

LOC I-SFM <b>111.5</b>	APP CRS <b>075°</b>	Rwy Idg TDZE <b>241</b> Apt Elev <b>244</b>
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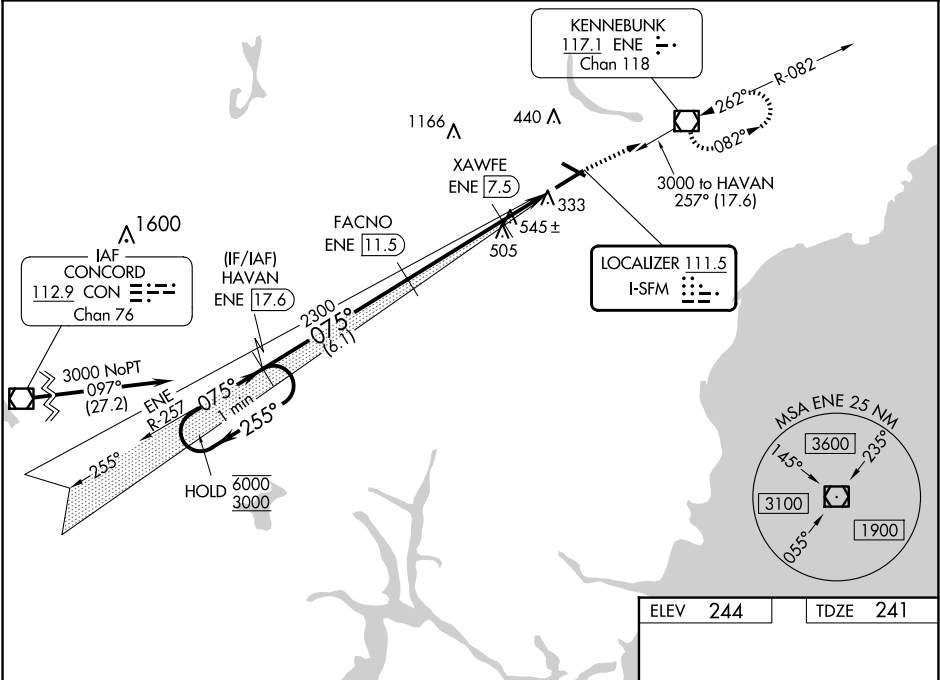
ILS or LOC RWY 7  
SANFORD SEACOAST RGNL (SFM)

DME required.

**⚠** Rwy 7 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. VDP NA when using Rochester altimeter setting. DME from ENE VOR/DME. Simultaneous reception of I-SFM and ENE DME required. When local altimeter setting not received, use Rochester altimeter setting: increase S-ILS 7 DA to 479 feet; increase all MDAs 40 feet and S-LOC 7 Cats C/D visibility  $\frac{1}{8}$  SM and Circling Cat C visibility  $\frac{1}{4}$  SM.

MISSED APPROACH: Climb to 2500 direct ENE VOR/DME and hold, continue climb-in-hold to 2500.

AWOS-3PT <b>120.025</b>	PORTLAND APP CON★ <b>119.75 269.35</b>	CLNC DEL <b>121.725</b>	UNICOM <b>123.075 (CTAF) 0</b>
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One Minute Holding Pattern

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 53).

HAVAN ENE 17.6

FACNO ENE 11.5

XAWFE ENE 7.5

ENE 6.8

ENE 5.2

\*1000 when using Rochester altimeter setting.

GS 3.00° TCH 56

2300

\*960

6000 ← 255°

3000 → 075°

075°

2300

6.1 NM

4 NM

0.7 NM

1.6 NM

CATEGORY	A	B	C	D
S-ILS 7	441- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$ )			
S-LOC 7	800-1 559 (600-1)		800-1 $\frac{5}{8}$ 559 (600-1 $\frac{5}{8}$ )	
CIRCLING	800-1 556 (600-1)		1180-2 $\frac{3}{4}$ 936 (1000-2 $\frac{3}{4}$ )	1240-3 996 (1000-3)

ELEV 244

TDZE 241

REIL Rwy 7 0

HIRL Rwy 7-25 0

MIRL Rwy 14-32 0

NE-1, 10 JUL 2025 to 07 AUG 2025

NE-1, 10 JUL 2025 to 07 AUG 2025