

INVERNESS (INV/EGPE)

Elevation 31ft

CATEGORY A/B/C

AV brief not required

GENERAL

- The airfield is situated on the Moray Firth coastline, some 6nm NE of the town of Inverness.

Threats

CFIT

- Significant terrain is present to the SE clockwise through to the NW of the airfield.

Mid-Air Collision

- Inverness is located in uncontrolled airspace. Adopt maximum speed of 250kt (Note the additional speed restrictions detailed on some IACs). Make maximum use of automation to ensure a good lookout and monitor TCAS at all times.
- Be aware that RAF Lossiemouth is just along the coast to the E of the field, which may lead to vectoring to avoid military activity. Keep a good lookout at all times.

Loss of Control

- In strong southerly winds, turbulence may be expected below 4000ft. In lee wave conditions this may be heavy at low altitude.

Ground Collision

- Taxiways difficult to see at night time as they are poorly lit.

ARRIVAL

Diversions Airports

ABERDEEN	ABZ/EGPD	63 nm/108°T	CAT A
EDINBURGH	EDI/EGPH	98 nm/166°T	CAT A
GLASGOW	GLA/EGPF	101 nm/187°T	CAT A
PRESTWICK	PIK/EGPK	124 nm/188°T	CAT A
NEWCASTLE	NCL/EGNT	170 nm/152°T	CAT A

Approach

- ATIS is available on the INS VOR frequency.
- In strong southerly winds, turbulence may be expected below 4000ft.
- Expect Inverness Radar to provide radar vectors to the ILS. Inverness Radar will transfer aircraft to Inverness Approach for the instrument approach when approaching 4000ft.

GROUND

- If 180° turn required on runway, this is only to be completed at runway end (23 concrete threshold).
- Exercise caution when taxiing due to restricted apron area and narrow taxiways.

DEPARTURE

- No SIDs published.

WEATHER

- Typical NW European weather, frequently wet and windy with the passage of frontal depressions. Turbulence is a problem, particularly with strong winds from the S or SE.

OPERATIONAL INFORMATION

Handling Agent	DALCROSS HANDLING
Handling Agent VHF	129.75
Potable Water	Uplift banned