

LOC I-SFM 111.5	APP CRS 075°	Rwy Idg TDZE 241 Apt Elev 244
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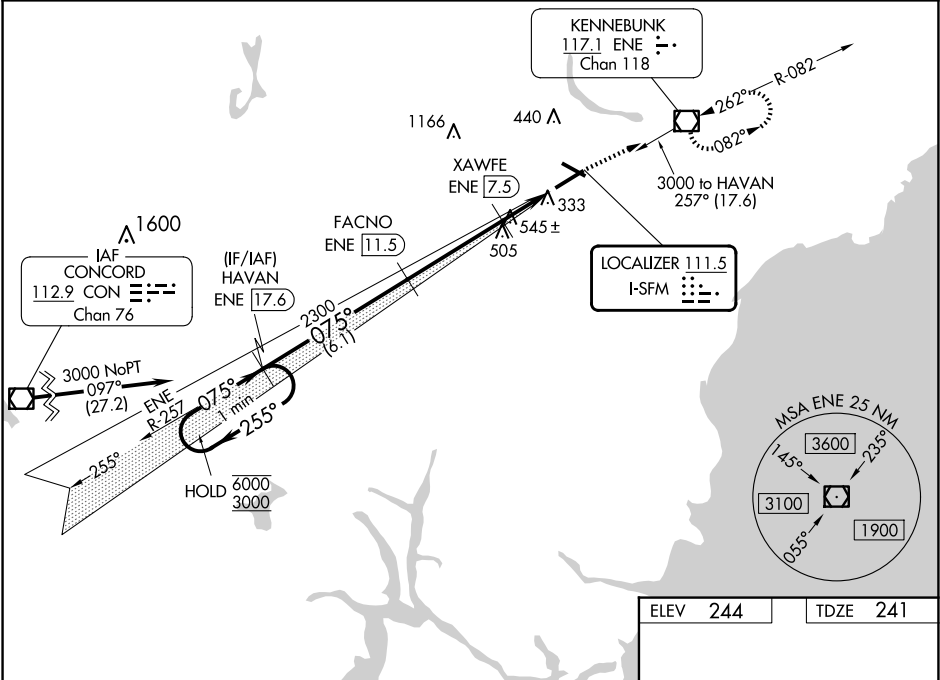
ILS or LOC RWY 7
SANFORD SEACOAST RGNL (SFM)

DME required.

⚠ Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA. VDP NA when using Rochester altimeter setting. DME from ENE VOR/DME. Simultaneous reception of I-SFM and ENE DME required. When local altimeter setting not received, use Rochester altimeter setting: increase S-ILS 7 DA to 479 feet; increase all MDAs 40 feet and S-LOC 7 Cats C/D visibility $\frac{1}{8}$ SM and Circling Cat C visibility $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 2500 direct ENE VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3PT 120.025	PORTLAND APP CON ★ 119.75 269.35	CLNC DEL 121.725	UNICOM 123.075 (CTAF) 0
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One Minute Holding Pattern

HAVAN ENE 17.6

FACNO ENE 11.5

XAWFE ENE 7.5

GS 3.00° TCH 56

2300

*960

6.1 NM

4 NM

0.7 NM

1.6 NM

2500

ENE

*1000 when using Rochester altimeter setting.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).

CATEGORY	A	B	C	D
S-ILS 7	441- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 7	800-1 559 (600-1)		800-1 $\frac{5}{8}$ 559 (600-1 $\frac{5}{8}$)	
CIRCLING	800-1 556 (600-1)		1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)	1240-3 996 (1000-3)

ELEV 244

TDZE 241

REIL Rwy 7 0

HIRL Rwy 7-25 0

MIRL Rwy 14-32 0

The diagram shows the runway layout with approach lights, including 6389 X 100 and 4999 X 100, and a 0.3% UP slope.

NE-1, 25 DEC 2025 to 22 JAN 2026

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