RNAV (GPS) RWY 25

SANFORD SEACOAST RGNL (SFM)

WAAS CH 53521 W25A	APP CRS 255°	Rwy Ldg 6001 / TDZE 235 / Apt Elev 244

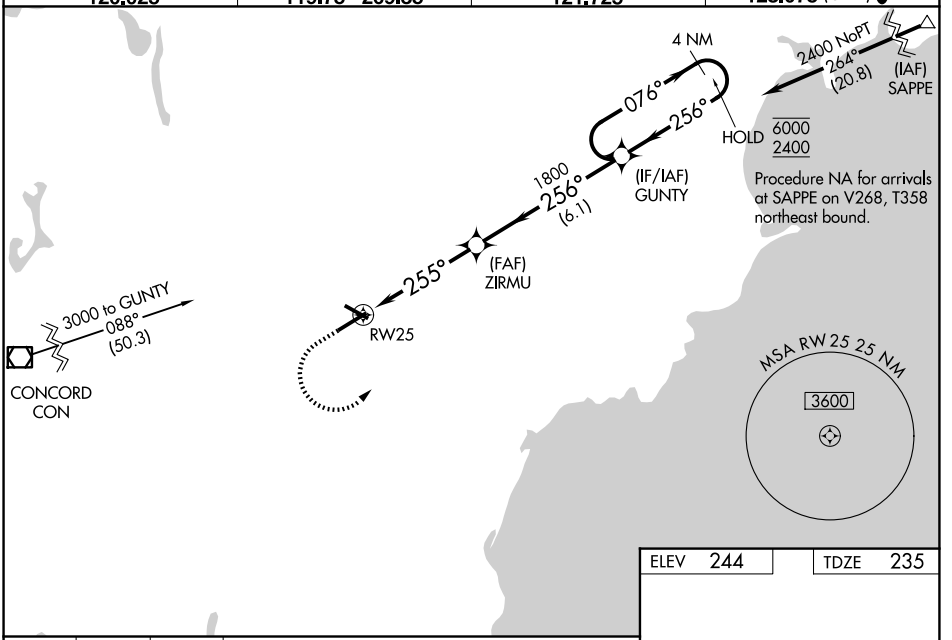
RNP APCH - GPS.

Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below ¾ 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 ½ and LNAV Cats C/D visibility to 1⅜. 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 ⅛ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility ⅛ SM and Circling Cat C visibility ¼ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅝ and LNAV Cats C/D visibility to 1⅜.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2400 direct GUNTY and hold.

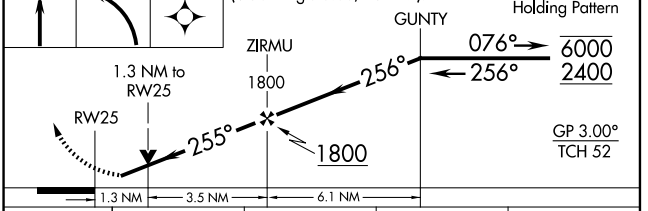
AWOS-3PT	PORTLAND APP CON ★	CLNC DEL	UNICOM
120.025	119.75 269.35	121.725	123.075 (CTAF) L

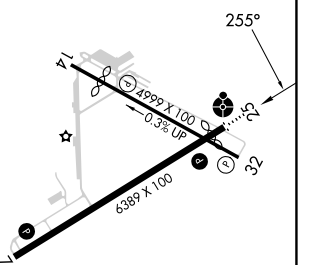


ELEV 244 TDZE 235

1000 | 2400 | GUNTY

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





CATEGORY	A	B	C	D
LPV DA	496-¾ 261 (300-¾)			
LNAV/VNAV DA	675-1⅛ 440 (500-1⅛)			
LNAV MDA	680-¾ 445 (500-¾)		680-1⅛ 445 (500-1⅛)	
CIRCLING	760-1 516 (600-1)		1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)

REIL Rwy 7 L
HIRL Rwy 7-25 L
MIRL Rwy 14-32 L

NE-1, 29 OCT 2026 to 26 NOV 2026
NE-1, 29 OCT 2026 to 26 NOV 2026