

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

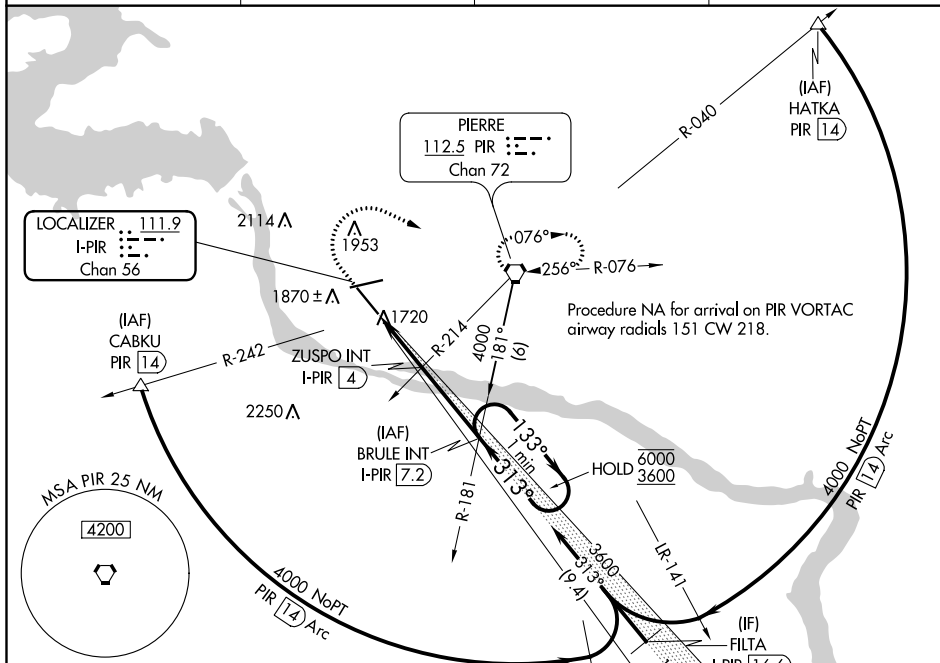


For inop ALS, increase S-LOC 31 Cat C/D visibility to  $\frac{7}{8}$  SM.



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

ASOS <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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ELEV 1744 D TDZE 1720

REIL Rwy 7, 13, and 25 L

HIRL Rwy 7-25 and 13-31 L

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


PIERRE, SOUTH DAKOTA

Amdt 13 21MAY20

Λ 2520

2400	4000	PIR	Use I-PIR DME when on the localizer course.
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Figure 1: Example of a 1-minute holding pattern. The diagram shows a holding pattern for a 1-minute duration. The aircraft enters the pattern from the left, turns right to 133 degrees, and flies towards the 6000/3600 frequency. The pattern is defined by a 3.2 NM radius. The aircraft's position is marked at 0.7 NM from the start of the pattern, 1.8 NM from the start of the pattern, and 3.2 NM from the start of the pattern. The pattern is labeled "One Minute Holding Pattern".

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)

PIERRE RGNL (PIR)

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