

WAAS CH 53521 W25A	APP CRS 255°	Rwy Ldg 6001 TDZE 235 Apt Elev 244
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RNAV (GPS) RWY 25
SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS

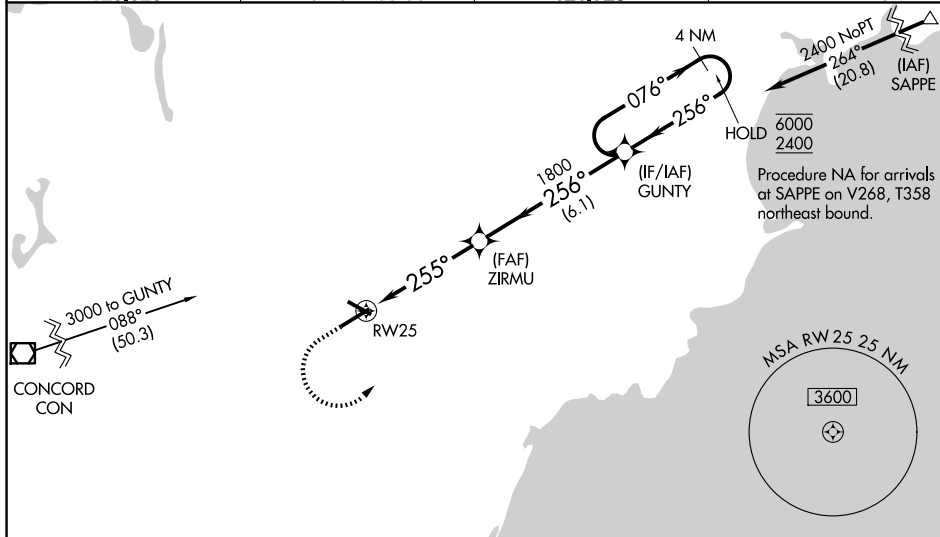
⚠ Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below $\frac{1}{2}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV or LNAV Cats A and B. For inop ALS, increase LNAV/VNAV all Cats visibility to $\frac{1}{2}$ and LNAV Cats C/D visibility to 1%. 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 $\frac{1}{2}$ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility $\frac{1}{2}$ SM and Circling Cat C visibility $\frac{1}{2}$ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to 1% and LNAV Cats C/D visibility to 1%.

CRAIG



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
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1000 2400 GUNTY

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

4 NM
Holding Pattern

GUNTY

076° → 6000
← 256° 2400

ZIRMU
1800

256°

255°

RW25

1.3 NM to RW25

1.3 NM 3.5 NM 6.1 NM

GP 3.00°
TCH 52

CATEGORY	A	B	C	D
LPV DA		496-3/4	261 (300-3/4)	
LNAV/DA VNAV		675-1 1/8	440 (500-1 1/8)	
LNAV MDA	680-3/4	445 (500-3/4)	680-1 1/8	445 (500-1 1/8)
CIRCLING	760-1	516 (600-1)	1180-2 3/4 936 (1000-2 3/4)	1240-3 996 (1000-3)