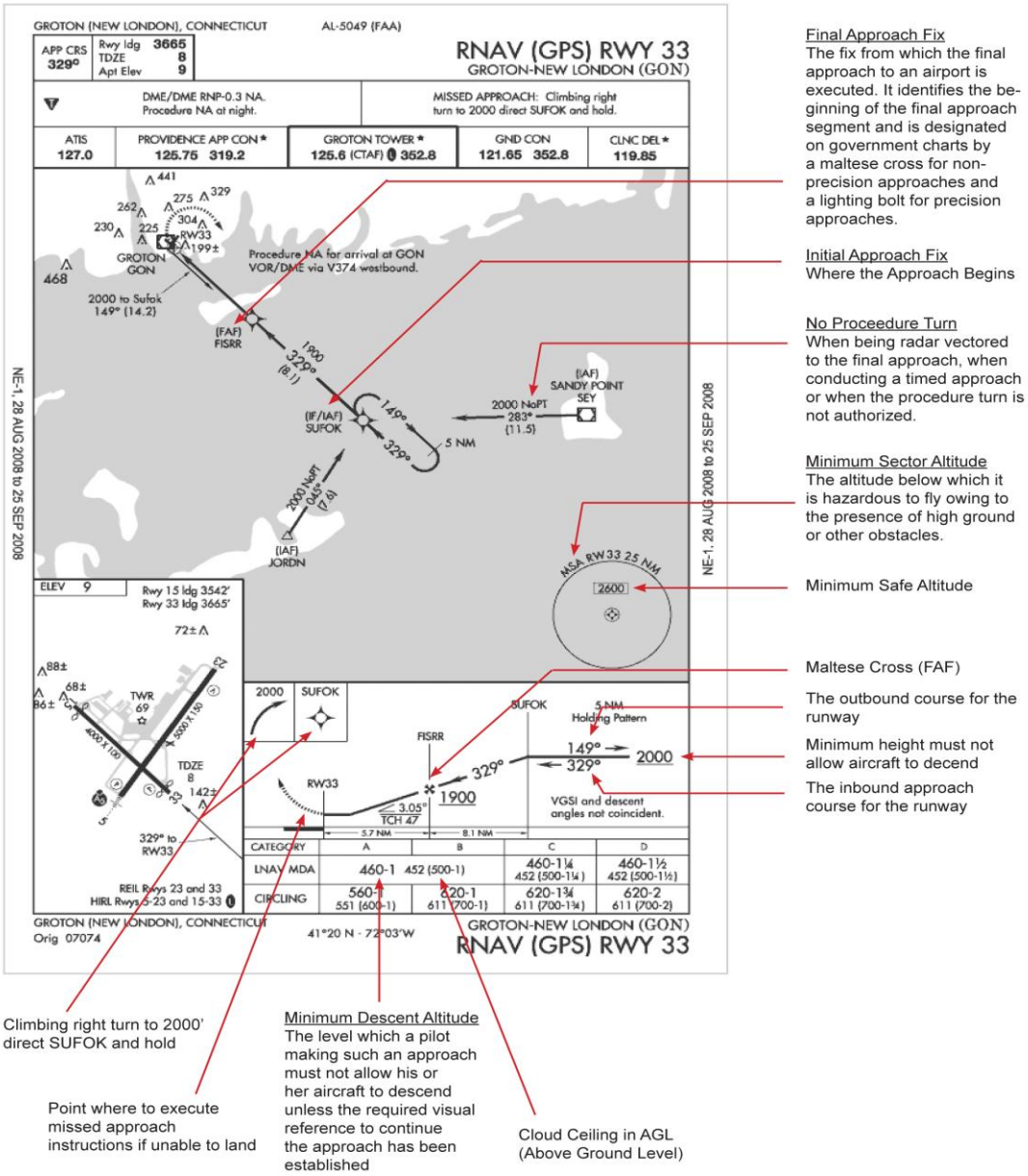
APPENDIX 3 – INSTRUMENT APPROACH PROCEDURES

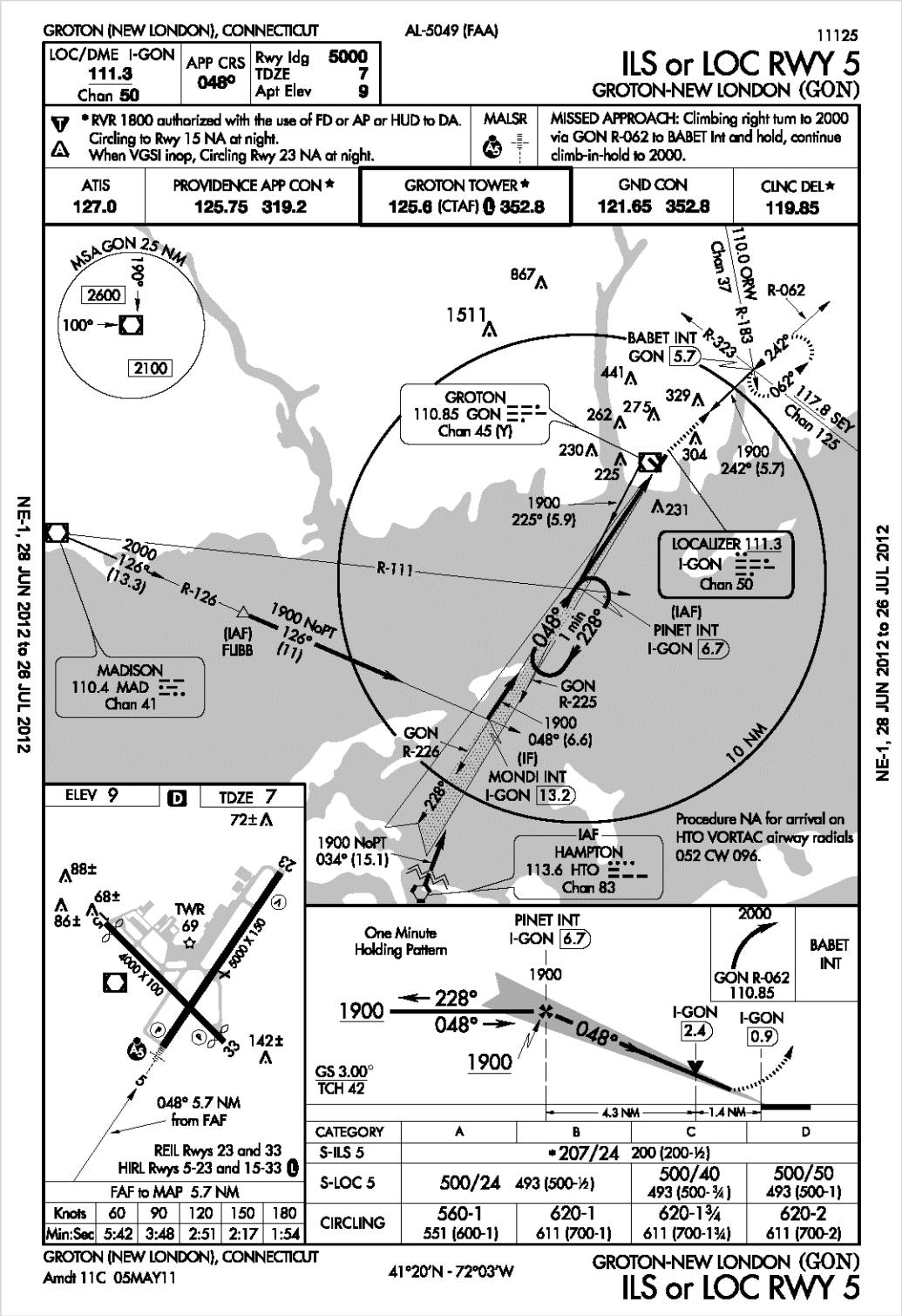
Appendix 3 contains graphic presentations of the six instrument approach procedures (IAP) serving GON. In addition, a graphic overview of what the information on the IAP represents is also provided on the next page.

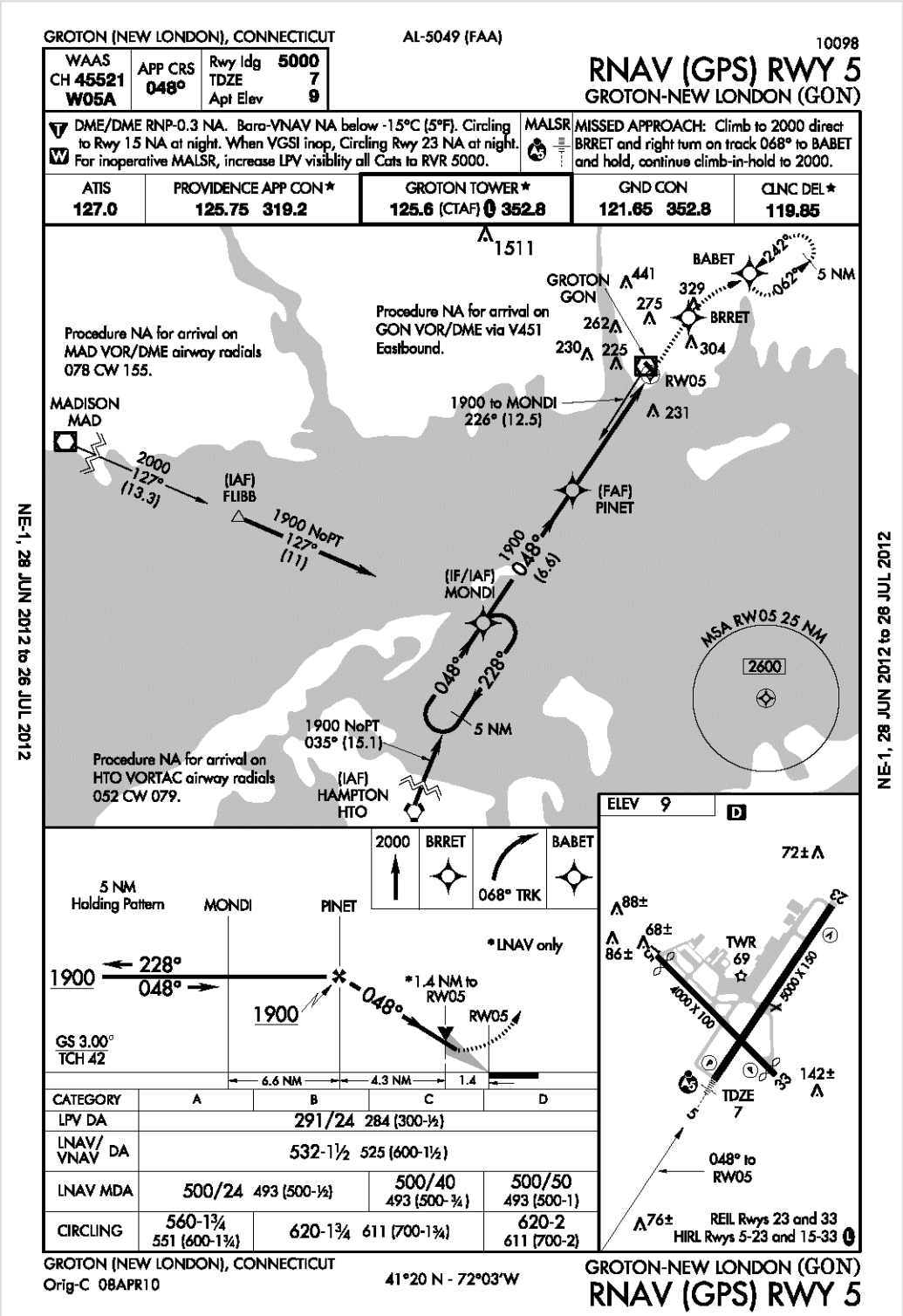
The six IAPs serving GON include:

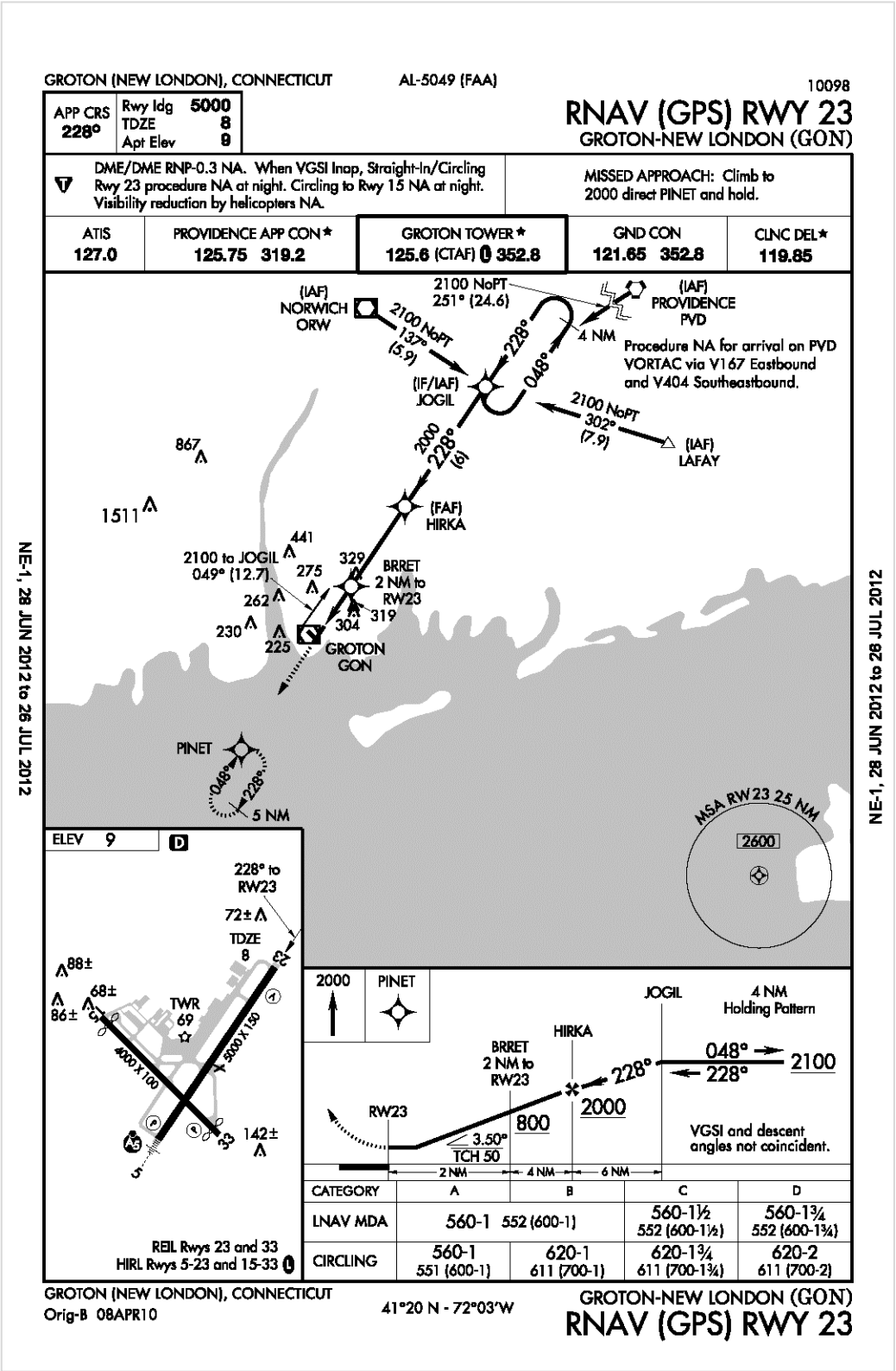
Procedure	Page
ILS OR LOC RWY 05	230
RNAV (GPS) RWY 05	231
RNAV (GPS) RWY 23	232
RNAV (GPS) RWY 33	233
VOR RWY 05	234
VOR RWY 23	235
AIRPORT DIAGRAM	236

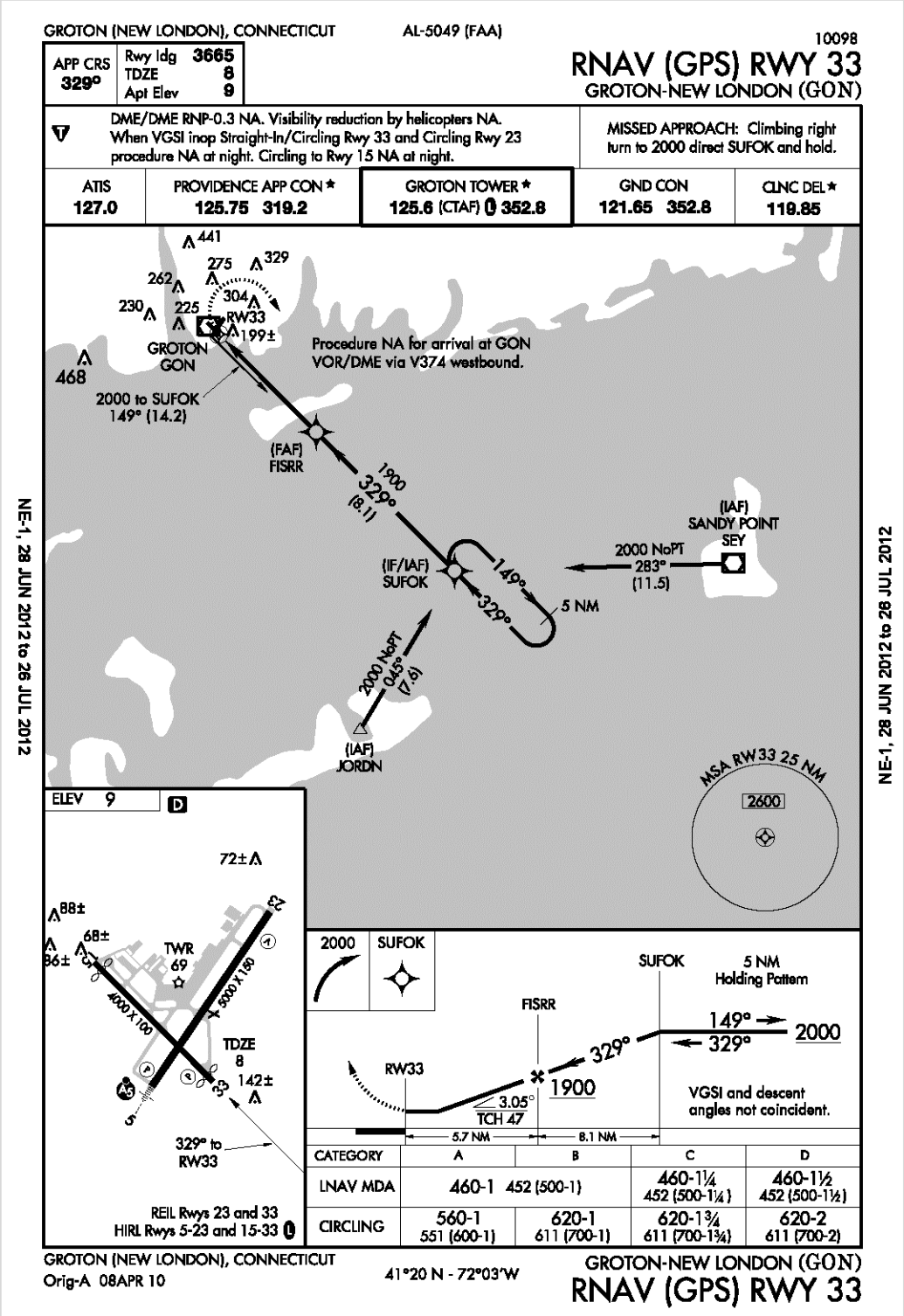
This sheet provides basic information about how to read an instrument approach chart, and what each element of the approach chart means. Additional information is available from the FAA *Instrument Procedures Handbook* available free of charge over the Internet at http://www.faa.gov/library/manuals/aviation/instrument_procedures_handbook/

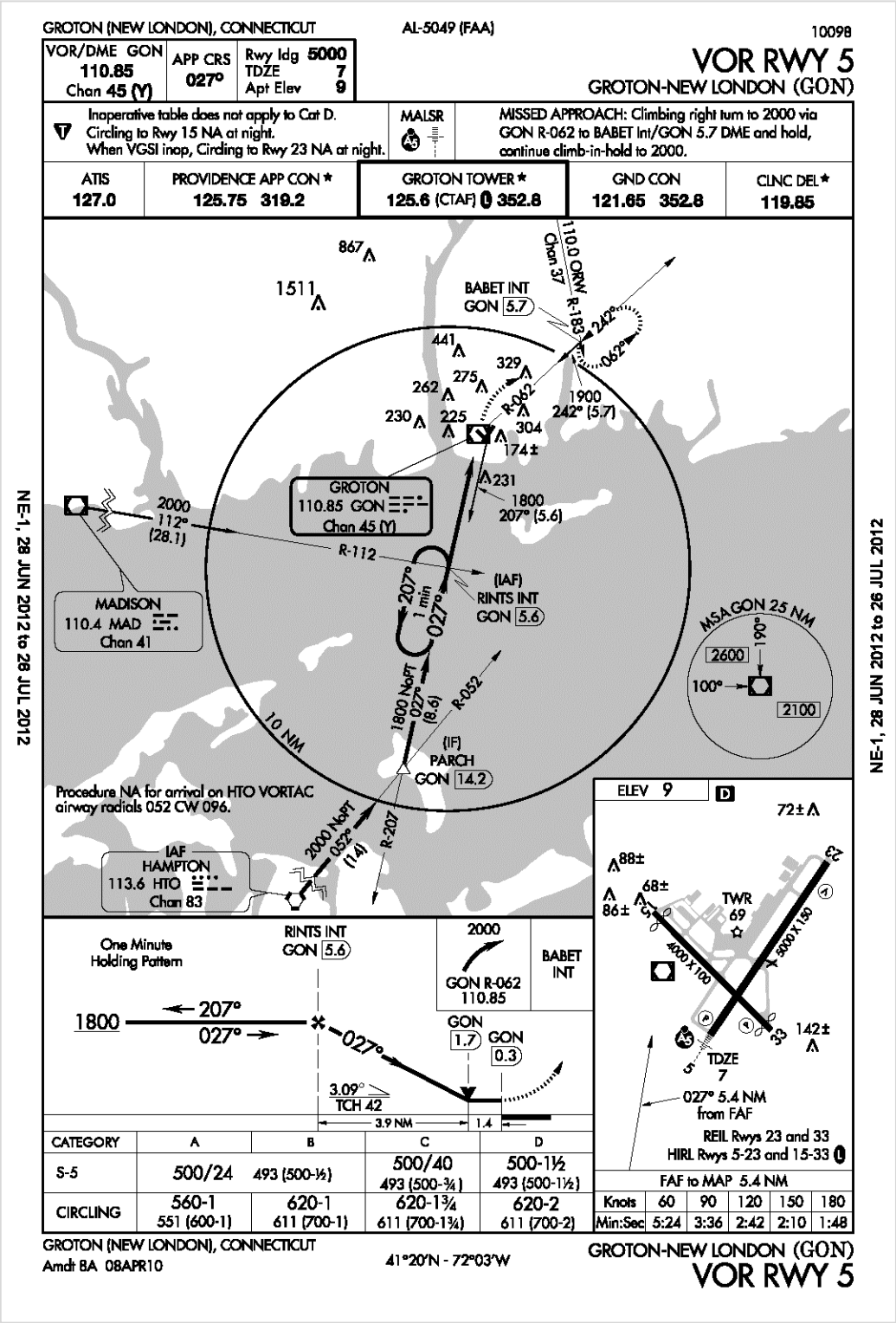


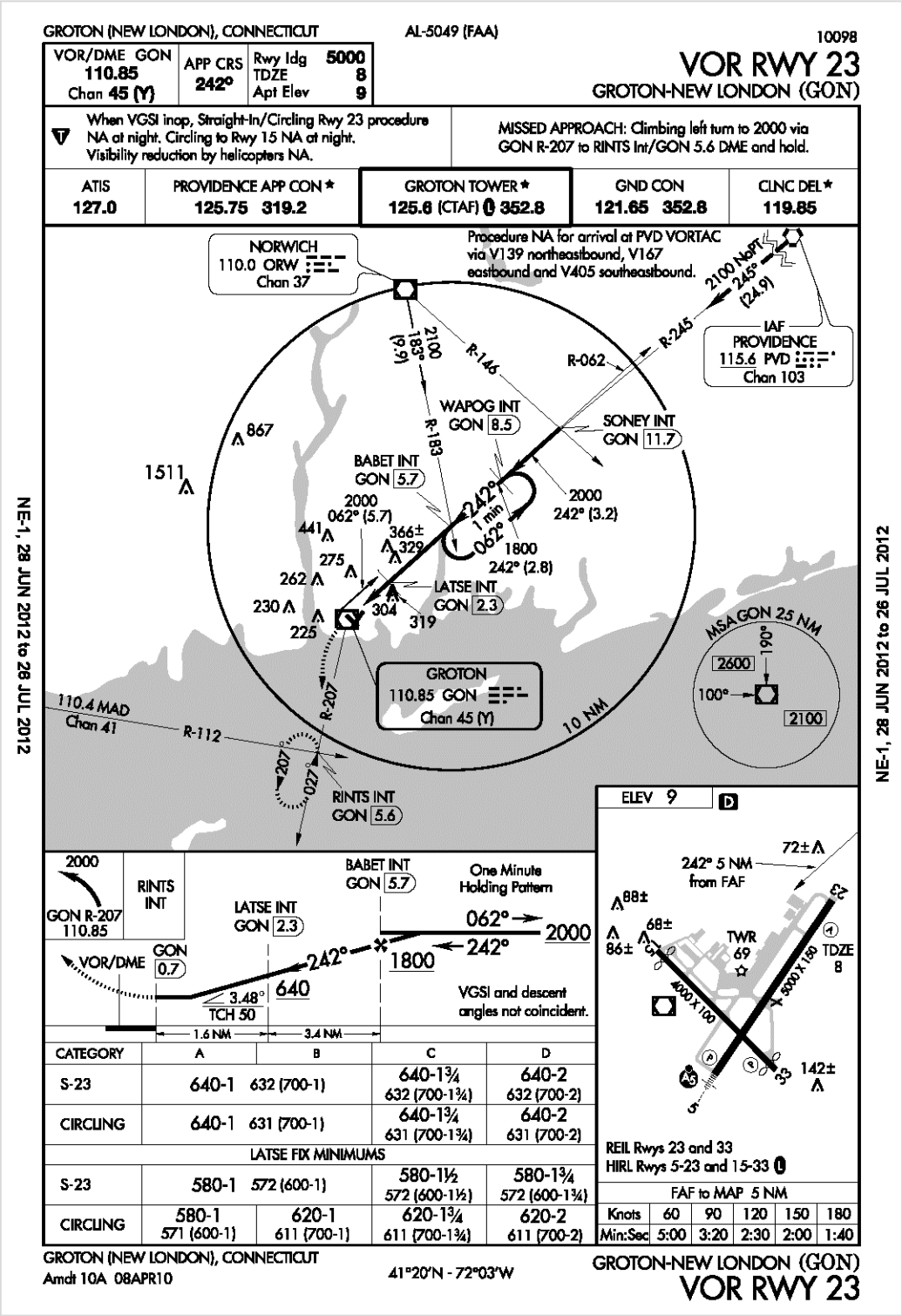

GROTON (NEW LONDON), CONNECTICUT
AL-5049 (FAA)
11125
ILS or LOC RWY 5
GROTON-NEW LONDON (GON)
LOC/DME I-GON 111.3 Chan 50
APP CRS 048°
Rwy ldg 5000
TDZE 7
Apt Elev 9
* RVR 1800 authorized with the use of FD or AP or HUD to DA. Circling to Rwy 15 NA at night. When VGSI inop, Circling Rwy 23 NA at night.
MALSR
MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int and hold, continue climb-in-hold to 2000.
ATIS 127.0
PROVIDENCE APP CON * 125.75 319.2
GROTON TOWER * 125.6 (CTAF) 352.8
GND CON 121.65 352.8
CLNC DEL * 119.85
MSA GON 25 NM
190°
2600
100°
2100
867
1511
BABET INT GON 5.7
R-323
242°
062°
R-062
110.0 ORW Chan 37
R-183
117.8 SEY Chan 125
441
329
262
275
230
225
304
1900 242° (5.7)
GROTON 110.85 GON Chan 45 (Y)
1900 225° (5.9)
231
LOCALIZER 111.3 I-GON Chan 50
2000 126° (13.3)
R-126
R-111
1900 NoPT 126° (11)
(IAF) FLIBB
(IAF) PINET INT I-GON 6.7
048°
1 min
228°
MADISON 110.4 MAD Chan 41
GON R-225
1900 048° (6.6)
GON R-226
(IF) MONDI INT I-GON 13.2
10 NM
228°
1900 NoPT 034° (15.1)
IAF HAMPTON 113.6 HTO Chan 83
Procedure NA for arrival on HTO VORTAC airway radials 052 CW 096.
NE-1, 28 JUN 2012 to 26 JUL 2012
ELEV 9
D
TDZE 7
72±
88±
68±
86±
TWR 69
4000 X 100
5000 X 150
23
33
142±
048° 5.7 NM from FAF
REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33
FAF to MAP 5.7 NM
Knots 60 90 120 150 180
Min:Sec 5:42 3:48 2:51 2:17 1:54
One Minute Holding Pattern
PINET INT I-GON 6.7
1900
228°
048°
1900
048°
I-GON 2.4
I-GON 0.9
2000
GON R-062 110.85
BABET INT
GS 3.00°
TCH 42
4.3 NM
1.4 NM
CATEGORY A B C D
S-ILS 5 * 207/24 200 (200-½)
S-LOC 5 500/24 493 (500-½) 500/40 493 (500-¾) 500/50 493 (500-1)
CIRCLING 560-1 551 (600-1) 620-1 611 (700-1) 620-1¾ 611 (700-1¾) 620-2 611 (700-2)
GROTON (NEW LONDON), CONNECTICUT
Amdt 11C 05MAY11
41°20'N - 72°03'W
GROTON-NEW LONDON (GON)
ILS or LOC RWY 5

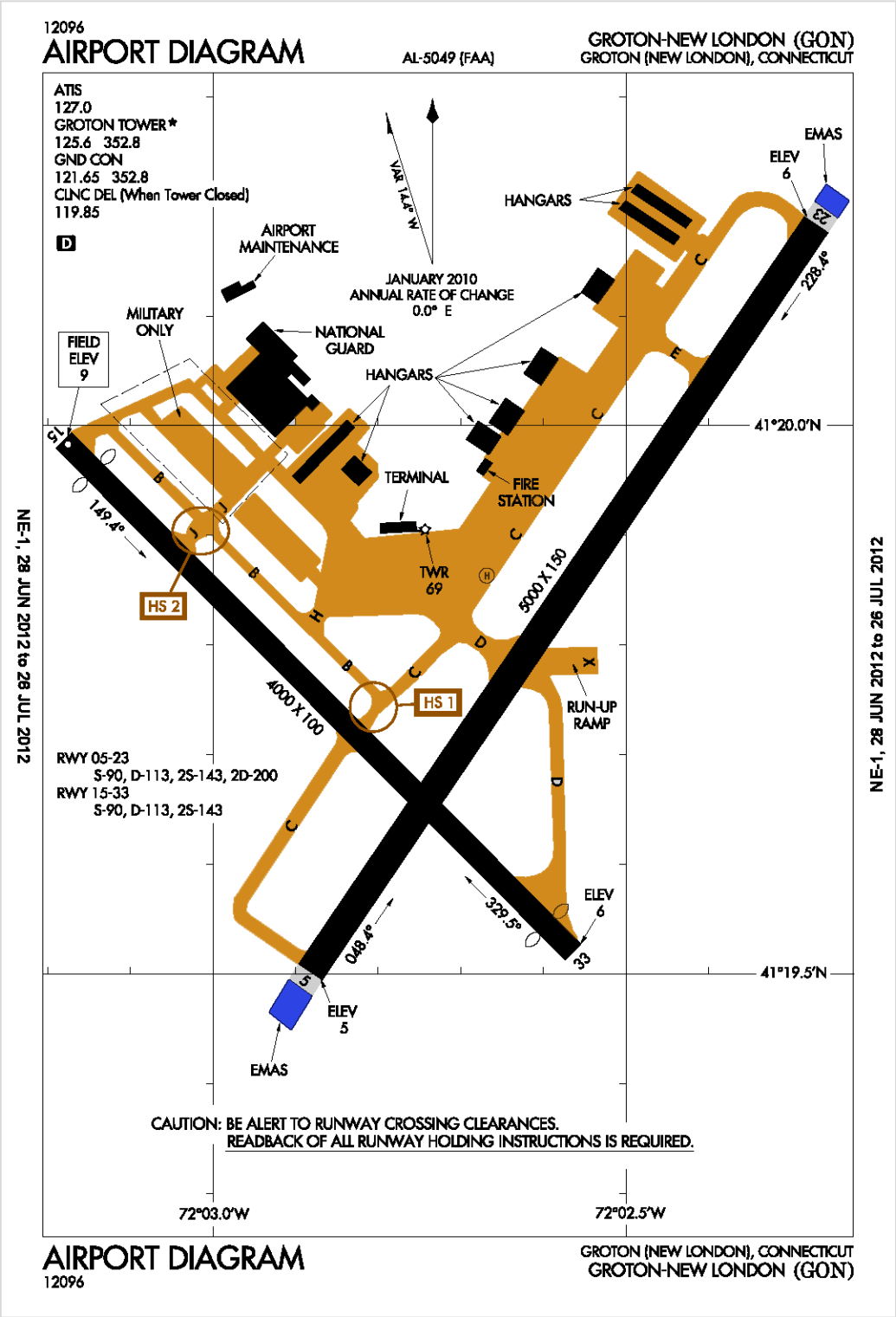

GROTON (NEW LONDON), CONNECTICUT
AL-5049 (FAA)
10098
WAAS CH 45521 W05A
APP CRS 048°
Rwy ldg 5000
TDZE 7
Apt Elev 9
RNAV (GPS) RWY 5
GROTON-NEW LONDON (GON)
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling to Rwy 15 NA at night. When VGSI inop, Circling Rwy 23 NA at night. For inoperative MALSR, increase LPV visiblity all Cats to RVR 5000.
MALSR
MISSED APPROACH: Climb to 2000 direct BRRET and right turn on track 068° to BABET and hold, continue climb-in-hold to 2000.
ATIS 127.0
PROVIDENCE APP CON* 125.75 319.2
GROTON TOWER* 125.6 (CTAF) 352.8
GND CON 121.65 352.8
CLNC DEL* 119.85
1511
GROTON GON
441
BABET
242°
062°
5 NM
329
275
BRRET
262
230
225
304
RW05
231
Procedure NA for arrival on GON VOR/DME via V451 Eastbound.
Procedure NA for arrival on MAD VOR/DME airway radials 078 CW 155.
MADISON MAD
1900 to MONDI 226° (12.5)
2000 127° (13.3)
(IAF) FLIBB
1900 NoPT 127° (11)
(FAF) PINET
1900 048° (6.6)
(IF/IAF) MONDI
MSA RW05 25 NM
2600
048°
228°
5 NM
1900 NoPT 035° (15.1)
Procedure NA for arrival on HTO VORTAC airway radials 052 CW 079.
(IAF) HAMPTON HTO
NE-1, 28 JUN 2012 to 26 JUL 2012
ELEV 9
D
2000
BRRET
068° TRK
BABET
5 NM Holding Pattern
MONDI
PINET
*LNAV only
1900
228°
048°
*1.4 NM to RW05
1900
048°
RW05
GS 3.00°
TCH 42
6.6 NM
4.3 NM
1.4
72±
88±
68±
86±
TWR 69
4000 X 100
5000 X 150
142±
TDZE 7
048° to RW05
76±
REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33
CATEGORY A B C D
LPV DA 291/24 284 (300-½)
LNAV/VNAV DA 532-1½ 525 (600-1½)
LNAV MDA 500/24 493 (500-½) 500/40 493 (500-¾) 500/50 493 (500-1)
CIRCLING 560-1¾ 551 (600-1¾) 620-1¾ 611 (700-1¾) 620-2 611 (700-2)
GROTON (NEW LONDON), CONNECTICUT
Orig-C 08APR10
41°20 N - 72°03'W
GROTON-NEW LONDON (GON)
RNAV (GPS) RWY 5


GROTON (NEW LONDON), CONNECTICUT
AL-5049 (FAA)
10098
APP CRS 228°
Rwy ldg 5000
TDZE 8
Apt Elev 9
RNAV (GPS) RWY 23
GROTON-NEW LONDON (GON)
DME/DME RNP-0.3 NA. When VGSI Inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.
MISSED APPROACH: Climb to 2000 direct PINET and hold.
ATIS 127.0
PROVIDENCE APP CON★ 125.75 319.2
GROTON TOWER★ 125.6 (CTAF) 352.8
GND CON 121.65 352.8
CLNC DEL★ 119.85
(IAF) NORWICH ORW
2100 NoPT 137° (5.9)
2100 NoPT 251° (24.6)
(IAF) PROVIDENCE PVD
4 NM
228°
048°
Procedure NA for arrival on PVD VORTAC via V167 Eastbound and V404 Southeastbound.
(IF/IAF) JOGIL
2100 NoPT 302° (7.9)
(IAF) LAFAY
2000 228° (6)
(FAF) HIRKA
867
1511
441
2100 to JOGIL 049° (12.7)
329
275
BRRET 2 NM to RW23
262
319
304
230
225
GROTON GON
PINET
048°
228°
5 NM
MSA RW23 25 NM
2600
NE-1, 28 JUN 2012 to 26 JUL 2012
ELEV 9
D
228° to RW23
72±
TDZE 8
88±
68±
86±
TWR 69
4000 X 100
5000 X 150
142±
5
23
33
REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33
2000
PINET
JOGIL
4 NM Holding Pattern
HIRKA
BRRET 2 NM to RW23
048°
228°
2100
228°
2000
RW23
800
3.50°
TCH 50
VGSI and descent angles not coincident.
2 NM
4 NM
6 NM
CATEGORY A B C D
LNAV MDA 560-1 552 (600-1) 560-1½ 552 (600-1½) 560-1¾ 552 (600-1¾)
CIRCLING 560-1 551 (600-1) 620-1 611 (700-1) 620-1¾ 611 (700-1¾) 620-2 611 (700-2)
GROTON (NEW LONDON), CONNECTICUT
Orig-B 08APR10
41°20 N - 72°03'W
GROTON-NEW LONDON (GON)
RNAV (GPS) RWY 23


GROTON (NEW LONDON), CONNECTICUT
AL-5049 (FAA)
10098
RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)
APP CRS 329°
Rwy ldg 3665
TDZE 8
Apt Elev 9
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inop Straight-In/Circling Rwy 33 and Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night.
MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.
ATIS 127.0
PROVIDENCE APP CON ★ 125.75 319.2
GROTON TOWER ★ 125.6 (CTAF) 352.8
GND CON 121.65 352.8
CLNC DEL ★ 119.85
Procedure NA for arrival at GON VOR/DME via V374 westbound.
GROTON GON
2000 to SUFOK 149° (14.2)
(FAF) FISRR
1900 329° (8.1)
(IF/IAF) SUFOK
149°
329°
5 NM
2000 NoPT 283° (11.5)
(IAF) SANDY POINT SEY
2000 NoPT 045° (7.6)
(IAF) JORDN
MSA RW33 25 NM
2600
NE-1, 28 JUN 2012 to 26 JUL 2012
ELEV 9
TWR 69
4000 X 100
5000 X 150
TDZE 8
329° to RW33
REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33
2000
SUFOK
5 NM Holding Pattern
FISRR
RW33
329°
149°
329°
2000
1900
3.05°
TCH 47
5.7 NM
8.1 NM
VGSI and descent angles not coincident.
CATEGORY A B C D
LNAV MDA 460-1 452 (500-1) 460-1¼ 452 (500-1¼) 460-1½ 452 (500-1½)
CIRCLING 560-1 551 (600-1) 620-1 611 (700-1) 620-1¾ 611 (700-1¾) 620-2 611 (700-2)
GROTON (NEW LONDON), CONNECTICUT
Orig-A 08APR 10
41°20 N - 72°03'W
GROTON-NEW LONDON (GON)
RNAV (GPS) RWY 33


GROTON (NEW LONDON), CONNECTICUT
AL-5049 (FAA)
10098
VOR/DME GON 110.85 Chan 45 (Y)
APP CRS 027°
Rwy ldg 5000
TDZE 7
Apt Elev 9
VOR RWY 5
GROTON-NEW LONDON (GON)
Inoperative table does not apply to Cat D.
Circling to Rwy 15 NA at night.
When VGSI inop, Circling to Rwy 23 NA at night.
MALSR
MISSED APPROACH: Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.
ATIS 127.0
PROVIDENCE APP CON * 125.75 319.2
GROTON TOWER * 125.6 (CTAF) 352.8
GND CON 121.65 352.8
CLNC DEL * 119.85
BABET INT GON 5.7
110.0 ORW Chan 37
R-183
242°
062°
1900 242° (5.7)
R-062
GROTON 110.85 GON Chan 45 (Y)
1800 207° (5.6)
2000 112° (28.1)
R-112
MADISON 110.4 MAD Chan 41
(IAF) RINTS INT GON 5.6
207° 1 min 027°
1800 NoPT 027° (8.6)
R-052
10 NM
(IF) PARCH GON 14.2
MSA GON 25 NM
190°
2600
100°
2100
Procedure NA for arrival on HTO VORTAC airway radials 052 CW 096.
2000 NoPT 052° (1.4)
R-207
IAF HAMPTON 113.6 HTO Chan 83
NE-1, 28 JUN 2012 to 28 JUL 2012
NE-1, 28 JUN 2012 to 26 JUL 2012
One Minute Holding Pattern
RINTS INT GON 5.6
2000
GON R-062 110.85
BABET INT
1800
207°
027°
027°
GON 1.7
GON 0.3
3.09°
TCH 42
3.9 NM
1.4
ELEV 9
D
72±
88±
68±
86±
TWR 69
4000 X 100
5000 X 150
142±
TDZE 7
027° 5.4 NM from FAF
REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33
FAF to MAP 5.4 NM
Knots 60 90 120 150 180
Min:Sec 5:24 3:36 2:42 2:10 1:48
CATEGORY A B C D
S-5 500/24 493 (500-½) 500/40 493 (500-¾) 500-1½ 493 (500-1½)
CIRCLING 560-1 551 (600-1) 620-1 611 (700-1) 620-1¾ 611 (700-1¾) 620-2 611 (700-2)
GROTON (NEW LONDON), CONNECTICUT
Amdt 8A 08APR10
41°20'N - 72°03'W
GROTON-NEW LONDON (GON)
VOR RWY 5


GROTON (NEW LONDON), CONNECTICUT
AL-5049 (FAA)
10098
VOR/DME GON 110.85 Chan 45 (Y)
APP CRS 242°
Rwy ldg 5000
TDZE 8
Apt Elev 9
VOR RWY 23
GROTON-NEW LONDON (GON)
When VGSI inop, Straight-In/Circling Rwy 23 procedure NA at night. Circling to Rwy 15 NA at night. Visibility reduction by helicopters NA.
MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.
ATIS 127.0
PROVIDENCE APP CON ★ 125.75 319.2
GROTON TOWER ★ 125.6 (CTAF) 352.8
GND CON 121.65 352.8
CLNC DEL ★ 119.85
NORWICH 110.0 ORW Chan 37
Procedure NA for arrival at PVD VORTAC via V139 northeastbound, V167 eastbound and V405 southeastbound.
2100 NoPT 245° (24.9)
IAF PROVIDENCE 115.6 PVD Chan 103
R-245
R-062
R-146
2100 183° (16.9)
R-183
WAPOG INT GON 8.5
SONEY INT GON 11.7
BABET INT GON 5.7
2000 062° (5.7)
2000 242° (3.2)
242° 1 min 062°
1800 242° (2.8)
LATSE INT GON 2.3
366± 329
304
319
867
1511
441
275
262
230
225
GROTON 110.85 GON Chan 45 (Y)
R-207
10 NM
MSA GON 25 NM
190°
2600
100°
2100
110.4 MAD Chan 41
R-112
207°
027°
RINTS INT GON 5.6
NE-1, 28 JUN 2012 to 28 JUL 2012
NE-1, 28 JUN 2012 to 26 JUL 2012
2000
GON R-207 110.85
RINTS INT
BABET INT GON 5.7
One Minute Holding Pattern
LATSE INT GON 2.3
062°
2000
242°
1800
242°
VOR/DME GON 0.7
640
3.48°
TCH 50
VGSI and descent angles not coincident.
1.6 NM
3.4 NM
ELEV 9
D
72±
242° 5 NM from FAF
88±
68±
86±
TWR 69
TDZE 8
4000 X 100
5000 X 150
142±
REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33
FAF to MAP 5 NM
Knots 60 90 120 150 180
Min:Sec 5:00 3:20 2:30 2:00 1:40
CATEGORY A B C D
S-23 640-1 632 (700-1) 640-1¾ 632 (700-1¾) 640-2 632 (700-2)
CIRCLING 640-1 631 (700-1) 640-1¾ 631 (700-1¾) 640-2 631 (700-2)
LATSE FIX MINIMUMS
S-23 580-1 572 (600-1) 580-1½ 572 (600-1½) 580-1¾ 572 (600-1¾)
CIRCLING 580-1 571 (600-1) 620-1 611 (700-1) 620-1¾ 611 (700-1¾) 620-2 611 (700-2)
GROTON (NEW LONDON), CONNECTICUT
Amdt 10A 08APR10
41°20'N - 72°03'W
GROTON-NEW LONDON (GON)
VOR RWY 23


12096
AIRPORT DIAGRAM
AL-5049 (FAA)
GROTON-NEW LONDON (GON)
GROTON (NEW LONDON), CONNECTICUT
ATIS
127.0
GROTON TOWER*
125.6 352.8
GND CON
121.65 352.8
CLNC DEL (When Tower Closed)
119.85
D
VAR 14.4° W
JANUARY 2010
ANNUAL RATE OF CHANGE
0.0° E
AIRPORT MAINTENANCE
MILITARY ONLY
NATIONAL GUARD
FIELD ELEV 9
HANGARS
HANGARS
EMAS
ELEV 6
23
228.4°
41°20.0'N
TERMINAL
FIRE STATION
TWR 69
5000 X 150
149.4°
HS 2
HS 1
4000 X 100
RUN-UP RAMP
RWY 05-23
S-90, D-113, 2S-143, 2D-200
RWY 15-33
S-90, D-113, 2S-143
329.5°
048.4°
ELEV 6
33
41°19.5'N
ELEV 5
EMAS
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
72°03.0'W
72°02.5'W
NE-1, 28 JUN 2012 to 26 JUL 2012
NE-1, 28 JUN 2012 to 26 JUL 2012
AIRPORT DIAGRAM
12096
GROTON (NEW LONDON), CONNECTICUT
GROTON-NEW LONDON (GON)