

WAAS
CH **86608**

APP CRS
345°

W35A

Rwy Idg
TDZE **610**

Apt Elev
610

RNAV (GPS) RWY 35

ROBERT SIBLEY (SZY)

RNP-APCH - GPS

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 ¼ SM; increase LNAV/VNAV DA to 1084 and all visibilities ½ SM; increase all MDAs 100 feet and LNAV visibility Cat C and D and Circling visibility Cat D ¼ 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

MISSED APCH FIX

4 NM

165°

345°

YIPUB

The chart displays the RNAV (GPS) RWY 35 approach. Key features include:

- Missed Approach:** From the final approach fix (FAF) PUYBI, climb to 2600 feet and hold at YIPUB.
- Holding Patterns:** 4 NM holding at YIPUB and ZABAB. A 30 NM holding pattern is also shown for OTGUE.
- Navigation Fixes:** CILEL, PUYBI, ZABAB, and OTGUE.
- Altitudes:** 2600 feet for missed approach and holding; 2100 feet for the final approach.
- Angles:** 165°, 345°, 075°, and 255° are indicated for various segments.

ELEV 610

TDZE 610

Diagram of RWY 35 showing the REIL (Runway End Identifier Lights) and MRL (Middle Row Lights) for RWY 17-35. The diagram indicates a 5002 x 75 ft runway with a 345° heading.

2600	YIPUB	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00°/TCH 29).			
		ZABAB	4 NM	Holding Pattern	
		PUYBI		165°	2600
		RW35		345°	
			2100		
			4.5 NM	6 NM	
CATEGORY	A	B	C	D	
LPV DA	944-1¼ 334 (400-1¼)				
LNAV/VNAV DA	986-1¼ 376 (400-1¼)				
LNAV MDA	980-1 370 (400-1)				980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1300-2¼ 690 (700-2¼)	

SELMER, TENNESSEE

Orig-B 06OCT22

35°12'N-88°30'W

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RNAV (GPS) RWY 35