

WAAS CH <b>53521</b> <b>W25A</b>	APP CRS <b>255°</b>	Rwy Ldg TDZE <b>235</b> Apt Elev <b>244</b>	<b>6001</b>
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# RNAV (GPS) RWY 25

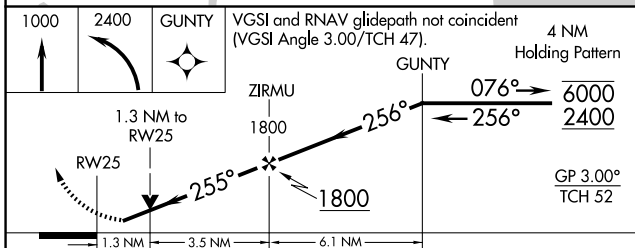
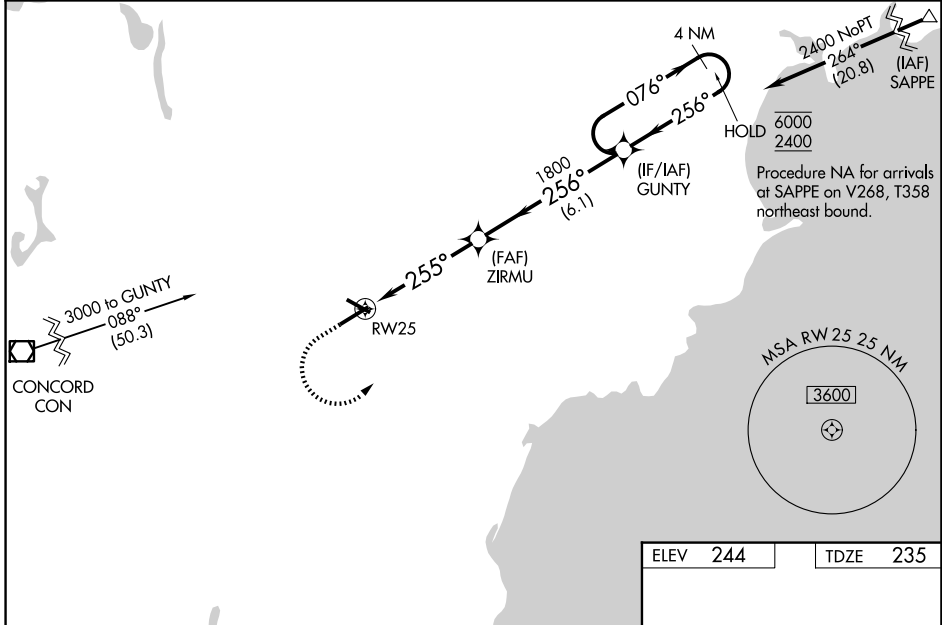
SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS.

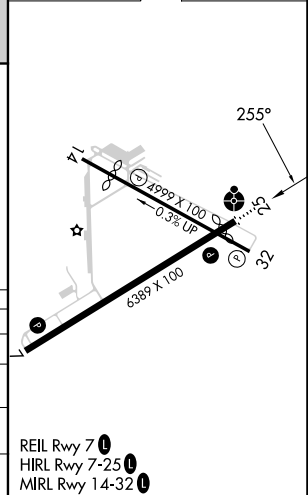
**⚠** Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV or LNAV Cats A and B. For inop ALS, increase LNAV/VNAV all 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 <b>120.025</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	CLNC DEL <b>121.725</b>	UNICOM (CTAF) <b>123.075</b>
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ELEV <b>244</b>	TDZE <b>235</b>
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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- $1\frac{1}{8}$ )
CIRCLING	760-1	516 (600-1)	1180- $2\frac{3}{4}$ 936 (1000- $2\frac{3}{4}$ )	1240-3 996 (1000-3)