

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 I-ISO 12.9 RADAR

ZOMAV I-ISO 8.1 RADAR

ZATVA I-ISO 4.3

I-ISO 3

I-ISO 2

600

2500

EWN R-313

WILUN

4500

2100

050°

230°

GS 3.00°

TCH 59

4.8 NM

3.8 NM

1.3 NM

1 NM

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)

ELEV 93

TDZE 93

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