

|   |                        |   |
|---|------------------------|---|
| VORTAC PIR<br><b>113.75</b><br>Chan <b>84</b> (Y) | APP CRS<br><b>256°</b> | Rwy Idg <b>6880</b><br>TDZE <b>1725</b><br>Apt Elev <b>1744</b> |
|---|------------------------|---|

VOR or TACAN RWY 25  
PIERRE RGNL (PIR)

## PIERRE RGNL (PIR)



**MISSED APPROACH:** Climb to 3700 then right turn direct PIR VORTAC and hold. (TACAN aircraft continue via PIR R-076 to HARZO 10 DME and hold east, right turns, 256° inbound)

|                        |  |                       |                         |
|------------------------|--|-----------------------|-------------------------|
| ASOS<br><b>119.025</b> | MINNEAPOLIS CENTER<br><b>125.1 269.1</b> | CTAF<br><b>122.70</b> | UNICOM<br><b>122.95</b> |
|------------------------|--|-----------------------|-------------------------|

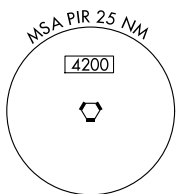
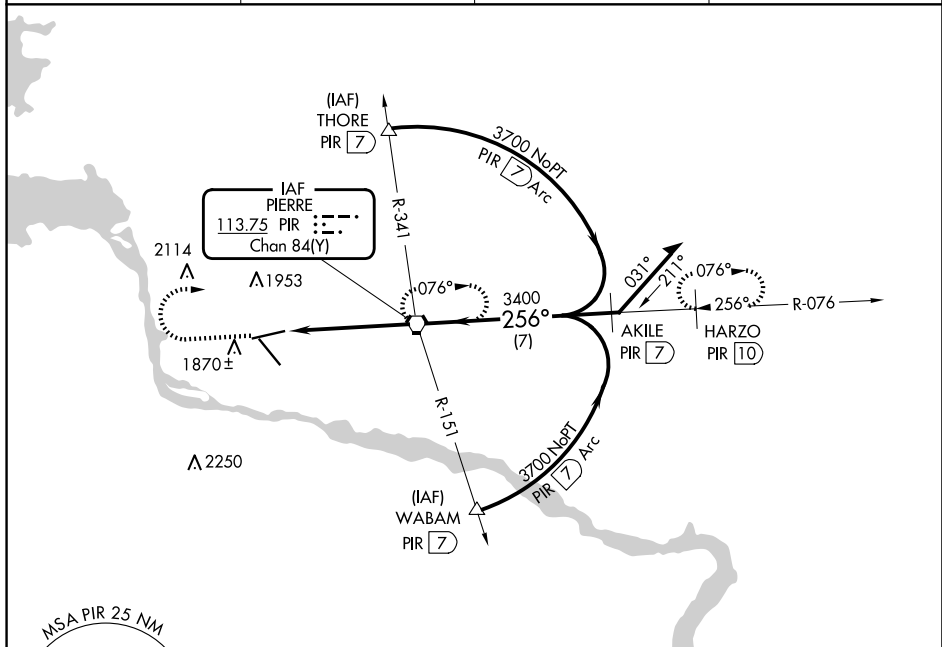


Diagram illustrating a circling approach for a Category C aircraft. The diagram shows a 3700 ft runway with a PIR (Point of Interest) at 4.8 NM. The approach is a circling approach with a 3.25° TCH 56. The approach is labeled 'CIRCLING' and 'CIRCLING'. The diagram shows a 3700 ft runway with a PIR (Point of Interest) at 4.8 NM. The approach is a circling approach with a 3.25° TCH 56. The approach is labeled 'CIRCLING' and 'CIRCLING'.

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