WRIGHTSTOWN, NEW JERSEY

ILS or LOC RWY 6

MC GUIRE FLD,
(JOINT BASE MC GUIRE DIX LAKEHURST) (KWRI)

LOC I-WRI	APCH CRS	Rwy ldg 11,009
110.1	058°	TDZE 131
		Arpt Elev 141

[USAF]

RADAR or DME required to identify the FAF.

* When TDZL/CL inop, increase RVR to 24; RVR 18 still authorized with use of FD or AP or HUD to DA. When ALS inop, increase RVR to 40, vis to ¾ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 via GXU R-059 to DAYYO and hold.
Alternate Missed Approach Instruction:
Climb to 2000 via GXU R-059 to DAYYO, expect further clearance from ATC.

ATIS	MC GUIRE APP CON/DEP CON	TOWER	GND CON	PAR
110.6 270.1	126.475 363.8	118.65 255.6	121.8 275.8	

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1⅛ miles.
*** Circling not authorized SE of Rwy 24 and E of Rwy 36 when R-5001 A/B active.

Missed Approach holding at DAYYO NA when R-5001 is active with aerial gunnery.

GXU 13.2
R-059
059° 230K 239°
HOLD 2000
DAYYO GXU 9.2

MC GUIRE
110.6 GXU
Chan 43

NEBDE GXU 0.8
274
128
FENKA GXU 5.9 RADAR
(IF/IAF) CISON GXU 7.9
2000
058°
2000
(2)
238°
058°
230K
238°
HOLD 2000
R-238
GXU 11.9

R-5001 A & B
R-5001 A

RADAR required when R-5001 is active.

If RADAR inoperative, expect 15 min delay for deactivation of R-5001.

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

LOCALIZER 110.1
I-WRI

COYLE
113.4 CYN
Chan 81

2000
304°
(14.4)

MSA GXU 25 NM
2200

EMERG SAFE ALT 100 NM 5100

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 76).

2000 GXU R-059 | DAYYO GXU 9.2

GXU 11.9
CISON GXU 7.9
FENKA GXU 5.9 RADAR
238°
2000 058°
058°
Intcp Lczr Crs
2000
GXU 1.3
NEBDE GXU 0.8
GS 3.00°
TCH 56
5.2 NM
0.5

ELEV 141 | TDZE 131

8L
24
A1
P
TWR
7126 x 150
11,451 x 150
36
0.5% DOWN
A
058°

HIRL all rwys
REIL Rwys 18, 36
TDZL/CL Rwy 6

CATEGORY	A	B	C	D	E
S-ILS 6*	331/18		200		(200-½)
S-LOC 6**	540/24	409 (400-½)	540/40	409	(400-¾)
CIRCLING***	680-1	539 (600-1)	700-1½ 559 (600-1½)	700-2 559 (600-2)	1200-3 1059(1100-3)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-2, 19 FEB 2026 to 19 MAR 2026