

APCH CRS 185°	Rwy Idg 7126 TDZE 123 Arpt Elev 141
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(USAF)

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

▼ * Circling NA SE of Rwy 24 and E of Rwy 36 when R-5001 A/B Active.

MISSED APPROACH: Climb to 2000 direct KRIZZ and hold.

ATIS
110.6 270.1

MC GUIRE APP CON/DEP CON
126.475 363.8

TOWER
118.65 255.6

GND CON
121.8 275.8

B.1.2

DME/DME RNP-0.3 NA

RADAR required when R-5001 is active and/or R-5002 is active.

RADAR required for holding above 2000 and/or > 230 KIAS.

If RADAR inoperative, expect 15 min delay for deactivation of R-5001 and/or R-5002.

(IF/IAF)
BINRE

2000
185
(6)

(FAF)
DUOVR

350

RW18

R5001A

RIZZ

HOLD 2000

4 NM

Alternate Missed Approach
instructions: Climb to 2000
direct KRIZZ, expect further
clearance from ATC.

Missed approach holding at KRIZZ NA when R-5001 is active with aerial gunnery.

EMERG SAFE ALT 100 NM 5100

2000
↑
KRIZ

ELEV 141

TDZE 123

Diagram illustrating the proposed flight path for BINRE to RW18 via DUOVR:

- Start at BINRE, proceed 2000 feet on a heading of 185° to DUOVR.
- From DUOVR, descend to 3100 feet (3.10° TCH 68) and continue 5.5 NM to RW18.
- A 1.3 NM segment is also indicated between the descent point and RW18.

Diagram illustrating the HIRL (Horizontal Instrument Reference Line) for Runway 18 and 36 at BCN (Barcelona). The diagram shows the runway layout, including the TWR (Tower) and the A1 road. The HIRL is shown as a dashed line with a slope of 0.35% UP. The REIL (Runway End Identifier Lights) for Runway 18 and 36 are indicated by the numbers 81 and 36. The diagram also shows the TDZL (Touchdown Zone Lights) for Runway 6.

CATEGORY	A	B	C	D	E
LNAV MDA	600-1 477	(500-1)	600-1 ³ / ₈	477	(500-1 ³ / ₈)
CIRCLING*	680-1 539	(600-1)	700-1 ¹ / ₂ 559 (600-1 ¹ / ₂)	700-2 559 (600-2)	1200-3 1059 (1100-3)

WRIGHTSTOWN, NEW JERSEY

MC GUIRE FIELD (JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

Amdt 6 18MAY23

40°01'N - 74°36'W

RNAV (GPS) RWY 18

NE-2, 22 JAN 2026 to 19 FEB 2026