

VOR/DME VIO 115.95 Chan 106 (Y)	APP CRS 142°	Rwy Idg 4763 TDZE 800 Apt Elev 800
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VOR RWY 12
HASTINGS (9D9)

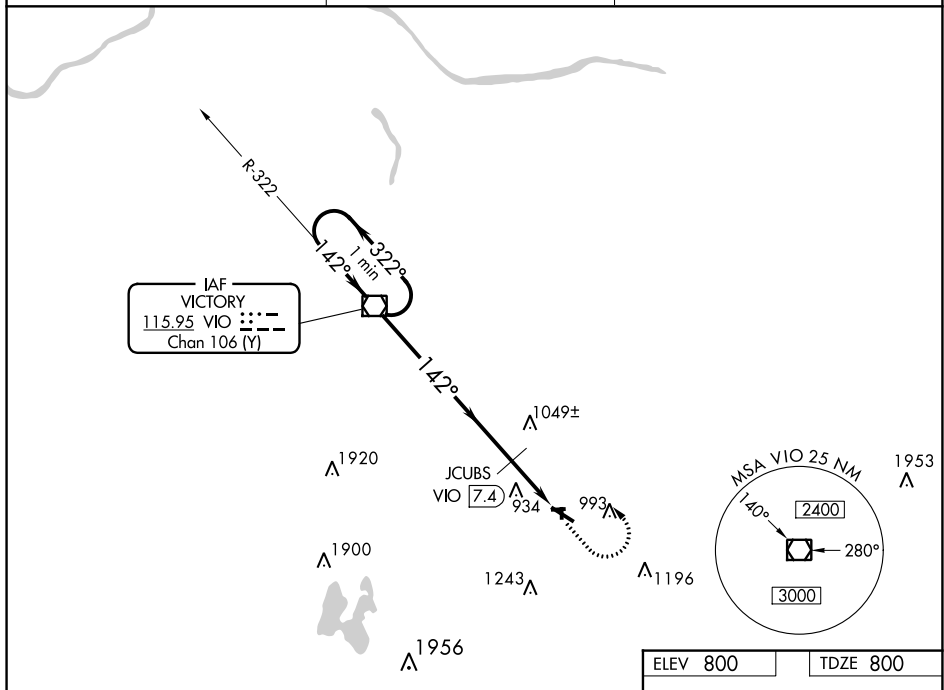
NA Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Grand Rapids altimeter setting; when not received, use Ionia altimeter setting and increase all MDA 20 feet. Increase JCUBS DME minimums S-12 Cat C visibility $\frac{1}{8}$ mile. Circling NA to Rwy 9, 18, 27, 36.

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 on VIO VOR/DME R-142 to VIO VOR/DME and hold.

GRR ASOS
118,725

GREAT LAKES APP CON ★
128.4 257.6

UNICOM
123.075 (CTAF) **L**



One Minute Holding Pattern

VIO VOR/DME

3000 ← 322°
142° →

142°

JCUBS VIO 7.4

1660

VIO 9.7

7.4 NM

2.3 NM

CATEGORY	A	B	C	D
S-12	1660-1 860 (900-1)	1660-1¼ 860 (900-1¼)	1660-2½ 860 (900-2½)	NA
CIRCLING	1660-1 860 (900-1)	1660-1¼ 860 (900-1¼)	1660-2½ 860 (900-2½)	NA

JCUBS DME MINIMUMS

S-12	1340-1	540 (600-1)	1340-1½ 540 (600-1½)	NA
CIRCLING	1380-1 580 (600-1)	1420-1 620 (700-1)	1440-1¾ 640 (700-1¾)	NA

Diagram illustrating the FAF to RWY 9L approach. The diagram shows a 142° 9.7 NM approach from the FAF, passing over the intersection of 2380 X 170 and 1592 X 200, and then over 5003 X 75. The diagram includes various navigational aids like a star symbol, a circle with a cross, and a circle with a dot. It also shows the MRL Rwy 12-30 and REIL Rwy 12 and 30.

FAF to RWY 9L NM					
Knots	60	90	120	150	180
Min:Sec	9:42	6:28	4:51	3:53	3:14