Joint Base McGuire-Dix-Lakehurst

Civilian Aircrew Guide

Purpose

This booklet is intended to provide general information only and is not a definitive manual or chart. Always consult current FAA regulations, available charts, and consider existing meteorological conditions. The United States Air Force accepts no liability for any claim arising under or as a result of reliance upon this handbook and reserves protection from liability as afforded under the Federal Tort Claims Act, 28 USC, Section 2680.

CAO: 1 April 2021

Welcome to the Gateway to the East! This informational booklet is provided in the hope that the information contained within will be useful while flying within the JB MDL aerodrome and surrounding airspace. JB MDL's airspace is nestled within one of the nation's busiest air traffic route structures; the Boston/Washington corridor. Therefore, safety will always be the first priority. Through education, awareness, and application of the "See and Avoid" concept, we can all share the skies of the aerodrome more safely. While this resource may be used as an aid for South Jersey area aviators, it cannot replace a good set of eyes and proper flight planning.

Military flying activity in the area is quite busy and McGuire Field routinely hosts aircraft varying greatly in size and performance. JB MDL is the Department of Defense's only tri-service base hosting a wide variety of Air Force, Army, Navy, Marine Corps, and other civilian aircraft that regularly visit for training and mission support. As a result, there are times when the McGuire traffic pattern is saturated with many different types of aircraft. All flyers, whether military or civilian, must remain aware of all published NOTAMs and also pay attention to the most current weather information when planning to transit through or land at KWRI.

If you have any questions regarding the contents of this booklet, please feel free to contact Team McGuire at:

JB MDL Airfield Operations Flight
1758 Vandenberg Ave
JB MDL, 08641
Phone: (609) 754-2712
Email: sccbaseop@us.af.mil

VFR Procedures

Traffic pattern. Civil aircraft are authorized to transition JB MDL's Class D airspace utilizing standard Class D procedures. McGuire Field has multiple rectangular VFR patterns, however, it is worth noting that these patterns are mostly located to the west due to proximity to the Restricted Area 5001. Local pattern altitudes are 600 feet MSL (helicopters), 800 feet, 1,600 feet, and 2,100 feet. Traffic generally uses Runways 06/24, with the occasional use of Runway 18/36.

IFR Procedures

General. Civil aircraft are permitted to conduct instrument approaches at McGuire Field, if previously coordinated with McGuire Radar Approach Control (RAPCON) and approved by McGuire Air Traffic Control Tower. Civil aircraft authorized to conduct approaches to McGuire Field will terminate with a Low Approach. Aircraft are not authorized to land (touch-down) without prior coordinated approval.

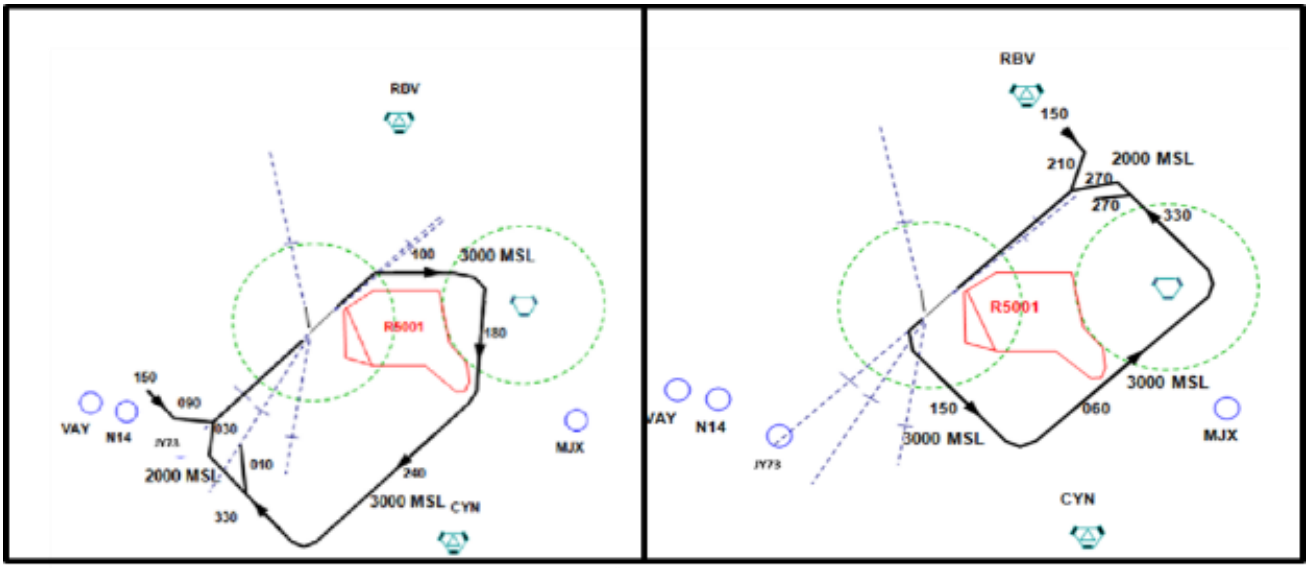
Departures. Aircraft depart McGuire Field on the Tower frequency and then switch to McGuire Departure. Standard departure procedure for McGuire is fly runway heading maintain 2,000/3,000 feet MSL for all runways. Runway 06 departures depart on a 058 heading, while Runway 24 departures depart on a 238 heading. Runway 18 departures depart on a 185 heading and Runway 36 departs on a 005 heading. All departure climbs are restricted to 3,000 feet MSL initially until cleared higher by McGuire RAPCON.

Radar traffic pattern. JB MDL's radar traffic patterns utilize altitudes at 2,000 feet, and 3,000 feet MSL. Operating within close vicinity of 14 other local airports, in addition to having overlapping airspace with the Philadelphia Class B and New York Class B airspace, civilian aircraft should operate with caution when flying through JB MDL's aerodrome and surrounding airspace, as the combination of military and civilian aircraft often result in highly congested skies and heavy traffic.

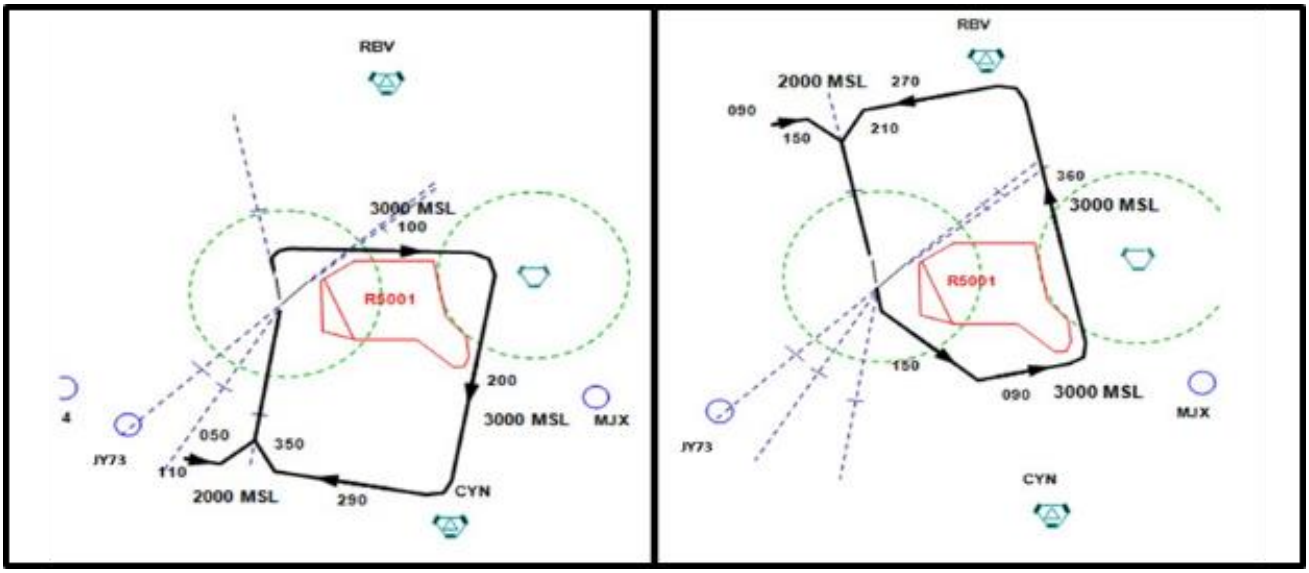
Civilian Aircraft Landings

Civilian aircraft, other than emergencies, will not be allowed to land at KWRI unless an approved civil aircraft landing permit or aircraft landing authorization number is on file and verified at Airfield Management Operations (AMOPS) in accordance with Air Force Instruction (AFI) 10-1001, *Civil Aircraft Landing Permits*. Permits may be requested by submitting DD Forms 2400, 2401, and 2402 at least 30 days prior to intended landing for processing. Upon verification from AMOPS, a Prior Permission Request (PPR) number will be issued to allow for landing at McGuire Field.

McGuire Field Radar Traffic Patterns



Runway 06/24



Runway 36/18

Class D Airspace

McGuire Class D is defined as the airspace extending upward from the surface to and including 2,600 feet MSL within a 4.5-mile radius of the airport reference point.

Unless otherwise authorized, aircraft must establish two-way radio communications with the ATC facility providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace. No separation services are provided to VFR aircraft. JB MDL has two Class D surface areas—McGuire Field (KWRI) and Lakehurst/Maxfield Field (KNEL).

Pattern Altitudes

Helicopter	600’ MSL
Utility/Light Aircraft	800’ MSL
Heavy Aircraft (Rectangular Pattern)	1,600’ MSL
Initial (Overhead Pattern)	2,100’ MSL
Local RADAR Pattern	2,000 and/or 3,000 MSL

Radio / ATIS Frequencies

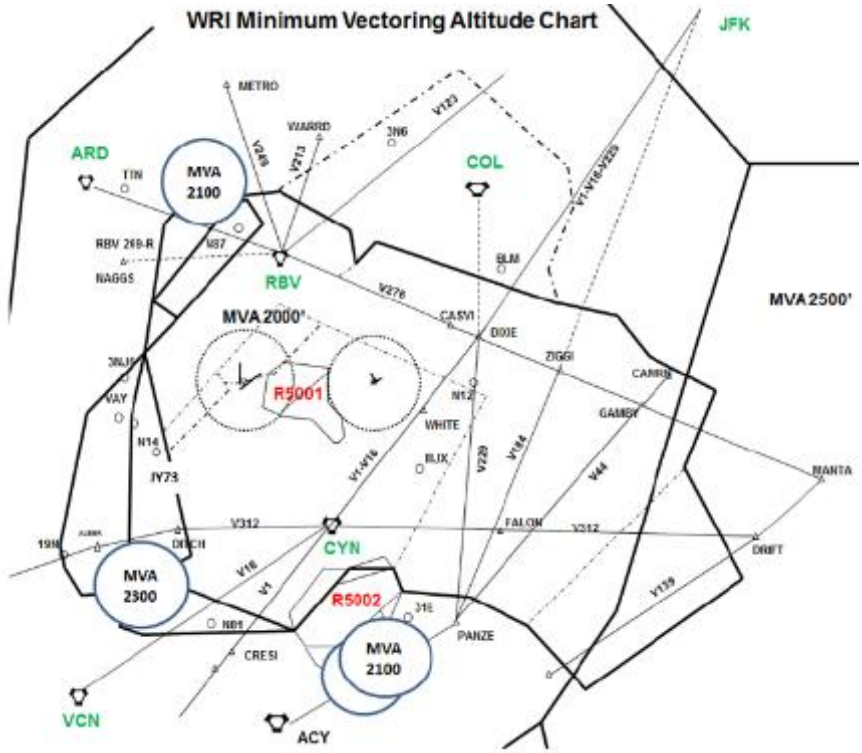
McGuire Approach/Departure:
VHF – 126.475 or UHF – 363.8

McGuire Tower:
VHF – 118.65 or UHF – 255.6

Lakehurst Tower:
VHF – 127.775 or UHF – 360.2

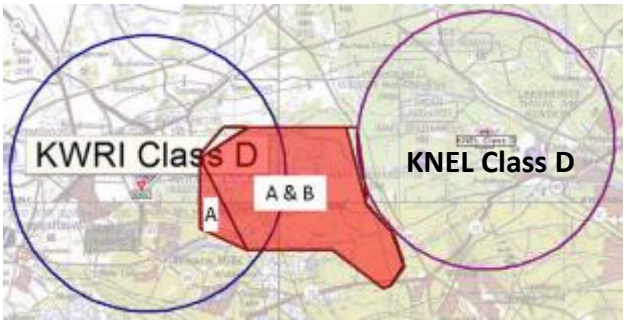
ATIS:
VHF – 110.6 or UHF – 270.1

McGuire RAPCON Airspace



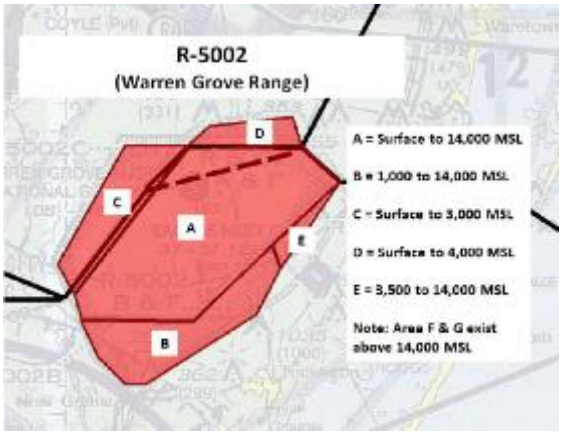
Special Use Airspace at a Glance

Restricted Area 5001 (R-5001)

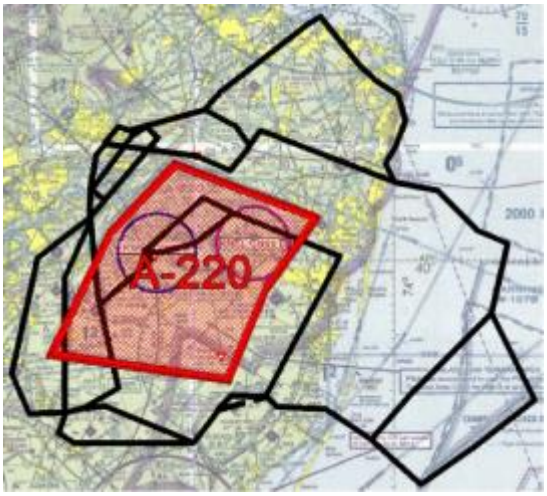


- R-5001 is predominantly considered a Controlled Firing Area (CFA) for ATC purposes.
- R-5001A consists of the entire range boundary (A+A&B) from the surface to 4,000 MSL.
- R-5001B consists of the A&B portion starting at 4,000 MSL to 8,000 MSL.

Restricted Area 5002 (R-5002)

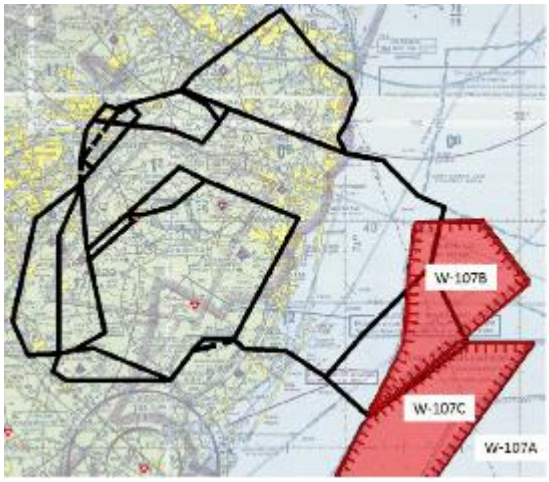


Alert Area 220 (A-220)



- A-220 is active 0800 – 2200L daily, from the surface to 4,500 feet MSL (with the exception of the SW corner which only goes up to the base of the PHL Class B.

Warning Area 107 (W-107)



- W-107 exists off of the East coast and has two areas that impact McGuire RAPCON airspace; W-107B and W-107C.
- When active, W-107B exists from the surface to 1,999’ MSL and W-107C exists from the surface to FL-180.

High Frequency Pattern Aircraft

USAF KC-10

Performance Specifics

CWT: Category C
Takeoff gross weight: 590,000 lbs.
Pattern speeds: 160–250 KIAS / 130–150 KIAS on final

USAF C-17 (Globemaster III)

Performance Specifics

CWT: Category C
Takeoff gross weight: 585,000 lbs.
Pattern speeds: 180–250 KIAS / 135–180 KIAS on final

NJANG KC-135

Performance Specifics

CWT: Category C
Takeoff gross weight: 322,500 lbs.
Pattern speeds: 180–250 KIAS / 135–180 KIAS on final

USN C-130

Performance Specifics

CWT: Category F
Takeoff gross weight: 155,000 lbs.
Pattern speeds: 150–200 KIAS / 140 KIAS on final

NJANG B752 (B757-200, C-32)

Performance Specifics

CWT: Category E
Takeoff gross weight: 255,500 lbs.
Pattern speed: 200–300 KIAS / 110–160 KIAS on final

USA C-560 (UC-35)

Performance Specifics

CWT: Category H
Takeoff gross weight: 20,200 lbs.
Pattern speeds 140–180 KIAS / 140 KIAS on final

USA BE-20 (C-12)

Performance Specifics

CWT: Category F
Takeoff gross weight: 16,710 lbs.
Pattern speeds: 130–180 KIAS / 140 KIAS on final

USMC UH-1

Performance Specifics

CWT: Category I
Takeoff gross weight:10,500 lbs.
Pattern speeds: 120 KIAS / 90 KIAS on final

USMC H-53

Performance Specifics

CWT: Category G
Takeoff gross weight: 53,000 lbs.
Pattern speeds: 150 KIAS / 90 KIAS on final

Consolidated Wake Turbulence (CWT) Separation Minima

DIRECTLY BEHIND

CWT (Leader)	Follower A	B	C	D	E	F	G	H	I
A		4.5	6	6	7	7	7	7	8
B		3	4	4	5	5	5	5	5
C					3.5	3.5	3.5	5	5
D		3	4	4	5	5	5	5	5
E									4
F									
G									
H									
I									

Wake Turbulence Radar Separation — Distances in Nautical Miles

ON APPROACH

CWT (Leader)	Follower A	B	C	D	E	F	G	H	I
A		4.5	6	6	7	7	7	7	8
B		3	4	4	5	5	5	5	6
C					3.5	3.5	3.5	5	6
D		3	4	4	5	5	5	6	6
E									4
F									4
G									
H									
I									

Wake Turbulence Radar Separation — Distances in Nautical Miles

JB MDL Phone Directory

Airfield Management Operations (AMOPS):

(609) 754-2712 *(McGuire Field–KWRI)*

(732) 323-4147 *(Maxfield Field / Lakehurst–KNEL)*

Contact AMOPS with questions regarding current notices to airmen (NOTAMs), flight plans, landing permit requests, scheduled events, or issues regarding flight operations at JB MDL.

Command Post (CP): (609) 754-3935

Contact Command Post to reach agencies listed here after hours. The CP has a 24 hour on-call duty personnel contact roster.

Radar Approach Control (RAPCON): (609) 754-2275

Contact the RAPCON for any concerns regarding JB MDL airspace entry, current traffic pattern activity, and air traffic sequencing.

Flight Safety: (609) 754-5851 / Email: 305.amw.sef@us.af.mil

Contact Flight Safety with concerns about any hazardous flight activities, airspace concerns, flight procedures, safety meetings, or any other
flight safety related matters.

Public Affairs: (609) 754-2104

Call Public Affairs with questions about any upcoming aviation events (including airshows, press releases, or noise/air traffic complaints).

Base Welcome Center: (609) 754-3628

Call the JB MDL Welcome Center with questions regarding base access and available services information. All necessary documentation to obtain base access is provided at the welcome center as well upon presenting a valid drivers license, state ID, or passport. *(Mon–Fri 0700–1600)*

Useful Websites

Aviation Safety Reporting System
http://asrs.arc.nasa.gov

Air Force E-Publishing Website (Air Force Instructions/Forms)
https://www.e-publishing.af.mil/

Defense Internet NOTAM Service (DINS)
http://www.notams.jcs.mil

Joint Base McGuire-Dix-Lakehurst (JB MDL) Website
http://www.jbmdl.jb.mil

Flight Planning Resources
https://www.baseops.net

Flight Safety Foundation
www.flightsafety.org/home.html

FAA Safety
http://www.faa.gov/safety/

FAA (Special Use Airspace Info)
http://sua.faa.gov/sua

US Aviation Hazard Advisory System (BASH)
http://www.usahas.com/