

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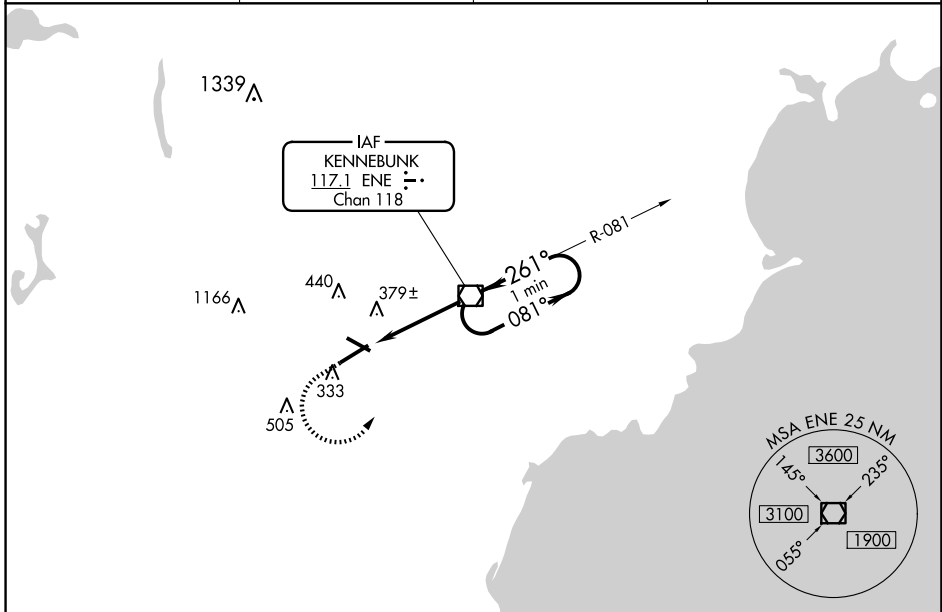
# VOR RWY 25

SANFORD SEACOAST RGNL (SFM)

**⚠** 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.

**ODALS** MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct ENE VOR/DME and hold.

AWOS-3PT <b>120.025</b>	PORTLAND APP CON * <b>119.75 269.35</b>	CLNC DEL <b>121.725</b>	UNICOM <b>123.075</b> (CTAF) <b>0</b>
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NE-1, 20 MAR 2025 to 17 APR 2025

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ELEV	244	TDZE	235
800	2000	ENE	One Minute Holding Pattern
ENE 3.1	ENE 4.2	ENE VOR/DME	081° → 2000
1700	3.17°	TCH 47	261° ←
1.1	3.1 NM		
CATEGORY	A	B	C
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)
REIL Rwy 7	HIRL Rwy 7-25	MIRL Rwy 14-32	FAF to MAP 4.2 NM
Knots	60	90	120
Min:Sec	4:12	2:48	2:06
	1:41	1:24	