

24137

RNAV (GPS) RWY 35  
TUNICA MUNI (TUA)

MALSR

**MISSED APPROACH:**  
Climb to 2800 direct  
BUYAL and hold.

AWOS-3 <b>118.075</b>	MEMPHIS APP CON <b>119.1 291.6</b>	CLNC DEL <b>118.9</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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MISSED APCH FIX

4 NM

167°

347°

BUYAL

Λ 694

Λ 457

1049 Λ

340 Λ

386 Λ

RW35

30 NM to ZODUM

2800

167°

077°

ZODUM

(FAF) PEYIT

30 NM to DICEB

2800

167°

257°

DICEB

1900

347°

(6.8)

2800 NoPT

257°

(10)

(IAF) DICEB

077°

257°

ULIKE

2800

30 NM to ULIKE (NoPT)

4 NM

167°

347°

(IF/IAF) ULIKE

(IAF) ZODUM

ELEV	194	TDZE	194
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Figure 1: Example of a 4 NM Holding Pattern. The diagram shows a holding pattern for RW35. The pattern is a series of turns: a 180-degree turn, followed by a 347-degree turn, then a 167-degree turn, and finally a 347-degree turn back to the start. The pattern is 4 NM wide. The holding pattern is labeled "4 NM Holding Pattern". The pattern is also labeled "GP 3.00° TCH 43". The pattern is also labeled "ULKE". The pattern is also labeled "PEYIT 1900". The pattern is also labeled "347°". The pattern is also labeled "167°". The pattern is also labeled "347°". The pattern is also labeled "2800". The pattern is also labeled "1.3 NM to RW35". The pattern is also labeled "1.3 NM". The pattern is also labeled "4 NM". The pattern is also labeled "6.8 NM". The pattern is also labeled "35". The pattern is also labeled "8500 X 150". The pattern is also labeled "REIL Rwy 17". The pattern is also labeled "HIRL Rwy 17-35". The pattern is also labeled "347°". The pattern is also labeled "A5". The pattern is also labeled "BUYAL". The pattern is also labeled "VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47)". The pattern is also labeled "\*LNAV only."

TUNICA MUNI (UTA)  
RNAV (GPS) RWY 35

SC-4, 10 JUL 2025 to 07 AUG 2025