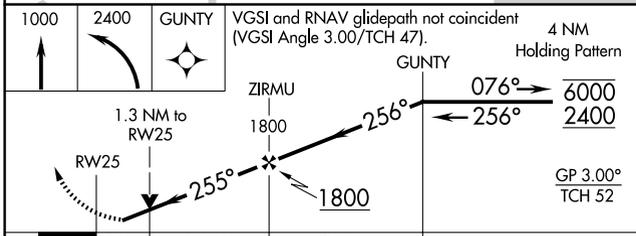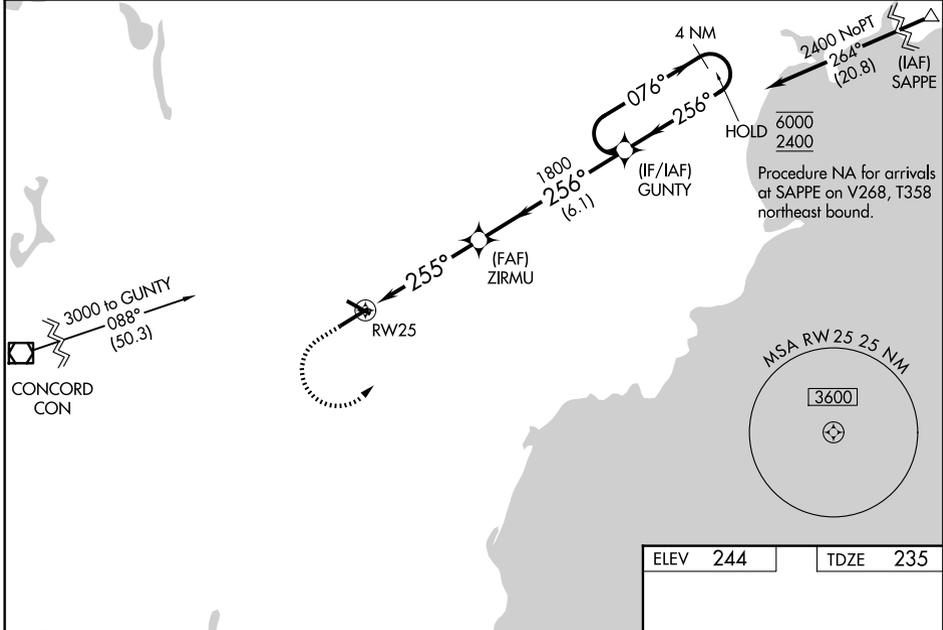| WAAS CH **53521** **W25A**	APP CRS **255°**	Rwy Ldg **6001** TDZE **235** Apt Elev **244**	**RNAV (GPS) RWY 25** SANFORD SEACOAST RGNL (SFM)

RNP APCH - GPS.

▽△ Baro-VNAV and VDP NA when using Rochester altimeter setting. Rwy 25 helicopter visibility reduction below 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 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 **120.025**	PORTLAND APP CON ★ **119.75** **269.35**	CLNC DEL **121.725**	UNICOM **123.075** (CTAF) 🄻

4 NM

2400 NoPT
←264°
(20.8)   (IAF)
SAPPE

076°   256°

HOLD   6000 / 2400

Procedure NA for arrivals at SAPPE on V268, T358 northeast bound.

1800   256°
(6.1)   (IF/IAF)
GUNTY

255°   (FAF)
ZIRMU

3000 to GUNTY
088°
(50.3)

CONCORD
CON

RW25

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

GUNTY

ZIRMU
1.3 NM to RW25   1800   256°   076° → 6000
← 256°   2400

RW25

255°   1800

GP 3.00°
TCH 52

255°

4999 X 100
0.3% UP
6389 X 100

1.3 NM — 3.5 NM — 6.1 NM

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 🄻
HIRL Rwy 7-25 🄻
MIRL Rwy 14-32 🄻

NE-1, 19 MAR 2026 to 16 APR 2026