

WAAS CH 53521 W25A	APP CRS 255°	Rwy Idg 6001 TDZE 235 Apt Elev 244
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RNAV (GPS) RWY 25

SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS.

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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 $1\frac{1}{2}$. 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 $\frac{1}{4}$ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to $1\frac{1}{2}$ and LNAV Cats C/D visibility to $1\frac{1}{2}$.

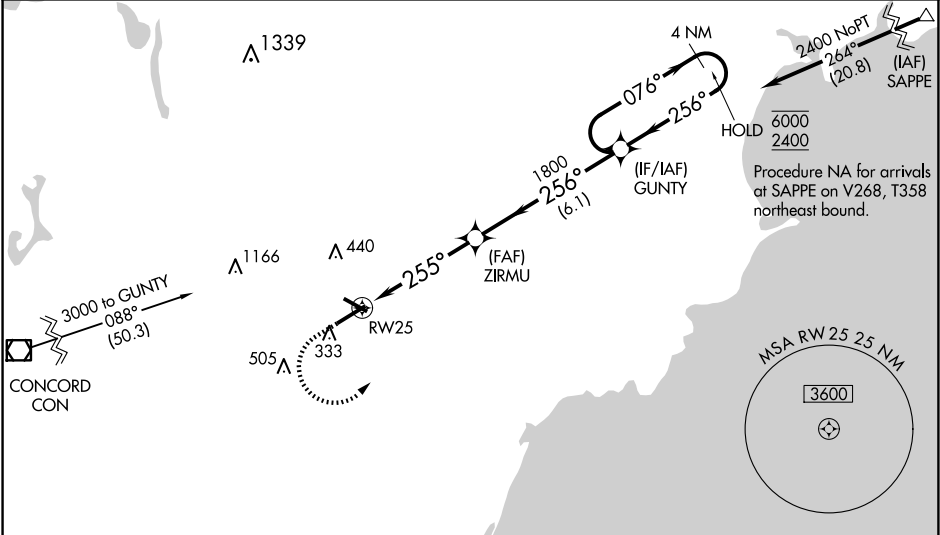
ODALS

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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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ELEV 244

TDZE 235

1000

2400

GUNTY

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

4 NM Holding Pattern

1.3 NM to RW25

1800

255°

076°

256°

6000

2400

GP 3.00°

TCH 52

1.3 NM

3.5 NM

6.1 NM

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)

REIL Rwy 7 0

HIRL Rwy 7-25 0

MRL Rwy 14-32 0