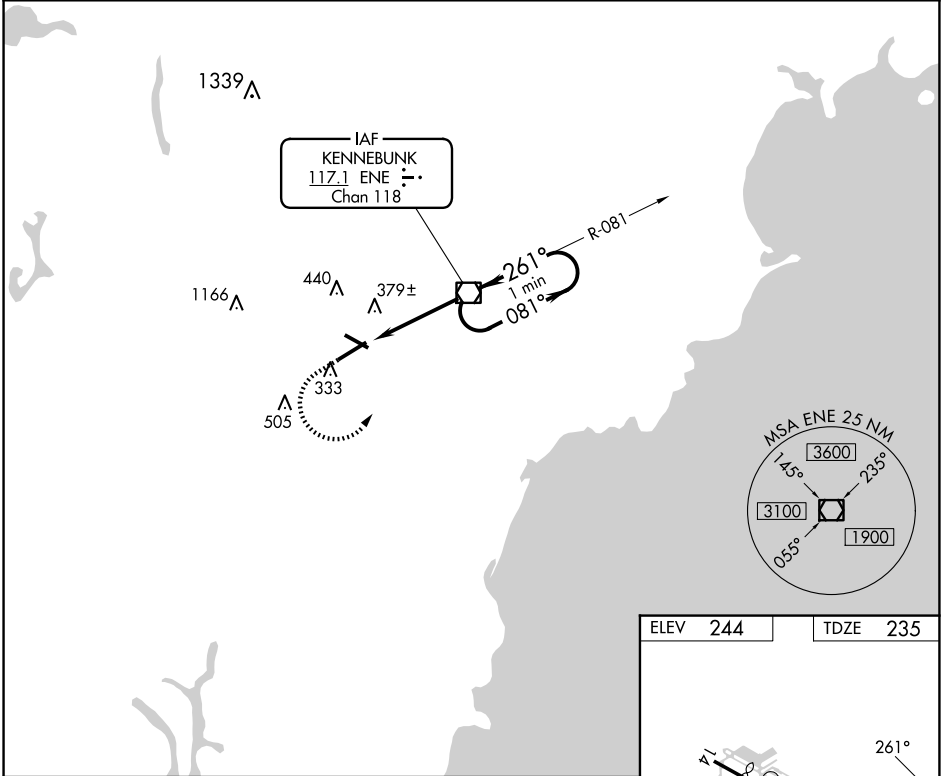


VORTAC ENE 117.1 Chan 118	APP CRS 261°	Rwy Idg TDZE Apt Elev	6001 235 244
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VOR RWY 25

SANFORD SEACOAST RGNL (SFM)

<p>⚠ Inoperative table does not apply to S-25 Cats A/B. For inoperative ODALS, increase S-25 Cats C/D visibility to 1$\frac{1}{8}$. When local altimeter setting not received, use Rochester, NH altimeter setting increase all MDA 40 feet, S-25 Cats C/D visibility $\frac{1}{8}$ SM, and Circling Cat C visibility $\frac{1}{4}$ SM; for inop ODALS, increase S-25 Cats C/D visibility to 1$\frac{1}{8}$. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA.</p>		<p>ODALS ⚠ ...</p>	<p>MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct ENE VOR/DME and hold.</p>
AWOS-3PT 120.025	PORTLAND APP CON * 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0



800	2000	ENE	ENE VOR/DME	One Minute Holding Pattern
		ENE 3.1	ENE 1700	081° → 2000
		ENE 4.2	TCH 47	← 261°
CATEGORY	A	B	C	D
S-25	640-1 405 (400-1)			
CIRCLING	760-1 516 (600-1)	1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)		1240-3 996 (1000-3)

ELEV 244	TDZE 235
REIL Rwy 7 0	HIRL Rwy 7-25 0
MIRL Rwy 14-32 0	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24