

LOC/DME I-PIR 111.9 Chan 56	APP CRS 313°	Rwy Ldg 6900 TDZE 1720 Apt Elev 1744
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ILS or LOC RWY 31
PIERRE RGNL (PIR)

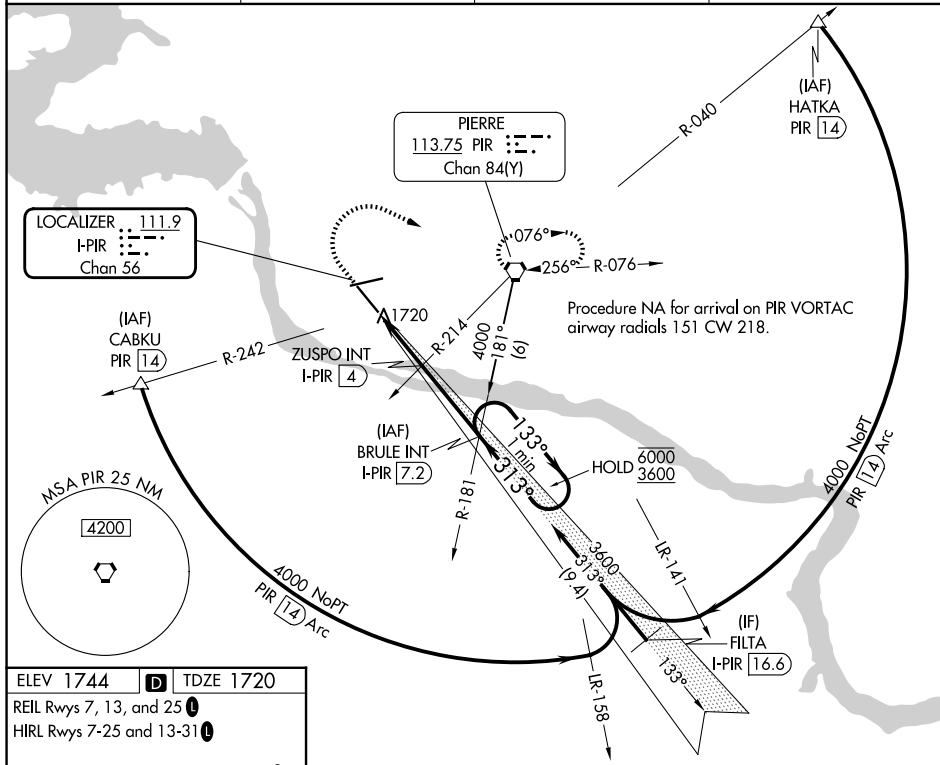


For inop ALS, increase S-LOC 31 Cat C/D visibility to $\frac{7}{8}$ SM.



MISSED APPROACH: Climb to 2400 then climbing right turn to 4000 direct PIR VORTAC and hold, continue climb-in-hold to 4000.

ASOS 119.025	MINNEAPOLIS CENTER 125.1 269.1	CTAF 122.70	UNICOM 122.95
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ELEV 1744 D TDZE 1720

REIL Rwy 7, 13, and 25 L

HIRL Rwy 7-25 and 13-31 L

Diagram illustrating the runway layout and lighting configuration for Runways 7, 13, and 25. The diagram shows the alignment of the runways and the location of the lights. The distance between Runway 7 and Runway 13 is 6880 X 100. The distance between Runway 13 and Runway 25 is 6920 X 100. The angle between Runway 13 and Runway 25 is 313 degrees. The diagram also shows the location of the lights for Runway 7, 13, and 25.

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-ILS 31	1920-½	200 (200-½)		
S-LOC 31	1980-½	260 (300-½)		
CIRCLING	2240-1 496 (500-1)	2300-1 556 (600-1)	2400-1¾ 656 (700-1¾)	2460-2¼ 716 (800-2¼)

***LOC only**

***I-PIR 1.5**

ZUSPO INT I-PIR [4]

BRULE INT I-PIR [7.2]

One Minute Holding Pattern

133°

313°

3600

2240*

0.7 NM

1.8 NM

3.2 NM

GS 3.00°

TCH 56