

WAAS CH <b>53521</b> <b>W25A</b>	APP CRS <b>255°</b>	Rwy Idg TDZE <b>235</b> Apt Elev <b>244</b>
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# RNAV (GPS) RWY 25

SANFORD SEACOAST RGNL (SFM)

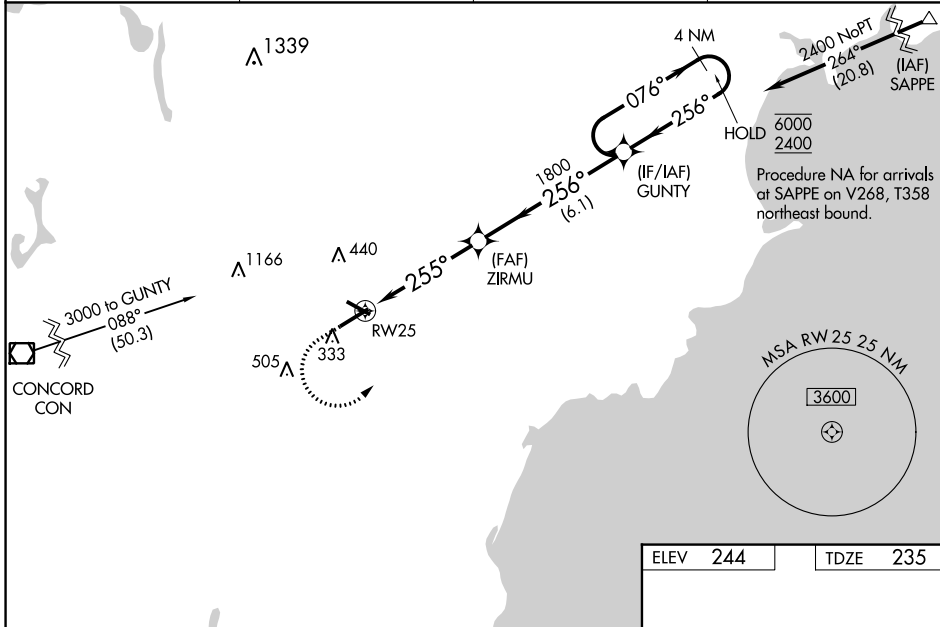
RNP APCH - GPS.

▼ Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV or LNAV Cats A and B. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 1/2 and LNAV Cats C/D visibility to 1%. When local altimeter setting not received, use Rochester altimeter setting: increase LPV DA to 534; increase LNAV/VNAV DA to 713 and visibility all Cats 1/2 SM; increase all MDAs 40 feet and LNAV Cats C/D visibility 1/2 SM and Circling Cat C visibility 1/4 SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1% and LNAV Cats C/D visibility to 1%.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 direct GUNTY and hold.

AWOS-3PT <b>120.025</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	CINC DEL <b>121.725</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>
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1000 2400 GUNTY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

4 NM Holding Pattern

1.3 NM to RW25

ZIRMU 1800

6000 2400

GP 3.00° TCH 52

1.3 NM 3.5 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA		496-3/4	261 (300-3/4)	
LNAV/ VNAV DA		675-1 1/8	440 (500-1 1/8)	
LNAV MDA	680-3/4	445 (500-3/4)	680-1 1/8	445 (500-1 1/8)
CIRCLING	760-1	516 (600-1)	1180-2 3/4 936 (1000-2 3/4)	1240-3 996 (1000-3)

ELEV 244	TDZE 235
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REIL Rwy 7 **0**  
HIRL Rwy 7-25 **0**  
MRL Rwy 14-32 **0**

NE-1, 13 JUN 2024 to 11 JUL 2024

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