

WAAS CH 53521 W25A	APP CRS 255°	Rwy Idg TDZE 235 Apt Elev 244
--	------------------------	---

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 ¾ 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 1½ and LNAV Cats C/D visibility to 1¾. 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 ½ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility ½ SM and Circling Cat C visibility ¼ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to 1¾ and LNAV Cats C/D visibility to 1¾.

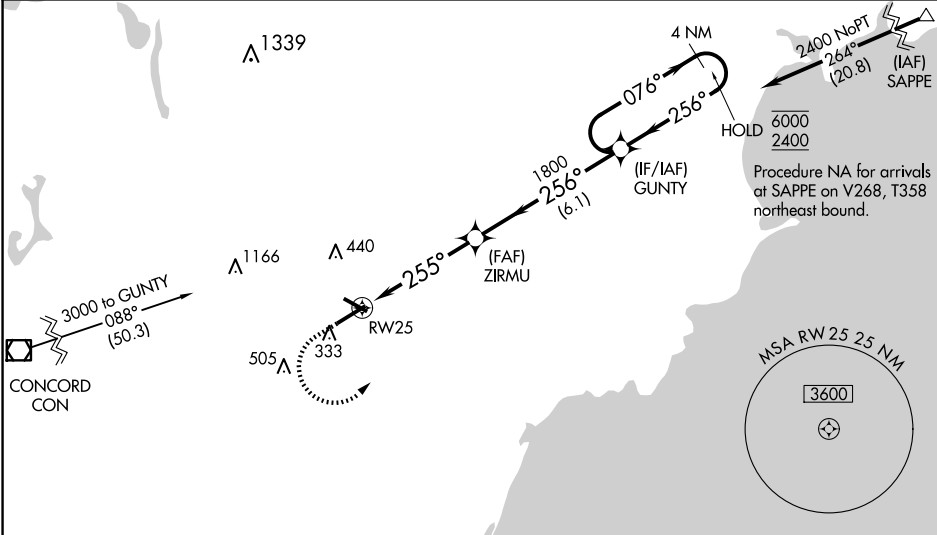
ODALS

⦿

⋮

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 123.075 (CTAF) 0
----------------------------	--	----------------------------	-----------------------------------



ELEV 244

TDZE 235

1000

2400

GUNTY

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

4 NM Holding Pattern

GP 3.00°

TCH 52

1.3 NM to RW25

1.3 NM

3.5 NM

6.1 NM

CATEGORY	A	B	C	D
LPV DA		496-¾	261 (300-¾)	
LNAV/DA		675-1½	440 (500-1½)	
LNAV MDA	680-¾	445 (500-¾)	680-1½	445 (500-1½)
CIRCLING	760-1	516 (600-1)	1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)

REIL Rwy 7 0

HIRL Rwy 7-25 0

MRL Rwy 14-32 0