

|   |                        |                             |   |
|---|------------------------|-----------------------------|---|
| VORTAC ENE<br><b>117.1</b><br>Chan <b>118</b> | APP CRS<br><b>261°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>6001</b><br><b>235</b><br><b>244</b> |
|---|------------------------|-----------------------------|---|

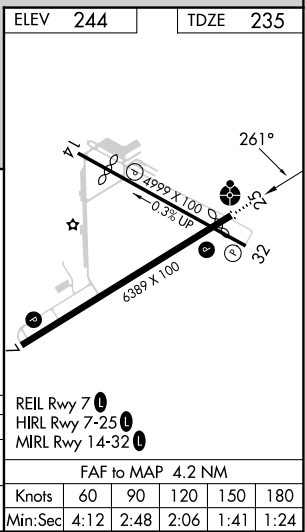
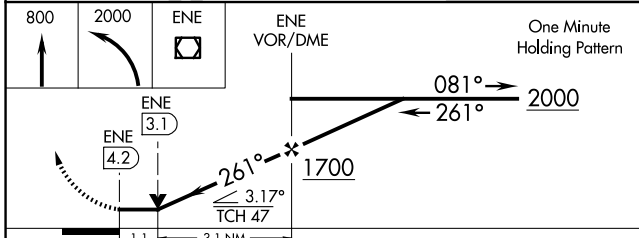
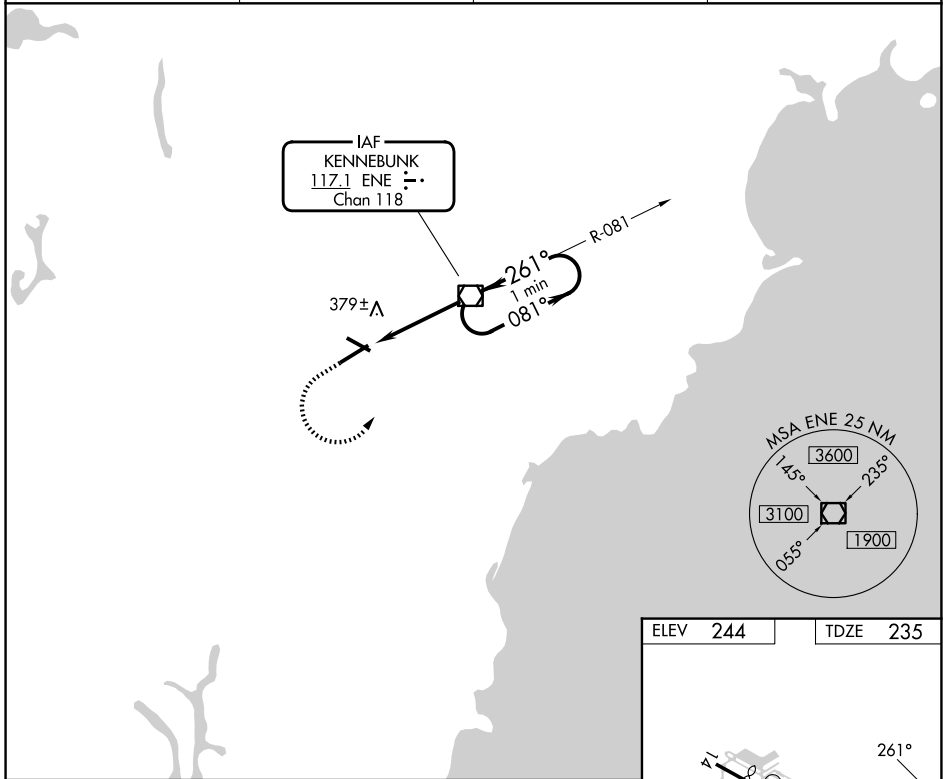
# VOR RWY 25

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<br><b>120.025</b> | PORTLAND APP CON *<br><b>119.75 269.35</b> | CLNC DEL<br><b>121.725</b> | UNICOM<br><b>123.075</b> (CTAF) <b>0</b> |
|----------------------------|--|----------------------------|--|



| CATEGORY | A                 | B   | C                      | D |
|----------|-------------------|---|------------------------|---|
| S-25     | 640-1 405 (400-1) |   |                        |   |
| CIRCLING | 760-1 516 (600-1) | 1180-2 $\frac{3}{4}$<br>936 (1000-2 $\frac{3}{4}$ ) | 1240-3<br>996 (1000-3) |   |