

VORTAC PIR <b>113.75</b> Chan <b>84</b> (Y)	APP CRS <b>256°</b>	Rwy Idg <b>6880</b> TDZE <b>1725</b> Apt Elev <b>1744</b>
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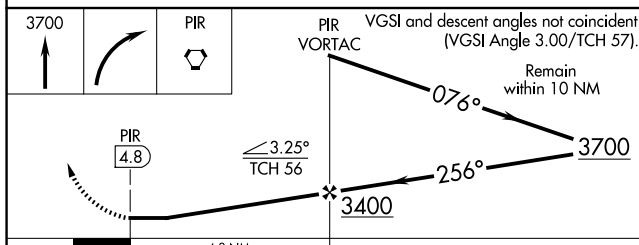
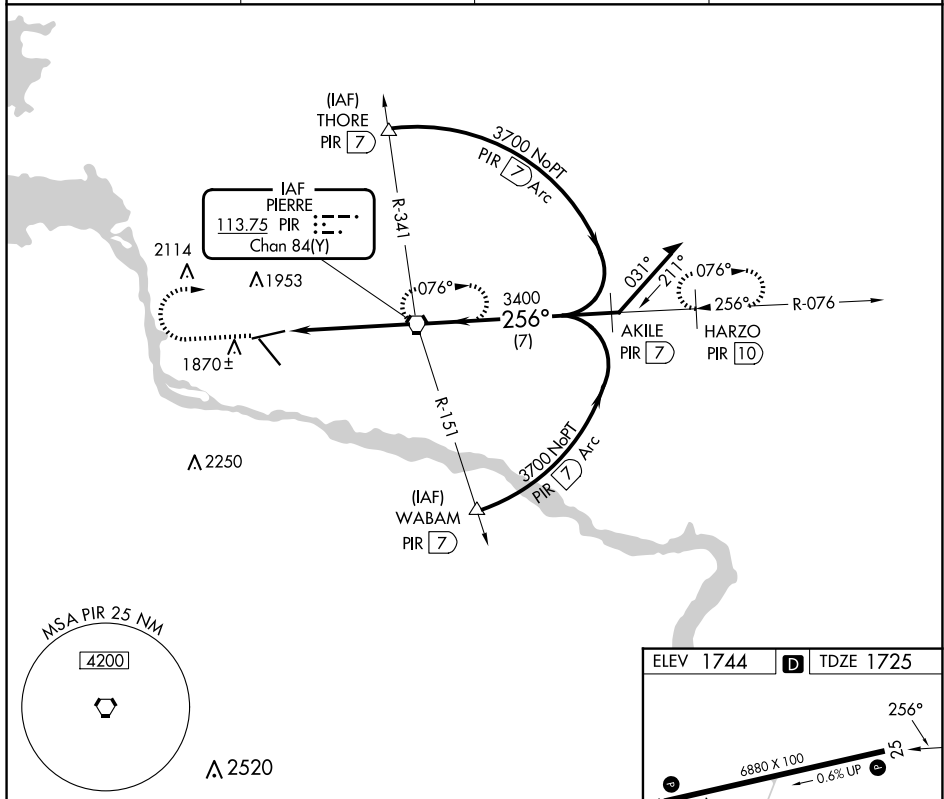
VOR or TACAN RWY 25  
PIERRE RGNL (PIR)


## PIERRE RGNL (PIR)

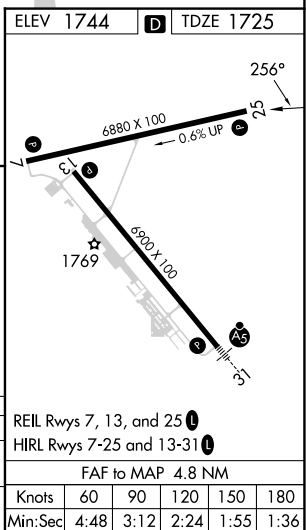
<div style="display: flex; align-items: center; justify-content: center;"> <div style="width: 10px; height: 10px; background-color: black; margin-right: 5px;"></div> <div style="text-align: center;"> <div style="background-color: black; color: white; padding: 2px 5px; margin-bottom: 2px;">T</div> <div style="background-color: white; color: black; padding: 2px 5px;">A</div> </div> </div>
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**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 <b>119.025</b>	MINNEAPOLIS CENTER <b>125.1 269.1</b>	CTAF <b>122.70</b>	UNICOM <b>122.95</b>
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		4.8 NM			
CATEGORY	A	B	C	D	
S-25	2120-1 395 (400-1)			2120-1¼ 395 (400-1¼)	
 CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)	



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