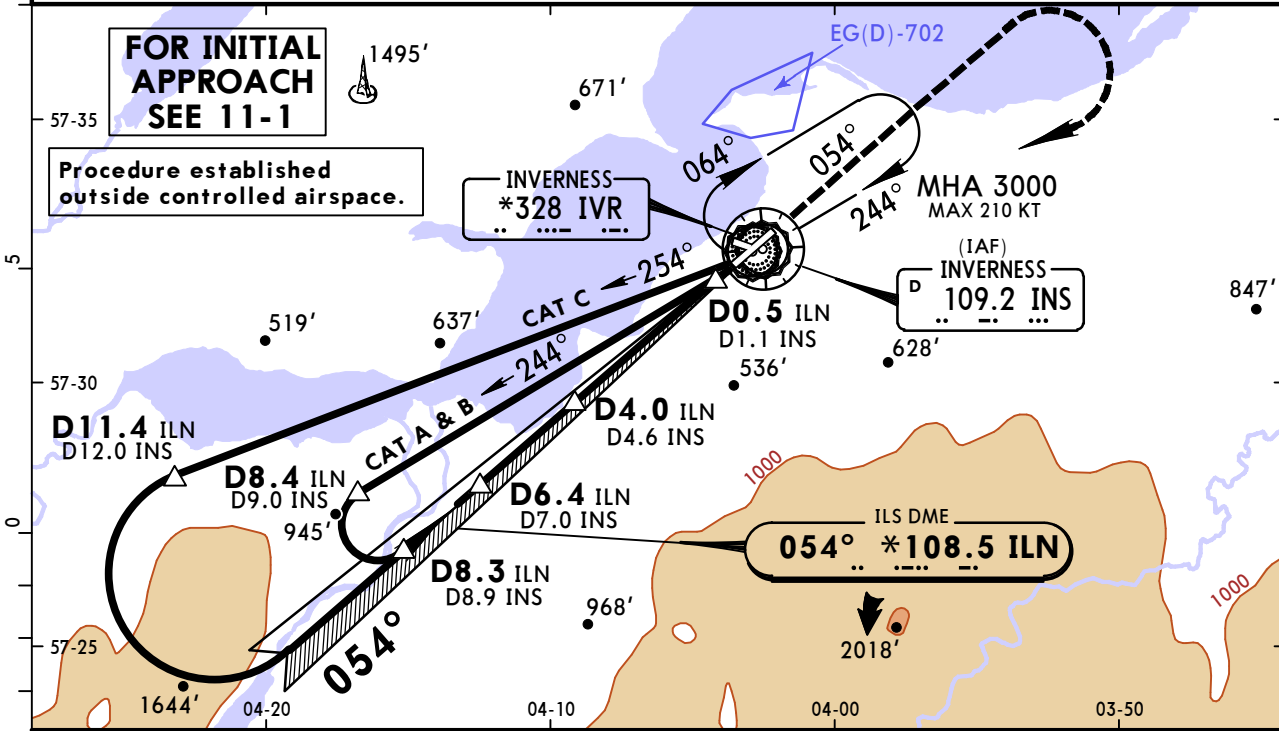
- 6 Arriving on N560 Northbound (CAT A, B & C)**  
Arrival from the South on R-192 INS not below 5800'. Request ATC approval for DME arc arrival when within D40.0 INS.

**EGPE/INV**  
INVERNESS

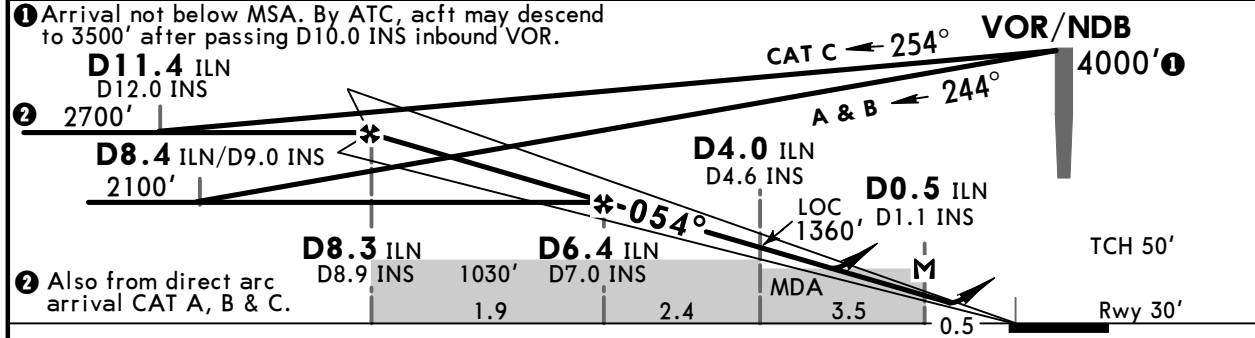
**JEPPESEN**  
7 DEC 18 **11-1A** CAT A, B & C

**INVERNESS, UK**  
**VOR ILS DME**  
or **VOR LOC DME Rwy 05**

BRIEFING STRIP™	ATIS <b>109.2</b>		*INVERNESS Approach (R) <b>122.605X</b>		*INVERNESS Tower <b>118.405 122.605X</b>		<p>MSA INS VOR</p>
	LOC ILN <b>*108.5</b>	Final Apch Crs <b>054°</b>	GS (CONDITIONAL) Refer to Profile	ILS DA(H) <b>230'</b> (200')	Apt Elev 31'	Rwy 30'	
	<b>MISSED APCH:</b> Climb STRAIGHT AHEAD (MAX 210 KT) to 2000', then climbing turn RIGHT to VOR at 3000' to hold, or as directed. Pilots should take account of the climb performance of their aircraft to arrange their flight to reach VOR at 3000'.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 3000'	
1. CAT A & B WARNING: Due to the presence of high terrain outside D12.0 INS, do not extend outbound leg of baseturn. 2. NDB may be used if VOR is not available. 3. Lowest altitude to start procedure from hold is 3000'. 4. ILS DME reads zero at thresh rwy 05.							



LOC (GS out)	ILN DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2320'	2000'	1680'	1360'	1040'	720'	400'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MAX <b>210 KT</b> ↑
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.5 ILN/D1.1 INS							

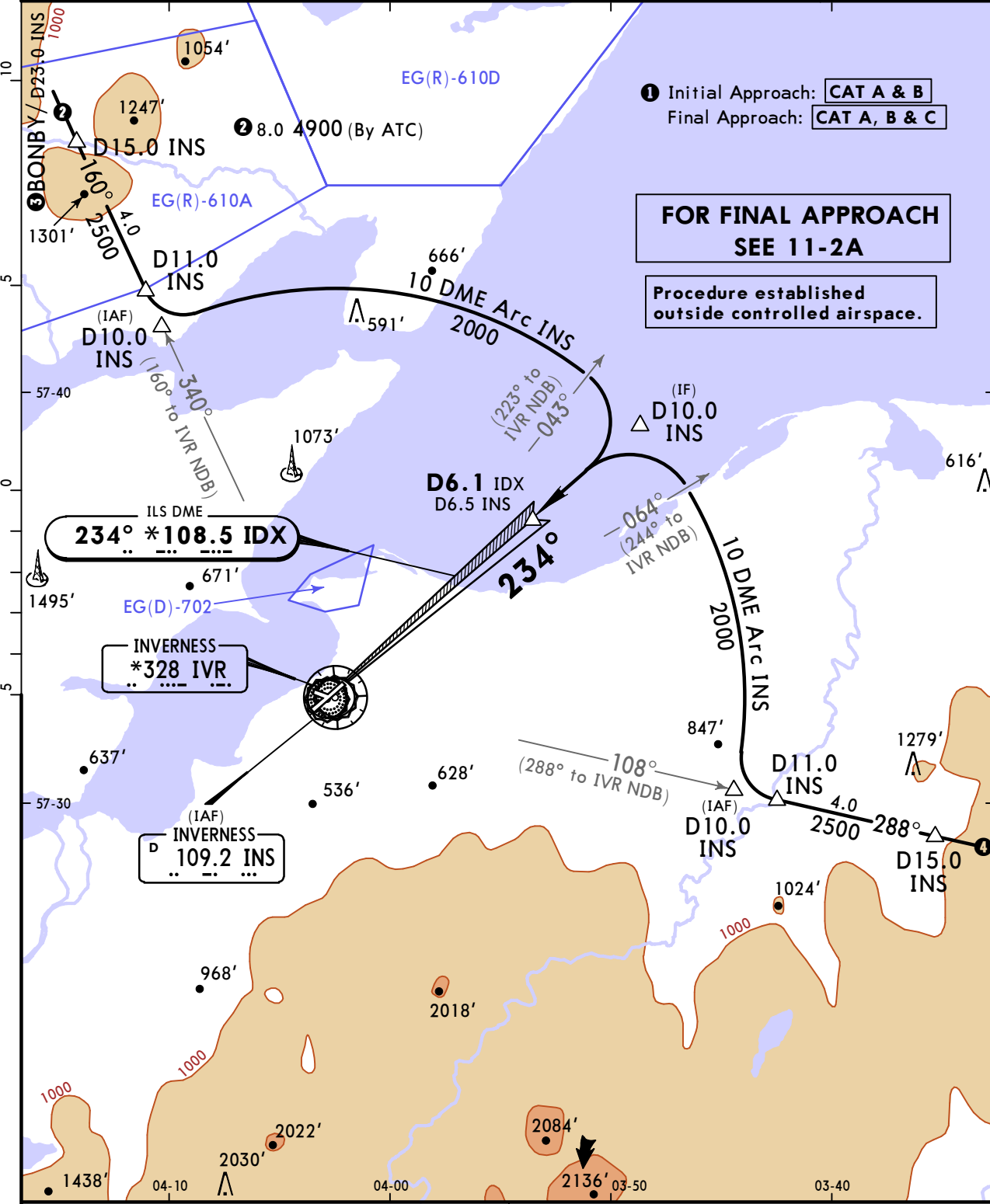
PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND				
	ILS		LOC (GS out) CDFA		North of rwy 05/23				
	DA(H) <b>230'</b> (200')		DA/MDA(H) <b>420'</b> (390')						
	FULL	ALS out		ALS out	Max Kts	MDA(H)	VIS	MDA(H)	VIS
	A	RVR 550m	RVR 1200m	RVR 1100m	100	<b>490'</b> (459')	1500m	<b>700'</b> (669')	1500m
B	RVR 550m	RVR 1200m	RVR 1100m	135	<b>540'</b> (509')	1600m	<b>840'</b> (809')	1600m	
C				180	<b>1100'</b> (1069')	2400m	<b>1400'</b> (1369')	2400m	
D	NOT APPLICABLE				D	NOT APPLICABLE			

**EGPE/INV**  
**INVERNESS**

**JEPPESSEN**  
7 DEC 18 (11-2)

**INVERNESS, UK**  
● **VOR ILS DME**  
or **VOR LOC DME Rwy 23**

ATIS <b>109.2</b>		*INVERNESS Approach (R) <b>122.605X</b>		*INVERNESS Tower <b>118.405 122.605X</b>		<p>MSA INS VOR</p>
LOC IDX <b>*108.5</b>	Final Apch Crs <b>234°</b>	GS Refer to chart 11-2A	ILS DA(H) Refer to chart 11-2A	Apt Elev 31'	Rwy 21'	
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC		Trans alt: 3000'	
ILS DME reads zero at threshold rwy 23.						



**③ Arriving on N560 Southbound**  
Arrival on N560 not below 5000'. Request ATC approval for DME arc arrival when within D40.0 INS.

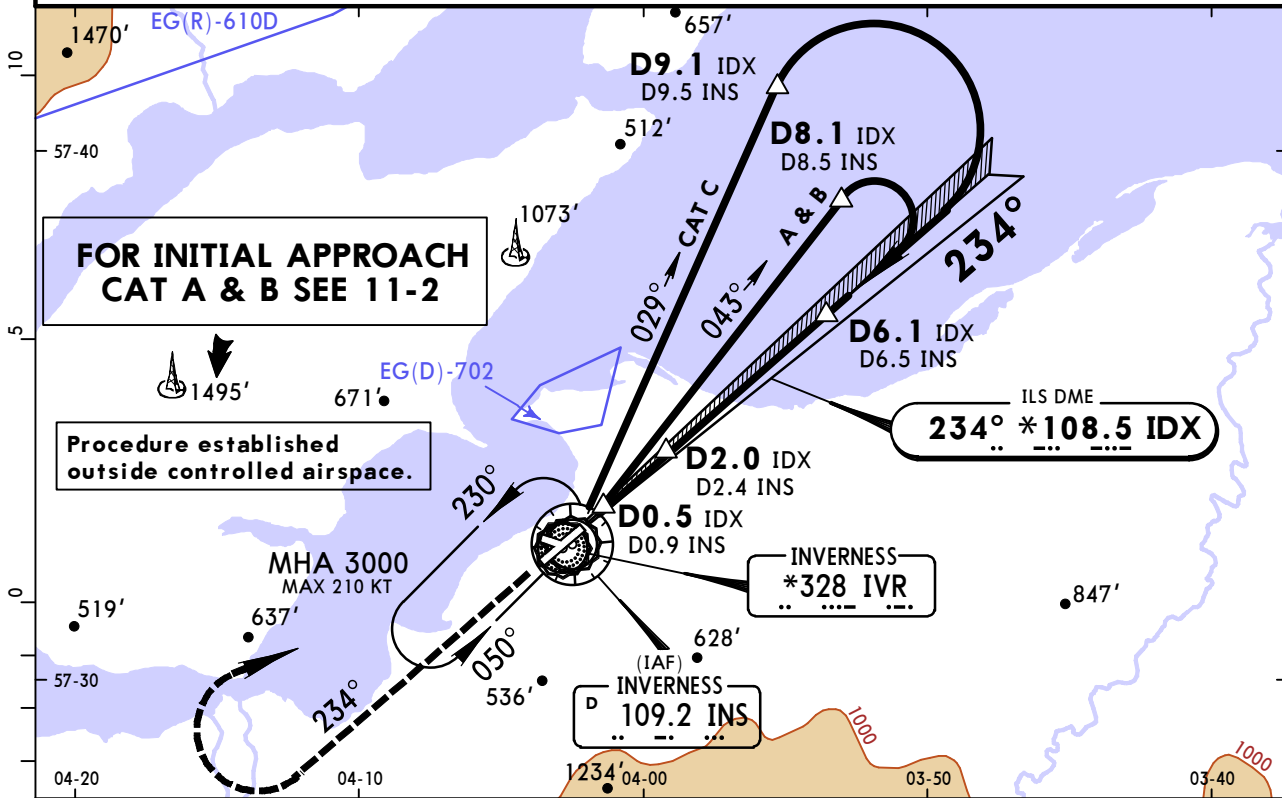
**④ Arriving direct from ABERDEEN VOR**  
Arrival from ABERDEEN VOR on R-108 INS not below minimum safe enroute altitude. Request ATC approval for DME arc arrival when within D40.0 INS. After passing D25.0 INS, with ATC approval, descend not below 5600'.

**EGPE/INV**  
INVERNESS

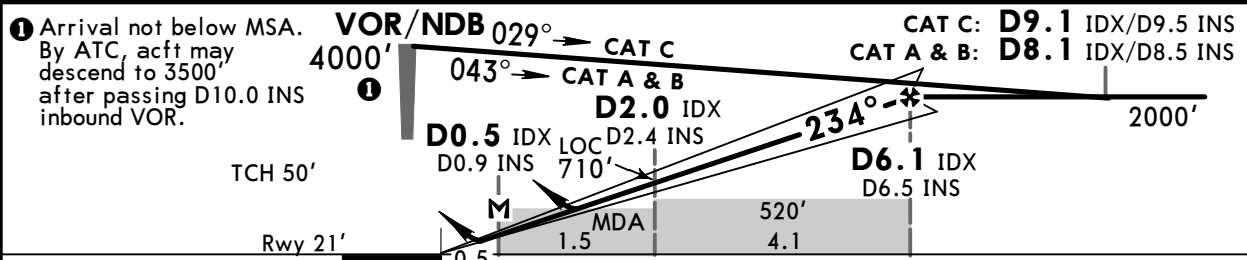
**JEPPESSEN**  
7 DEC 18 **(11-2A)** **CAT**  
**A, B & C**

**INVERNESS, UK**  
**VOR ILS DME**  
**or VOR LOC DME Rwy 23**

BRIEFING STRIP™	ATIS <b>109.2</b>		*INVERNESS Approach (R) <b>122.605X</b>		*INVERNESS Tower <b>118.405 122.605X</b>		<p>MSA INS VOR</p>
	LOC IDX <b>*108.5</b>	Final Apch Crs <b>234°</b>	GS <b>D6.1 IDX</b> 2000' (1979')	ILS DA(H) <b>221' (200')</b>	Apt Elev 31' Rwy 21'		
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT to VOR at 3000' to hold, or as directed. Pilots should take account of the climb performance of their aircraft to arrange their flight to reach VOR at 3000'.</p>							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 3000'	
<p>1. WARNING: Due the presence of EG(D)-702 do not descend below 2100' outbound in the procedure until passing D4.0 INS. 2. NDB may be used if VOR is not available. 3. Lowest altitude to start procedure from hold is 3000'. 4. ILS DME reads zero at rwy 23 threshold.</p>							



LOC (GS out)	IDX DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	390'	710'	1030'	1350'	1670'



Gnd speed-Kts	70	90	100	120	140	160	<p><b>2000'</b></p>
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.5 IDX/D0.9 INS							

PANS OPS	<b>Standard</b> STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND				
	ILS		LOC (GS out) CDFA		North of rwy 05/23				
	DA(H) <b>221' (200')</b>		DA/MDA(H) <b>370' (349')</b>						
	FULL		ALS out		Max Kts		MDA(H) VIS		
	A	RVR 550m	RVR 1200m	RVR 900m	RVR 1500m	100	490' (459')	1500m	700' (669')
B	RVR 550m	RVR 1200m	RVR 900m	RVR 1500m	135	540' (509')	1600m	840' (809')	1600m
C	RVR 550m	RVR 1200m	RVR 900m	RVR 1600m	180	1100' (1069')	2400m	1400' (1369')	2400m
D	NOT APPLICABLE				D	NOT APPLICABLE			

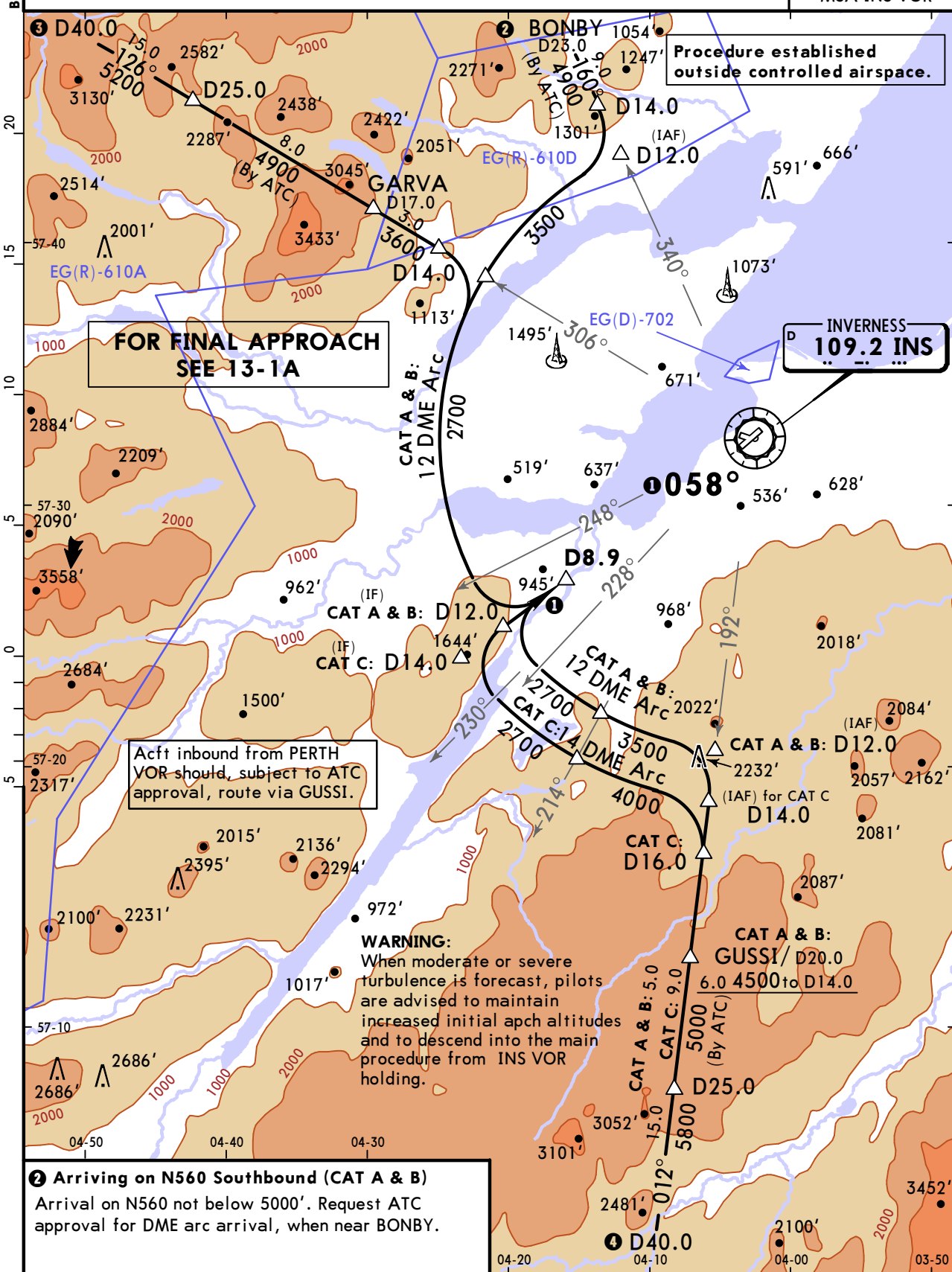
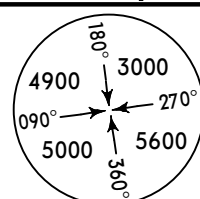
# EGPE/INV INVERNESS



7 DEC 18 (13-1) CAT A, B & C

# INVERNESS, UK VOR DME Rwy 05

ATIS 109.2		*INVERNESS Approach (R) 122.605X		*INVERNESS Tower 118.405 122.605X	
VOR INS <b>109.2</b>	Final Apch Crs <b>058°</b>	Procedure Alt Refer to chart 13-1A	DA/MDA(H) Refer to chart 13-1A	Apt Elev 31' Rwy 30'	
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 3000'	



Act inbound from PERTH VOR should, subject to ATC approval, route via GUSSI.

**WARNING:**  
When moderate or severe turbulence is forecast, pilots are advised to maintain increased initial apch altitudes and to descend into the main procedure from INS VOR holding.

- PANS OPS**
- ② Arriving on N560 Southbound (CAT A & B)  
Arrival on N560 not below 5000'. Request ATC approval for DME arc arrival, when near BONBY.
  - ③ Arriving on Y906 Southeastbound (CAT A & B)  
Arrival on R-306 not below 5200'. Request ATC approval for DME arc arrival when within D40.0.
  - ④ Arriving on N560 Northbound (CAT A, B & C)  
Arrival from the South on R-192 not below 5800'. Request ATC approval for DME arc arrival within D40.0.

# EGPE/INV INVERNESS

**JEPPESSEN**

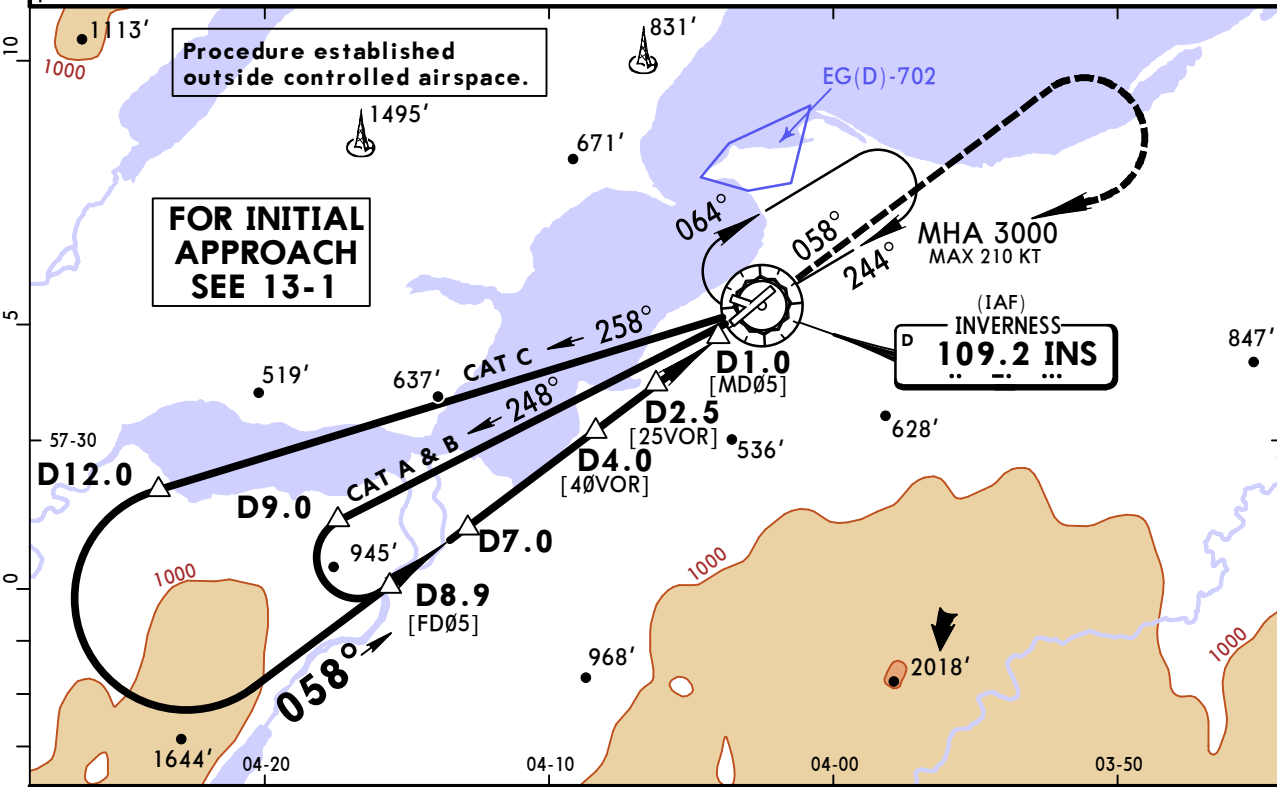
**INVERNESS, UK**

7 DEC 18 **(13-1A)**

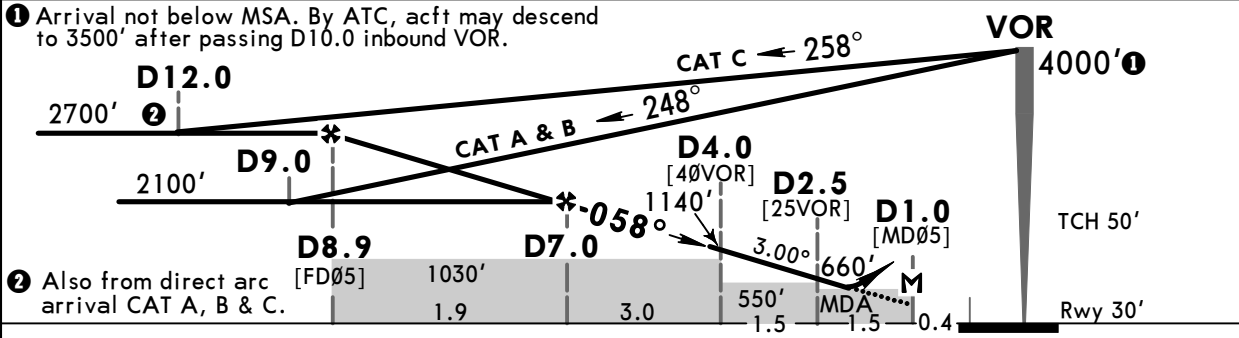
**CAT A, B & C**

**VOR DME Rwy 05**

ATIS <b>109.2</b>		*INVERNESS Approach (R) <b>122.605X</b>		*INVERNESS Tower <b>118.405 122.605X</b>	
VOR INS <b>109.2</b>	Final Apch Crs <b>058°</b>	Procedure Alt (CONDITIONAL) Refer to Profile	DA/MDA(H) <b>430' (400')</b>	Apt Elev 31'	Rwy 30'
<b>MISSED APCH: Climb STRAIGHT AHEAD (MAX 210 KT) to 2000', then climbing turn RIGHT to VOR at 3000' to hold, or as directed.</b> Pilots should take account of the climb performance of their aircraft to arrange their flight to reach VOR at 3000'.					
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC	
				Trans alt: 3000'	
1. CAT A & B WARNING: Due to the presence of high terrain outside D12.0, do not extend outbound leg of baseturn. 2. Final approach track offset 4° from rwy centerline. 3. Lowest altitude to start procedure from hold is 3000'.					



INS DME	7.0	6.0	5.0	4.0	3.0	2.5	2.0
ALTITUDE	2100'	1780'	1460'	1140'	820'	660'	500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <b>MAX 210 KT</b> ↑
Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.0							

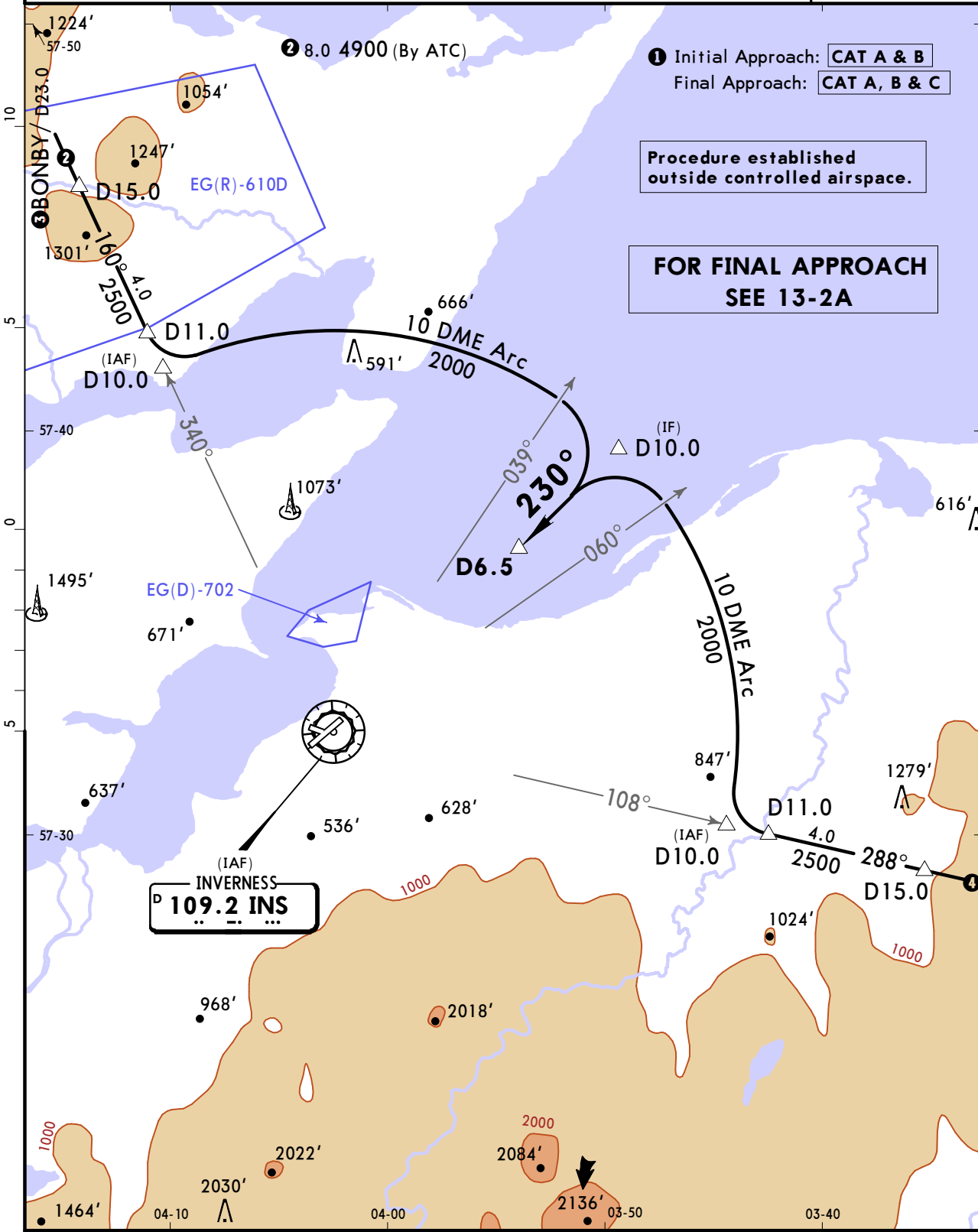
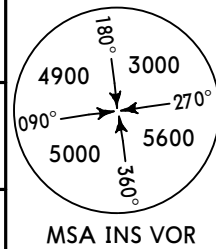
<b>PANS OPS</b>	<b>Standard</b> STRAIGHT-IN LANDING RWY 05		CIRCLE-TO-LAND				
	CDFA		North of rwy 05/23				
	DA/MDA(H) <b>430' (400')</b>						
	ALS out		Max Kts	MDA(H)	VIS	MDA(H)	VIS
	A	RVR 1100m	RVR 1500m	100	<b>490'</b> (459')	1500m	<b>700'</b> (669')
B		RVR 1800m	135	<b>540'</b> (509')	1600m	<b>840'</b> (809')	1600m
C			180	<b>1100'</b> (1069')	2400m	<b>1400'</b> (1369')	2400m
D	NOT APPLICABLE		D	NOT APPLICABLE			

# EGPE/INV INVERNESS

**JEPPesen**  
7 DEC 18 **(13-2)**

# INVERNESS, UK VOR DME Rwy 23

ATIS <b>109.2</b>		*INVERNESS Approach (R) <b>122.605X</b>		*INVERNESS Tower <b>118.405 122.605X</b>	
VOR INS <b>109.2</b>	Final Apch Crs <b>230°</b>	Procedure Alt Refer to chart 13-2A	DA/MDA(H) Refer to chart 13-2A	Apt Elev 31'	Rwy 21'
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC	
				Trans alt: 3000'	



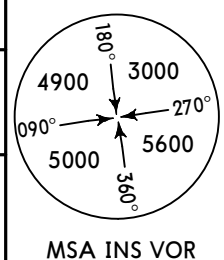
<p><b>5 Arriving on N560 Southbound</b> Arrival on N560 not below 5000'. Request ATC approval for DME arc arrival when within D40.0.</p>	<p><b>4 Arriving direct from ABERDEEN VOR</b> Arrival from ABERDEEN VOR on R-108 not below minimum safe enroute altitude. Request ATC approval for DME arc arrival when within D40.0. After passing D25.0, with ATC approval, descend not below 5600'.</p>
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# EGPE/INV INVERNESS

**JEPPESSEN**  
7 DEC 18 **(13-2A)** **CAT A, B & C**

# INVERNESS, UK VOR DME Rwy 23

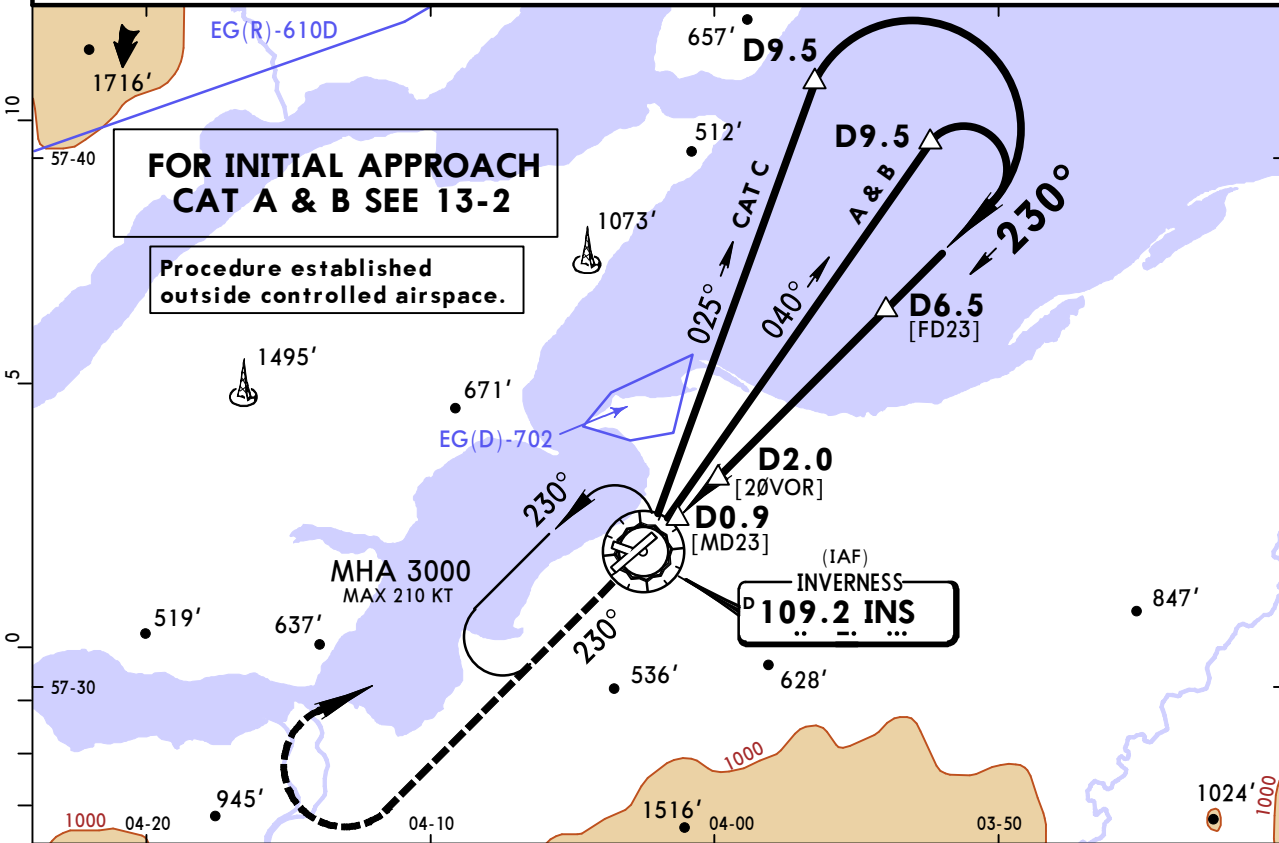
ATIS <b>109.2</b>		*INVERNESS Approach (R) <b>122.605X</b>		*INVERNESS Tower <b>118.405 122.605X</b>	
VOR INS <b>109.2</b>	Final Apch Crs <b>230°</b>	Procedure Alt <b>D6.5</b> <b>2000'</b> (1979')	DA/MDA(H) <b>400'</b> (379')	Apt Elev 31' Rwy 21'	



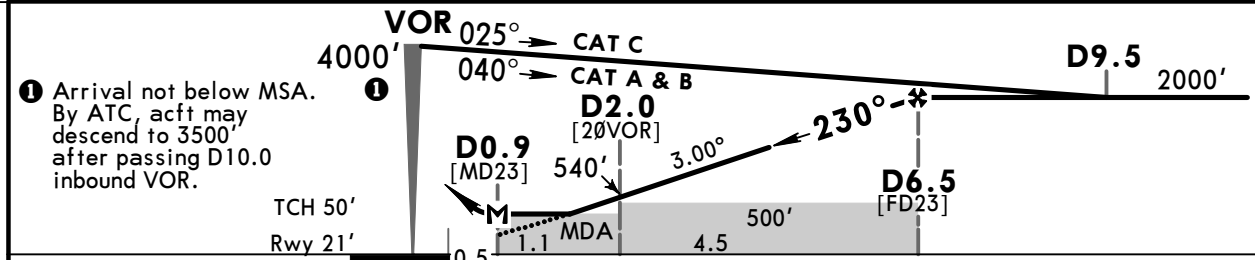
**MISSED APCH:** Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT to VOR at 3000' to hold, or as directed.  
Pilots should take account of the climb performance of their aircraft to arrange their flight to reach VOR at 3000'.

Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: By ATC      Trans alt: 3000'

1. WARNING: Due to the presence of EG(D)-702 do not descend below 2100' outbound in the procedure until passing D4.0. 2. Final approach track offset 4° from rwy centerline. 3. Lowest altitude to start procedure from hold is 3000'.



INS DME	2.0	3.0	4.0	5.0
ALTITUDE	540'	860'	1180'	1500'



Gnd speed-Kts	70	90	100	120	140	160		<b>2000'</b>
Descent Angle	3.00°	372	478	531	637	743		

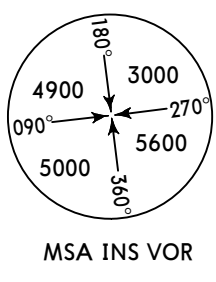
<b>Standard</b> STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND				
CDFA DA/MDA(H) <b>400'</b> (379')				North of rwy 05/23				
ALS out				Max Kts	MDA(H)	VIS	MDA(H)	VIS
A	RVR 1100m	RVR 1500m		100	<b>490'</b> (459')	1500m	<b>700'</b> (669')	1500m
B		RVR 1700m		135	<b>540'</b> (509')	1600m	<b>840'</b> (809')	1600m
C		RVR 1700m		180	<b>1100'</b> (1069')	2400m	<b>1400'</b> (1369')	2400m
D	NOT APPLICABLE				D	NOT APPLICABLE		

**EGPE/INV**  
**INVERNESS**

**JEPPESSEN**  
7 DEC 18 **(13-3)** **CAT A, B & C**

**INVERNESS, UK**  
**VOR Rwy 23**

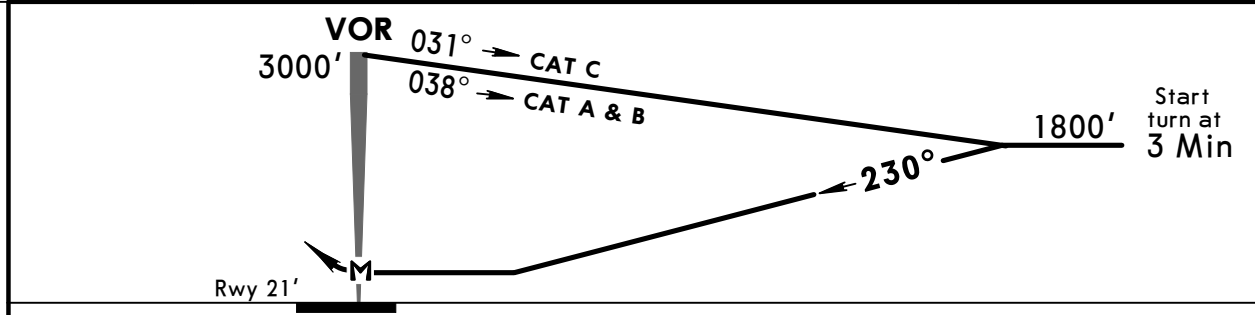
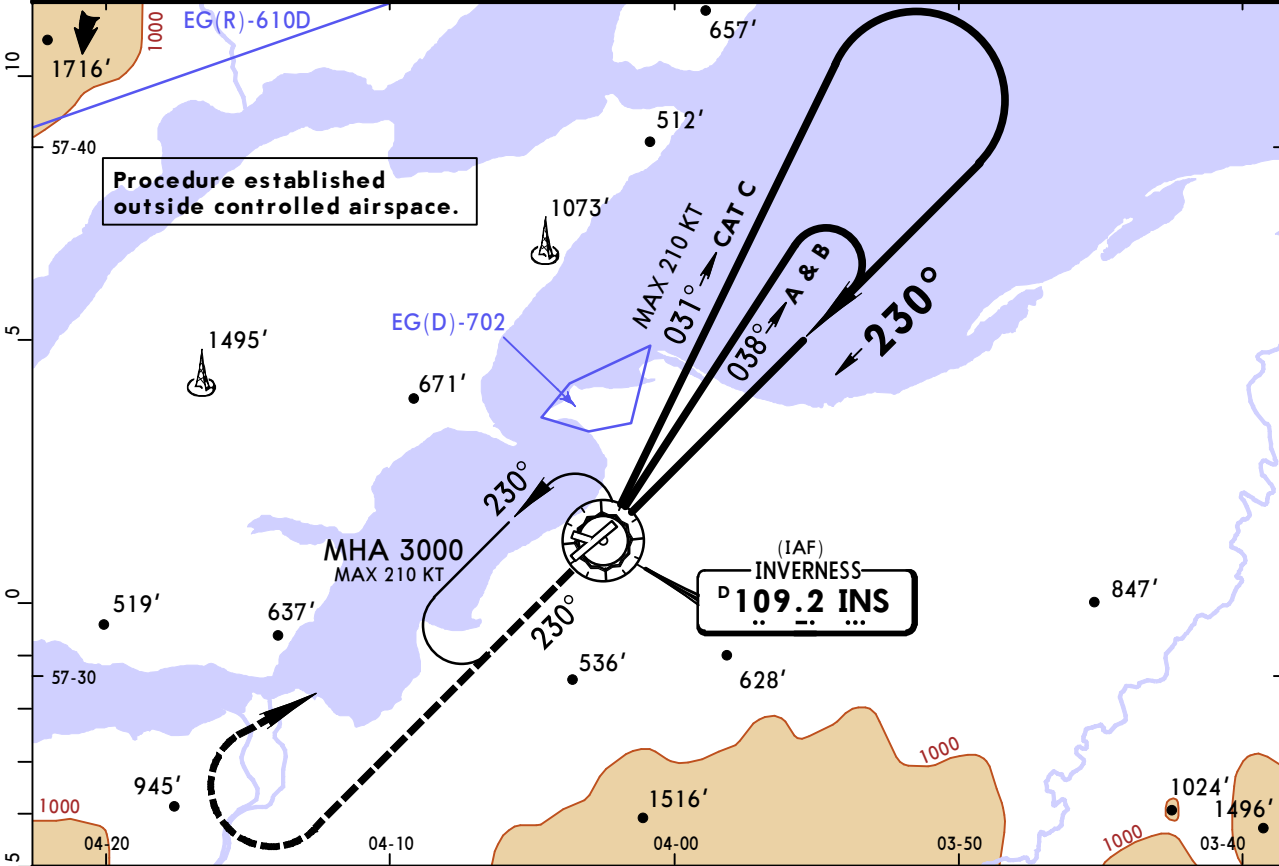
ATIS <b>109.2</b>		*INVERNESS Approach (R) <b>122.605X</b>		*INVERNESS Tower <b>118.405 122.605X</b>	
VOR INS <b>109.2</b>	Final Apch Crs <b>230°</b>	Minimum Alt No FAF	MDA(H) <b>450'</b> (429')	Apt Elev 31'	Rwy 21'



**MISSED APCH:** Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT to VOR at 3000' to hold, or as directed.  
Pilots should take account of the climb performance of their aircraft to arrange their flight to reach VOR at 3000'.

Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: By ATC      Trans alt: 3000'

1. WARNING: Due to the presence of EG(D)-702 do not descend below 2100' outbound in the procedure until passing D4.0. 2. Final approach track offset 4° from rwy centerline.



MAP at VOR				HIALS	<b>2000'</b> ↑
MAP at VOR				PAPI	

	STRAIGHT-IN LANDING RWY 23 non-CDFA		CIRCLE-TO-LAND			
	MDA(H) <b>450'</b> (429')		North of rwy 05/23			
	ALS out	Max Kts	MDA(H)	VIS	MDA(H)	VIS
A	RVR 1500m	100	<b>490'</b> (459')	2200m	<b>700'</b> (669')	2200m
B	RVR 1700m	135	<b>540'</b> (509')	2200m	<b>840'</b> (809')	2200m
C	RVR 1700m	180	<b>1100'</b> (1069')	2400m	<b>1400'</b> (1369')	2400m
D	NOT APPLICABLE		D NOT APPLICABLE			

## Chart changes since cycle 20-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**INVERNESS, (INVERNESS - EGPE)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport EGPE

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20200827

**End Date:** Until Further Notice

Rwy 11/29 out of use due to construction works alongside the rwy strip during Phase 1 from August 2020 to December 2020 and Phase 2 from March 2021 to October 2021. Use as taxi route will be permitted. Please refer also to latest NOTAMs.

### Chart Change Notices for Country GBR

**Type:** Gen Tmnl

**Effectivity:** Permanent

**Begin Date:** Immediately

**End Date:** No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m