

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

⚠ 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%.

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 123,075 (CTAF) 0
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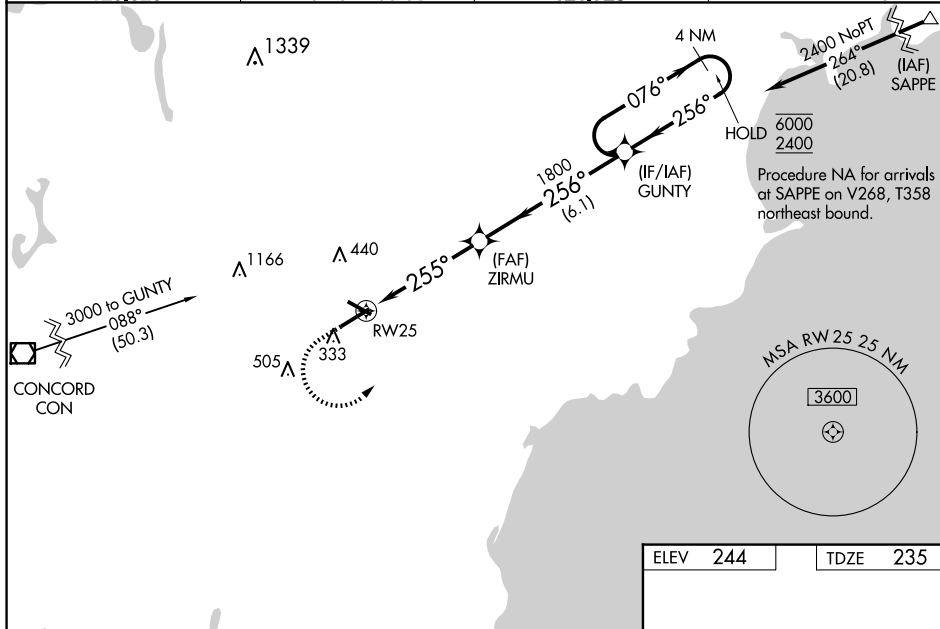


Diagram illustrating the ZIRMU 1800 holding pattern and associated navigation data:

- 1000**: Initial altitude.
- 2400**: Holding altitude.
- GUNTY**: Holding pattern name.
- VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 47)**: Note on glidepath alignment.
- 4 NM Holding Pattern**: Holding pattern distance.
- 1.3 NM to RW25**: Distance to runway 25.
- 255°**: Turn angle from RW25.
- 3.5 NM**: Distance between turns.
- 256°**: Turn angle from 3.5 NM segment.
- 6.1 NM**: Distance between turns.
- 256°**: Turn angle from 6.1 NM segment.
- 6000 2400**: Holding pattern altitude and frequency.
- GP 3.00° TCH 52**: Glidepath and threshold crossing height.

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 $\frac{1}{8}$)
C CIRCLING	760-1	516 (600-1)	1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$)	1240-3 996 (1000-3)

