

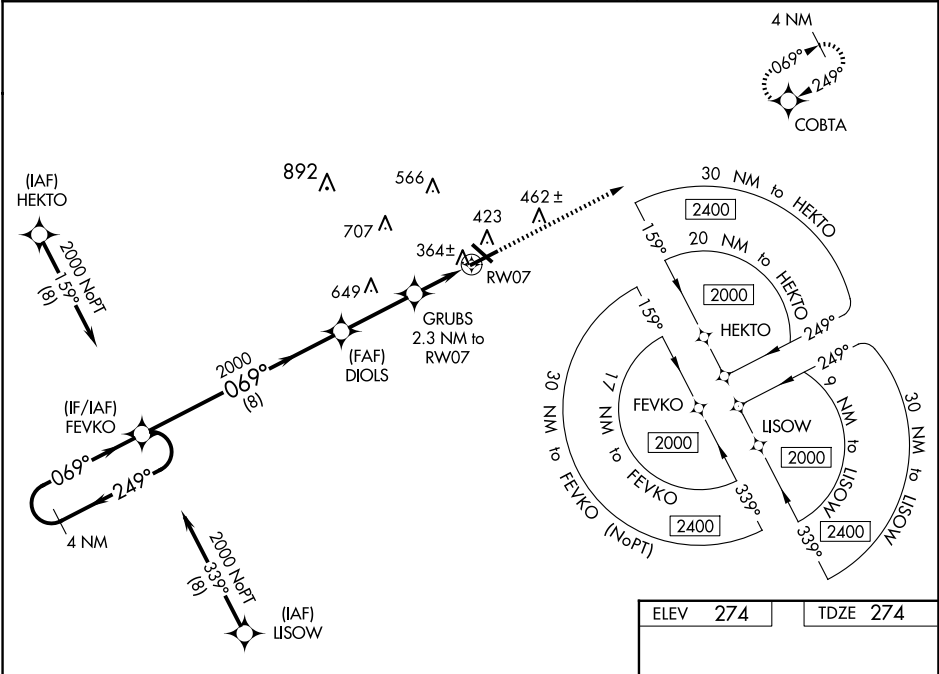
|                                        |                        |                                                                        |
|----------------------------------------|------------------------|------------------------------------------------------------------------|
| WAAS<br>CH <b>66037</b><br><b>W07A</b> | APP CRS<br><b>069°</b> | Rwy Ldg<br>TDZE<br>Apt Elev<br><b>6002</b><br><b>274</b><br><b>274</b> |
|----------------------------------------|------------------------|------------------------------------------------------------------------|

RNAV (GPS) RWY 7  
VIDALIA RGNL (VDI)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Baxley altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cnts visibility ¼ mile, LNAV and Circling Cnts C/D visibility ¼ mile. VDP and Baro-VNAV NA when using Baxley altimeter setting. Night Landing: Rwy 32 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSED APPROACH:**  
Climb to 2000 direct COBTA and hold.

|                          |                                               |                                 |
|--------------------------|-----------------------------------------------|---------------------------------|
| AWOS-3<br><b>119.925</b> | JACKSONVILLE CENTER<br><b>127.575 269.025</b> | UNICOM<br><b>122.8 (CTAF) ①</b> |
|--------------------------|-----------------------------------------------|---------------------------------|



|                                                                       |       |             |                        |                         |
|-----------------------------------------------------------------------|-------|-------------|------------------------|-------------------------|
| VGSi and RNAV descent angles not coincident (VGSi Angle 3.00/TCH 41). |       |             |                        |                         |
| 4 NM Holding Pattern                                                  |       |             |                        |                         |
| GP 3.00° TCH 60                                                       |       |             |                        |                         |
| 2000 ← 249° → 069° → 2000                                             |       |             |                        |                         |
| 8 NM → 2.9 NM → 1.3 NM → 1 NM →                                       |       |             |                        |                         |
| CATEGORY                                                              | A     | B           | C                      | D                       |
| LPV DA                                                                |       | 524-¾       | 250 (300-¾)            |                         |
| LNAV/VNAV DA                                                          |       | 527-¾       | 253 (300-¾)            |                         |
| LNAV MDA                                                              |       | 620-1       | 346 (400-1)            |                         |
| Ⓢ CIRCLING                                                            | 740-1 | 466 (500-1) | 920-1¾<br>646 (700-1¾) | 1060-2½<br>786 (800-2½) |

ELEV 274 TDZE 274

2000 COBTA

\*LNAV only.

\*1 NM to RWY 07

5002 X 75

6002 X 100

45

069°

HIRL Rwy 7-25 ①

REIL Rwy 7 ①

SE-4, 30 OCT 2025 to 27 NOV 2025

SE-4, 30 OCT 2025 to 27 NOV 2025