

WAAS CH <b>86608</b> <b>W35A</b>	APP CRS <b>345°</b>	Rwy Idg <b>5002</b> TDZE <b>610</b> Apt Elev <b>610</b>
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RNAV (GPS) RWY 35  
ROBERT SIBLEY (SZY)

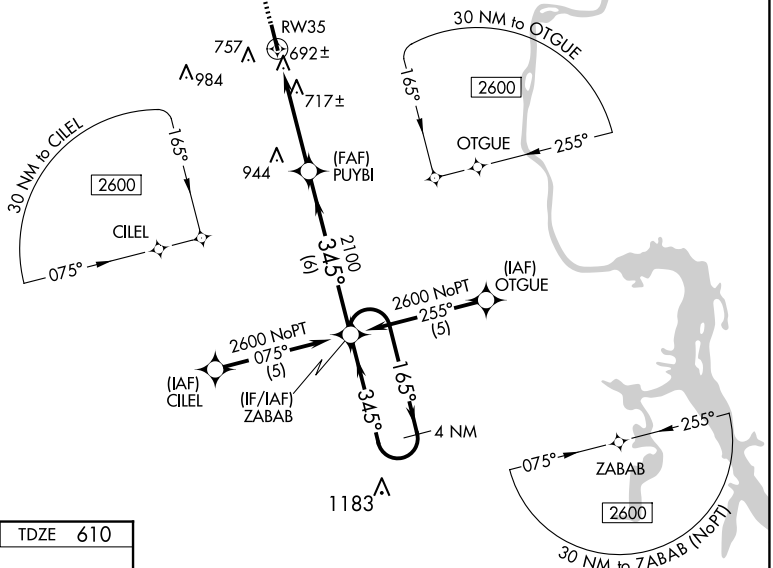
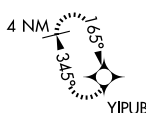
RNP-APCH - GPS	
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**T** Baro-VNAV NA when using Jackson Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Helicopter visibility reduction below 1 SM not authorized. When local altimeter setting not received, use Jackson Rgnl altimeter setting: increase LPV DA to 1042 and all visibilities  $\frac{1}{4}$  SM, increase LNAV/VNAV DA to 1084 and all visibilities  $\frac{1}{2}$  SM; increase all MDAs 100 feet and LNAV visibility Cat C and D and Circling visibility Cat D  $\frac{1}{4}$  SM. Straight-in Rwy 35 NA at night. Circling Rwy 17, 35 NA at night.

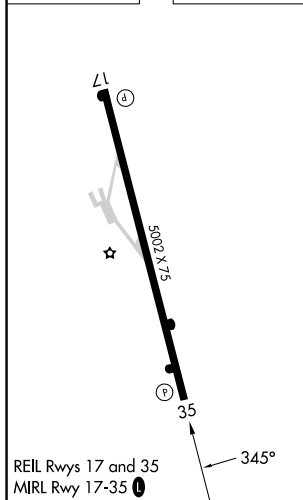
**MISSED APPROACH:**  
Climb to 2600 direct  
YIPUB and hold.

AWOS-3 <b>118.425</b>	MEMPHIS CENTER <b>124.35 318.1</b>	UNICOM <b>122.7 (CTAF) 0</b>
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MISSED APCH FIX



ELEV 610		TDZE 610
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REIL Rwy 17 and 35

MIRL Rwy 17-35 (

Diagram illustrating the 4 NM Holding Pattern for VGS1 and RNAV glidepath not coincident (VGS1 Angle 4.00°/TCH 29).

The diagram shows a 4 NM Holding Pattern with a 165° heading and a 345° heading. The pattern is defined by a 4.5 NM radius and a 6 NM radius. The holding pattern is centered on the 2100 frequency. The diagram also shows the VGS1 and RNAV glidepaths, with the VGS1 glidepath at 4.00° TCH 29. The diagram includes a scale bar for 2600, 2100, and 1650, and a scale bar for 4.5 NM and 6 NM.

SELMER, TENNESSEE

Orig-B 06OCT22

35°12'N-88°30'W

ROBERT SIRILEY (SZY)

RNAV (GPS) RWY 35

SE-1, 07 AUG 2025 to 04 SEP 2025