

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

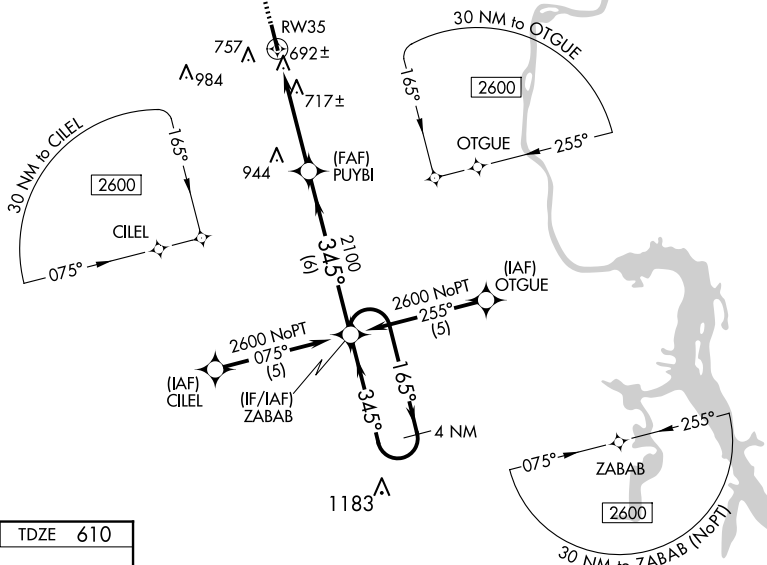
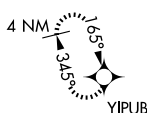
RNP-APCH - GPS

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-3 118,425	MEMPHIS CENTER 124.35 318.1	UNICOM 122.7 (CTAF) 0
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MISSED APCH FIX



ELEV 610		TDZE 610
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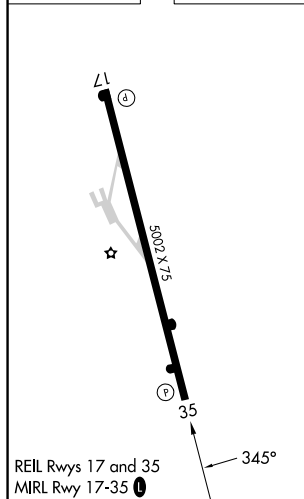


Diagram illustrating the VGSI and RNAV glidepath not coincident (VGSI Angle 4.00°/TCH 29). The diagram shows a 4 NM Holding Pattern with a 165° heading and a 345° heading. The glidepath is 2100 feet, and the VGSI angle is 4.00°/TCH 29. The diagram also shows the PUYBI and RW35 runways.