

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
CON	VOR-A	2	CONCORD	NH	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
342		VOR-A	06/17/2021	15W	1980
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
CON			ROUTINE		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
-------------	-----------------	-----------	-----------------	-----------------	--------------	------------	---------------	-----------------	-----------------

MISSED APPROACH

MAP:

CON VOR/DME 3.09 DME

MISSED APPROACH INSTRUCTIONS:

CLIMBING LEFT TURN TO 3500 ON HEADING 310 AND ON CON VOR/DME R-002.76 TO INKOW/CON VOR/DME 10.88 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3500.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

- PT L SIDE OF COURSE 298.56 OUTBOUND 3500 FT WITHIN 10 MILES OF CON VOR/DME (IAF)
-
- FAC: 118.56 FAF: CON VOR/DME DIST FAF TO MAP: 3.09 DIST FAF TO THLD:
- MIN ALT: CON VOR/DME 2100
- MSA FROM: CON VOR/DME 046-226 3600, 226-046 4200

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART NOTE: CIRCLING RWY 12, 17, 30 NA AT NIGHT.
CHART NOTE: RWY 12, 17, AND 30 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MHT ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET.

ADDITIONAL FLIGHT DATA:

FAC CROSSES RWY 12 THLD
CHART 844 TOWER (33-000079) 431253.00N/0713426.00W.
FAS OBST: 553 TREE 431157.00N/0713330.00W.
HOLD N, LT, 183.50 INBOUND.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT C, D 1200-3, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
CIRCLING	1000	1	658	1080	1	738	1500	3	1158	1500	3	1158			

CHANGES - REASONS

1. MAP: CHANGED FROM "3.09 NM AFTER CON VOR/DME" TO "CON VOR/DME 3.09 DME" - DME REQUIRED FOR MISSED APPROACH.
2. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMBING RIGHT TURN TO 4000 DIRECT CON VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000" TO "CLIMBING LEFT TURN TO 3500 HEADING 310 AND ON CON VOR/DME R-003 TO INKOW/CON VOR/DME 10.88 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3500" - REDESIGNED PER FPT.
3. PROFILE LINE 1: CHANGED PT OUTBOUND COURSE FROM 298.54 TO 298.56 - FPT REQUEST.
4. PROFILE LINE 8: MSA CON VOR/DME CHANGED FROM "061-241 3500, 241-061 4100" TO "046-226 3600, 226-046 4200" - NEW SECTORS PER FPT/NEW CONTROLLING OBSTACLES.
5. EQUIPMENT REQUIREMENTS NOTES: ADDED "DME REQUIRED" - NEW MISSED CLEARANCE LIMIT INKOW IS DME FIX.
6. NOTES: ADDED "RWY 12, 17, AND 30 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" - UNLIT 20:1 PENETRATIONS/IAW 8260.19K PARA 8-6-12K(2).
7. NOTES: ADDED "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MHT ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET" - MOVED CONTINGENCY NOTE FROM PART C: GENERAL REMARKS PER FPT/ATC.
8. ADDITIONAL FLIGHT DATA: CHANGED 7:1 OBST FROM "CHART 844 TOWER 431253N/0713426W" TO "CHART 844 TOWER (33-000079) 431253.00N/0713426.00W" - ADDED OBSTACLE IDENTIFIER/LISTED COORDINATES IAW 8260.19K PARA 8-6-11D.
9. ADDITIONAL FLIGHT DATA: FAS OBST CHANGED FROM "CHART FAS OBST: 452 TREE 431336N/0713012W" TO "FAS OBST: 553 TREE 431157.00N/0713330.00W" - NEW NON-PRECISION CONTROLLING OBSTACLE.
10. ADDITIONAL FLIGHT DATA: CHANGED HOLDING PATTERN FROM "HOLD NW, RT, 118.54 INBOUND" TO "HOLD N, LT, 183.50 INBOUND" - NEW HOLDING PATTERN PER FPT/ATC.
11. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" - NO LONGER NEEDED.
12. ALTERNATE MINIMUMS: CHANGED FROM "NA WHEN LOCAL WEATHER NOT AVAILABLE.; CAT C, D 1200-3" TO "STANDARD - CAT C, D 1200-3, NA WHEN LOCAL WEATHER NOT AVAILABLE" - UPDATED IAW 8260.19K PARA 8-6-12B(4).
13. MINIMUMS: CIRCLING CAT A MDA/HAA CHANGED FROM 940/598 TO 1000/658 - NEW CONTROLLING OBSTACLE/CANCELS NOTAM 5/8866.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: ZBW, BGR FSS, BOS APP CON, AMGR

FLIGHT CHECKED BY

MICHAEL G CAMPBELL

Digitally signed by
ROBERT G HAMILTON
Jun 09, 2026

OFFICE

AJF

DATE

06/04/2026

DEVELOPED BY

TAYLOR KENNEY

Digitally signed by
ROBERT G HAMILTON
Jun 09, 2026

OFFICE

AJV-A433

DATE

04/22/2026

APPROVED BY

ROBERT G HAMILTON

Digitally signed by
ROBERT G HAMILTON
Jun 09, 2026

OFFICE

AJV-A433

DATE

07/30/2026

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CON	VOR-A	2	CONCORD	NH	342	CON

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE: PT

FROM 10 NM **TO** CON VOR/DME

<u>RNP</u>	<u>DISTANCE</u> 10.00	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	431442.00N/0714751.00W	1270	215	8	4B	500					1800
TERRAIN	431442.00N/0714751.00W	1069 (1100)								AS1000	2100

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM CON VOR/DME **TO** CON VOR/DME 3.09 DME

<u>RNP</u>	<u>DISTANCE</u> 3.09	<u>PAT</u>	<u>MAP</u> CON VOR/DME 3.09 DME			<u>HAT</u>	<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE	431157.00N/0713330.00W	553	215	8	4B	250					820

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



PROCEDURE TURN

FROM

CON VOR/DME

TO

10 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	432300.00N/0715127.00W	3130	215	8	4B	1000				SA-918 AT288	3500
TERRAIN	431254.00N/0715639.00W	1942 (1900)								AS1500	3400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM

CON VOR/DME 3.09 DME

TO

INKOW/CON VOR/DME 10.88 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 750			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3500
AAO	432351.00N/0713248.00W	1700	215	8	4B	1000					2700
TERRAIN	432351.00N/0713248.00W	1499 (1500)								AS1500	3000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE	431106.00N/0712815.00W	1.30	658	698	215	8	4B	300			1000
CATEGORY B											
TREE	431039.00N/0712748.00W	1.82	738	780	215	8	4B	300			1080
CATEGORY C											
TOWER (33-000038)	431309.30N/0712623.80W	2.86	1158	1187	20	3	1A	300			1500
CATEGORY D											
TOWER (33-000038)	431309.30N/0712623.80W	3.74	1158	1187	20	3	1A	300			1500

CIRCLING REMARKS:

MSA

CENTER

RADIUS

CON VOR/DME

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
046-226	AAO	433106.00N/0712209.00W	042	20.1	2582	215	8	4B	1000			3600
226-046	AAO	432300.00N/0715127.00W	324	15.8	3130	215	8	4B	1000			4200

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

BOS APP CON, BGR FSS

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> CON	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> CON	<u>DISTANCE</u>	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> MHT	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> MHT	<u>DISTANCE</u> 16.64	<u>WMSCR</u> Y	<u>ADJUSTMENTS</u> 49

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
CON 342, MHT 266
RA = 48.9

PRIMARY NAVAID
CON VOR/DME

MONITOR POINT
AOCC

HRS OPERATION
24

CAT
1



<u>AIRPORT ID</u> CON	<u>PROCEDURE NAME</u> VOR-A	<u>AMDT NO.</u> 2	<u>CITY</u> CONCORD	<u>STATE</u> NH	<u>AIRPORT ELEVATION</u> 342	<u>FACILITY</u> CON
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>			
RW12 - MIRL (PCL)		NPI-G				
RW17 - HIRL (PCL), PAPI-4L		NPI-G				
RW30 - MIRL (PCL)		NPI-G				
RW35 - MALSR (PCL), HIRL (PCL), VASI-4L		PIR-G				

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
-------------------------	---------------------------	------------	------------------------	--------------------------	-------------------	------------

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD		FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE		FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
---------------------	----------------------	------------	----------------

CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

FINAL TYPE	CIRCLING RWY 12		
20:1			
429 TREE (33-020726) 431230.5000N/0713050.3000W (4.55)		430 TREE (33-020757) 431229.4800N/0713051.6900W (1.92)	
362 BUILDING (33-020714) 431231.0100N/0713032.4100W (0.86)		417 TREE (33-020770) 431229.4800N/0713048.3700W (0.79)	
FINAL TYPE	CIRCLING RWY 17		
20:1			
406 TREE (33-020686) 431237.2300N/0713029.4300W (6.21)			
FINAL TYPE	CIRCLING RWY 30		
20:1			
430 TREE (33-020855) 431213.0500N/0712921.4500W (12.28)		362 TREE (33-020823) 431217.2200N/0712937.1100W (5.76)	
352 VEGETATION (33-020794) 431217.6000N/0712939.1100W (3.41)			
FINAL TYPE	RWY 12		
20:1			
429 TREE (33-020726) 431230.5000N/0713050.3000W (4.55)		430 TREE (33-020757) 431229.4800N/0713051.6900W (1.92)	
362 BUILDING (33-020714) 431231.0100N/0713032.4100W (0.86)		417 TREE (33-020770) 431229.4800N/0713048.3700W (0.79)	
FINAL TYPE	RWY 12		
34:1			



<u>AIRPORT ID</u> CON	<u>PROCEDURE NAME</u> VOR-A	<u>AMDT NO.</u> 2	<u>CITY</u> CONCORD	<u>STATE</u> NH	<u>AIRPORT ELEVATION</u> 342	<u>FACILITY</u> CON
442 TREE (33-020759) 431228.8700N/0713056.6400W (40.33)			440 TREE (33-020721) 431230.3800N/0713055.5600W (39.43)			
436 TREE (33-020720) 431229.8600N/0713055.4000W (36.17)			434 TREE (33-020719) 431229.8900N/0713054.6300W (35.77)			
437 TREE (33-020760) 431229.4400N/0713057.5400W (32.99)			437 TREE (33-020724) 431234.2500N/0713056.0600W (32.39)			
406 TREE (33-020752) 431228.4800N/0713046.2500W (26.49)			423 TREE (33-020725) 431231.8900N/0713053.1000W (26.44)			
436 TREE (33-020722) 431232.3100N/0713102.7700W (18.78)			412 TREE (33-020731) 431234.3800N/0713051.8900W (16.06)			
427 TREE (33-020689) 431236.2800N/0713101.0500W (10.33)						
<u>PENETRATIONS REMARKS:</u>						

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

<u>PENETRATIONS REMARKS:</u>

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - OBSTACLES PENETRATE 20:1 AND FINAL IS CIRCLING ONLY.
CONTINGENCY NOTES TO REMAIN PUBLISHED PERMANENTLY AT ATC REQUEST.
PRECIPITOUS TERRAIN EVALUATION COMPLETED.
VEGETATION HEIGHT OF 100 FEET USED.
ORDER 8260.3 CHAPTER 2 APPLIED TO 844 TOWER (33-000079) 431253.00N/0713426.00W.
3.09 NM FINAL FROM CON VOR/DME ON COURSE 118.56.
MAP COORDINATES: 431227.6376N/0713024.8828W.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<u>AIRPORT ID</u> CON	<u>PROCEDURE NAME</u> VOR-A	<u>AMDT NO.</u> 2	<u>CITY</u> CONCORD	<u>STATE</u> NH	<u>AIRPORT ELEVATION</u> 342	<u>FACILITY</u> CON
--------------------------	--------------------------------	----------------------	------------------------	--------------------	---------------------------------	------------------------

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	2.09
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.10
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	103.56
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	700
DISTANCE FROM	FAF	TO 1500FT POINT	7.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.80
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	103.56
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	1100

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES431209.80N/0713008.20W

RUNWAY APCH END AND DIST FURTHEST FROM ARP

RUNWAY 35 DISTANCE 0.60 NM

FAF COORDINATES431311.23N/0713431.63W

FIX NAME COORDINATES

REMARKS

1500 FT POINT ASSUMED TO BE IN THE INTERMEDIATE SEGMENT UNDERLYING THE PT.

PART E: PREPARED BY

<u>NAME</u> TAYLOR KENNEY	<u>OFFICE</u> AJV-A433	<u>DATE</u> 04/22/2026	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
------------------------------	---------------------------	---------------------------	---

