

LOC I-UTA 110.95 Chan 46 (Y)	APP CRS 347°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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ILS or LOC RWY 35

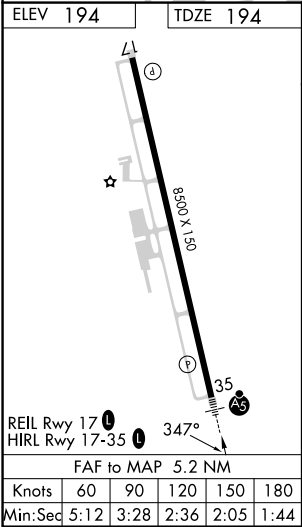
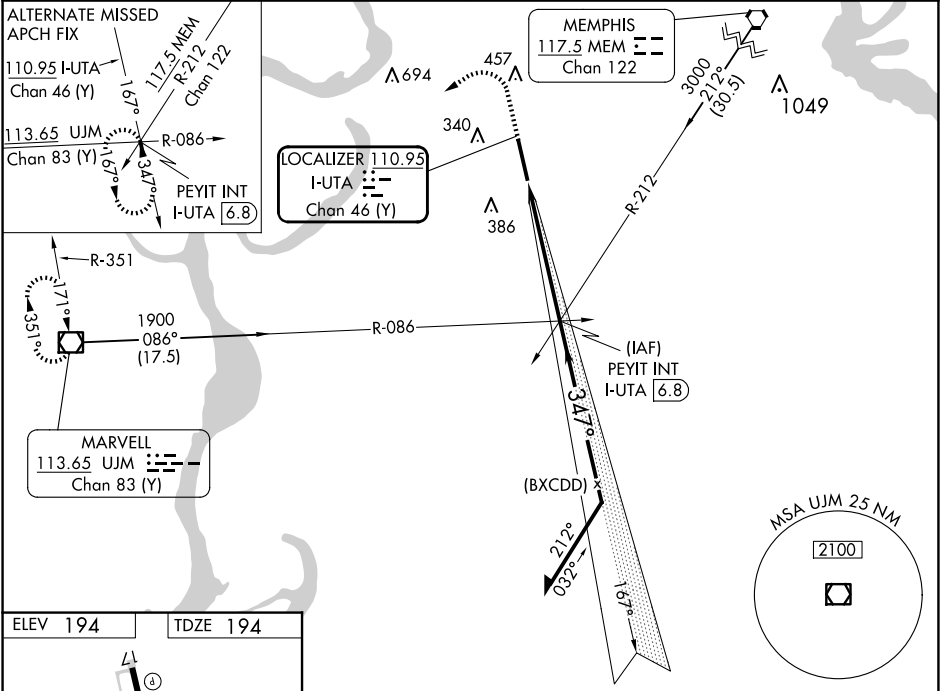
TUNICA MUNI (UTA)

VDP NA with Memphis altimeter setting. When local altimeter not received, use Memphis altimeter setting and increase S-ILS 35 DA to 480 and all MDA 100 feet, increase S-LOC 35 Cats C and D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Memphis altimeter setting increase S-ILS 35 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF)
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700	1900	UJM	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 47).			
*LOC only.						
Diagram details: The diagram shows a missed approach procedure. A dashed line represents the missed approach path, starting from a point 1.3 NM from the runway and climbing at 347°. A solid line represents the glide path, starting from a point 3.9 NM from the runway and climbing at 347°. The glide path intersects the missed approach path at a point marked with an 'X'. The glide path angle is 347°. The missed approach path angle is 167°. The glide path angle is 347°. The glide path angle is						

SC-4, 01 OCT 2026 to 29 OCT 2026

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