

WAAS CH 53521 W25A	APP CRS 255°	Rwy Idg 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 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 1½ and LNAV Cats C/D visibility to 1¾. 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 ½ SM; increase all MDAs 40 feet and LNAV Cats C/D visibility ½ SM and Circling Cat C visibility ¼ SM. For inop ALS, when using Rochester altimeter setting, increase LNAV/VNAV all Cats visibility to 1¾ and LNAV Cats C/D visibility to 1¾.

ODALS

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 (CTAF) 123.075
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Chart details: Concord Con (3000 to GUNTY, 088° (50.3)), ZIRMU (FAF), GUNTY (IF/IAF), 4 NM holding pattern (076°/256°), 6000/2400, 2400 NoPT (264° (20.8)), IAF SAPPE, MSA RW 25 25 NM (3600).

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

RW25

ZIRMU

1800

255°

076°

256°

6000

2400

GP 3.00°

TCH 52

CATEGORY	A	B	C	D
LPV DA		496-¾ 261 (300-¾)		
LNAV/ VNAV DA		675-1½ 440 (500-1½)		
LNAV MDA	680-¾ 445 (500-¾)		680-1½ 445 (500-1½)	
CIRCLING	760-1 516 (600-1)	1180-2¾ 936 (1000-2¾)	1240-3 996 (1000-3)	

REIL Rwy 7

HIRL Rwy 7-25

MRL Rwy 14-32

SANFORD, MAINE
Orig-E 05SEP24

43°24'N - 70°42'W

SANFORD SEACOAST RGNL (SFM)
RNAV (GPS) RWY 25

NE-1, 02 OCT 2025 to 30 OCT 2025

NE-1, 02 OCT 2025 to 30 OCT 2025