

WAAS CH 53521 W25A	APP CRS 255°	Rwy Idg TDZE 235 Apt Elev 244	6001
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RNAV (GPS) RWY 25

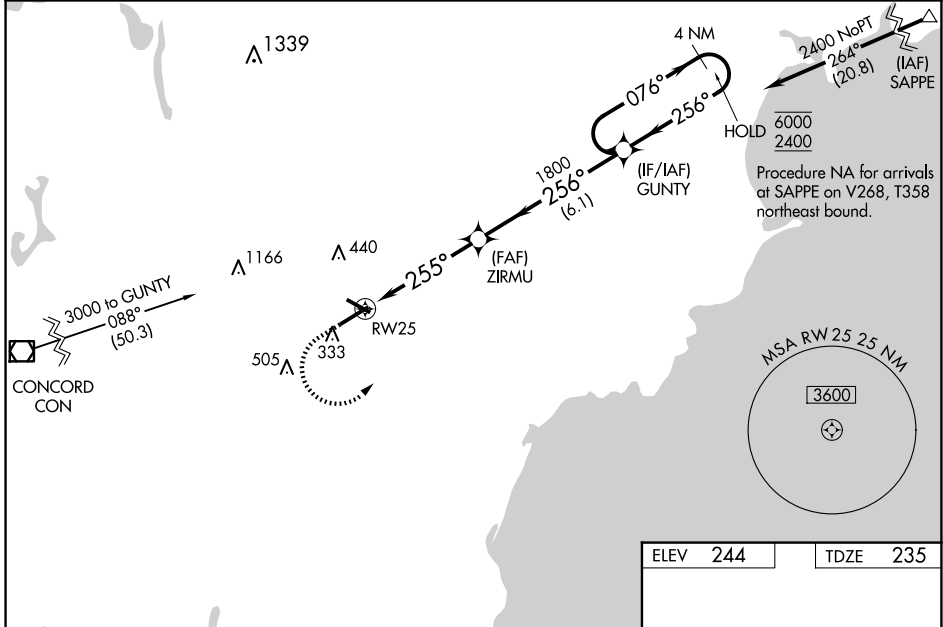
SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS.

⚠ Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ 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 $1\frac{1}{2}$ and LNAV Cats C/D visibility to $1\frac{1}{8}$. 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 $\frac{1}{8}$ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility $\frac{1}{8}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to $1\frac{1}{8}$ and LNAV Cats C/D visibility to $1\frac{1}{8}$.

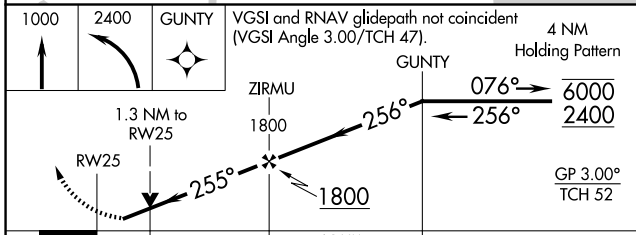
ODALS MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 direct GUNTY and hold.

AWOS-3PT 120.025	PORTLAND APP CON ★ 119.75 269.35	CLNC DEL 121.725	UNICOM (CTAF) 123.075
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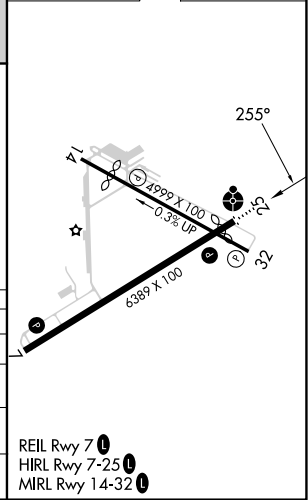


NE-1, 20 FEB 2025 to 20 MAR 2025

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ELEV 244	TDZE 235
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CATEGORY	A	B	C	D
LPV DA		496- $\frac{3}{4}$	261 (300- $\frac{3}{4}$)	
LNAV/ VNAV DA		675- $1\frac{1}{8}$	440 (500- $1\frac{1}{8}$)	
LNAV MDA	680- $\frac{3}{4}$	445 (500- $\frac{3}{4}$)	680- $1\frac{1}{8}$	445 (500- $1\frac{1}{8}$)
C 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
MRL Rwy 14-32