

LOC/DME I-ISO
111.3
Chan **50**

APP CRS
050°

Rwy Ldg **10960**
TDZE **93**
Apt Elev **93**

ILS or LOC RWY 5

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

RADAR required for procedure entry. DME required.

⚠

VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting and increase S-ILS 5 DA to 336 feet; increase all MDAs 60 feet and S-LOC 5 visibility Cat C/D/E to RVR 4500 and Circling visibility Cat E ¼ SM. For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000 and S-LOC 05 Cat E visibility RVR 6000. For inop ALS when using GSB altimeter setting, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 110° and on EWN VOR/DME R-313 to WILUN/EWN 20.9 DME and hold.

AWOS-3
132.75

SEYMOUR JOHNSON APP CON ★
127.3 273.6

KINSTON TOWER ★
120.6 (CTAF) 0 335.55

GND CON
121.9

UNICOM
122.95

One Minute Holding Pattern

UHIRO
H-ISO 12.9
RADAR

ZOMAV
H-ISO 8.1
RADAR

ZATVA
H-ISO 4.3

600

2500

EWN R-313

WILUN

4500

2100

230°

050°

2100

900

4.8 NM

3.8 NM

1.3 NM

1 NM

GS 3.00°

TCH 59

CATEGORY

A

B

C

D

E

S-ILS 5

293/24

200 (200-½)

S-LOC 5

480/24

387 (400-½)

480/35

387 (400-¾)

CIRCLING

540-1

560-1

700-1¾

700-2

780-2½

447 (500-1)

467 (500-1)

607 (700-1¾)

607 (700-2)

687 (700-2½)

REIL Rwy 23

HIRL Rwy 5-23

KINSTON, NORTH CAROLINA

Amtd 13 22JAN26

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

35°20'N-77°37'W

ILS or LOC RWY 5