

|                           |                        |                                                   |
|---------------------------|------------------------|---------------------------------------------------|
| LOC I-SFM<br><b>111.5</b> | APP CRS<br><b>075°</b> | Rwy Ldg<br>TDZE <b>241</b><br>Apt Elev <b>244</b> |
|---------------------------|------------------------|---------------------------------------------------|

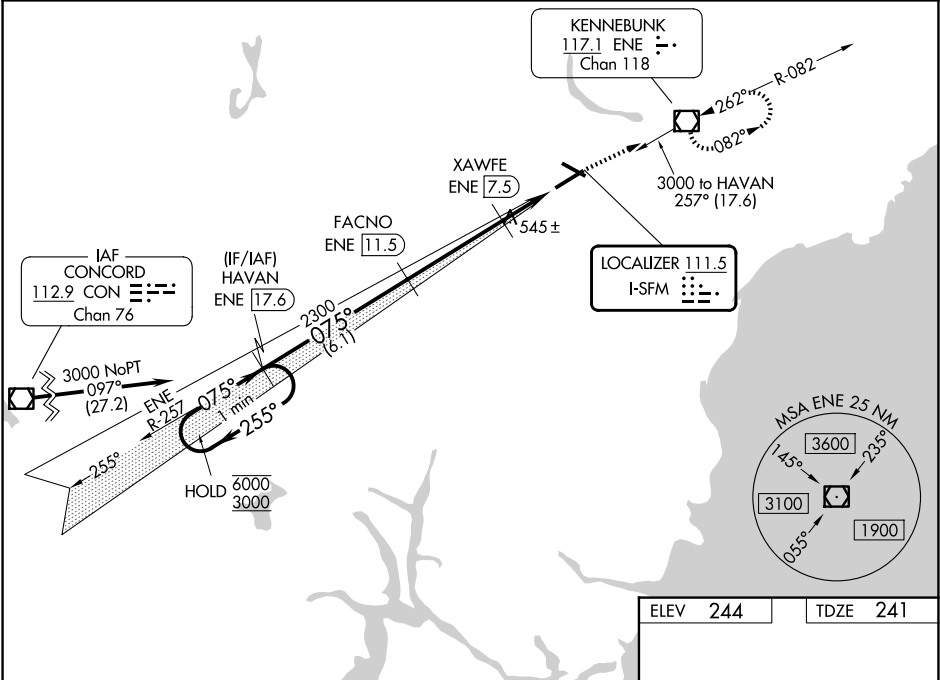
ILS or LOC RWY 7  
SANFORD SEACOAST RGNL (SFM)

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<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 (CTAF) 0</b> |
|----------------------------|--------------------------------------------|----------------------------|-----------------------------------|



One Minute Holding Pattern

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

HAVAN ENE 17.6

FACNO ENE 11.5

XAWFE ENE 7.5

GS 3.00° TCH 56

2300

\*960

\*1000 when using Rochester altimeter setting.

| 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 taxiway 100 and runway 7. Key features include:

- Runway 7** with a 075° heading.
- Taxiway 100** with a 038° heading.
- Runway 14-32** with a 032° heading.

NE-1, 06 AUG 2026 to 03 SEP 2026

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