

**JOHN WAYNE TOWER  
STANDARD OPERATING PROCEDURES**

This Order prescribes air traffic control procedures and phraseology for use by all controllers staffing John Wayne Tower (SNA\_DEL/GND/TWR). Controllers are required to be familiar with the provisions of this Order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations not covered by it.

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**Changelog**

Initial release.

- 01/02/2021: Additions to departure instructions. Added guidance for VFR arrivals. Initial release in PDF form.
- 09/19/2022: Added initial altitudes. Added missed approach procedures. Removed GCW frequency and position.
- 6/12/2024: Fixed formatting on positions table
- 9/7/2025: PIGGN/STAYY now Climb Via SID, adjusted formatting for readability, small changes to VFR departures and go-arounds IAW real world LOA.

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## CHAPTER 1. GENERAL

### 1-1. FACILITY IDENTIFICATION

Controllers will use “John Wayne” for radiotelephony/facility identification.

Examples:

“John Wayne Ground...”

“John Wayne Clearance Delivery...”

“John Wayne...”

### 1-2. RADIO FREQUENCY ASSIGNMENTS

The following frequencies are assigned for use at the Tower unless otherwise noted. Bold indicates the frequency to be used when a position is combined.

POSITION	POSITION ID	FREQUENCY	INTERPHONE
<b>LC1 (Local Control West)</b>	<b>4J</b>	<b>126.80</b>	<b>West Local</b>
LC2 (Local Control East)	4W	119.90	East Local
GC (Ground Control)		120.80	South Ground
CD (Clearance Delivery)		118.00	Delivery
ATIS		126.00	

### 1-3. RUNWAY USE PROGRAM

#### South Traffic:

Use runways 20L and 20R for arrivals and departures.

Preferred operation.

#### North Traffic:

Use runways 02L and 02R for arrivals and departures.

Use when the tailwind component on a South Traffic configuration exceeds 5 knots.

## CHAPTER 2. CLEARANCE DELIVERY

### 2-1. GENERAL

- a. Use primary frequency 118.00.
- b. TEC routes must be issued to all aircraft arriving airports covered by the TEC route system.
- c. Reference the ZLA Initial Altitude Assignments SOP for proper initial altitude assignments.

### 2-2. ROUTING

- a. Aircraft unable to accept a SID or filed on a TEC route shall be issued the following radar vectors:

Traffic	Direction of Flight	Departure Procedure
South	Northwest or TEC route via SLI	PQ type aircraft: Heading 240 JM type aircraft: Heading 175
South	Southbound or TEC route via V23 or V25	PQ type aircraft: Heading 150 JM type aircraft: Heading 175
North	Any	All aircraft: Heading 240

### 2-3. INITIAL ALTITUDES

- a. IFR departures on all SIDs except CHANNEL, EL TORO, ANAHM, HAWWC, and MUSEL, PIGGN, STAYY SIDs "*climb via SID except maintain 5000*"
- b. IFR departures on PIGGN, STAYY SIDs "*Climb via SID*"
- c. IFR departures on EL TORO, CHANNEL, MUSEL SIDs "*maintain 5000*"
- d. IFR departures on ANAHM, HAWWC SIDs "*maintain 2000*"
- e. Other IFR turboprop/turbojet: "*maintain 5000*"
- f. IFR non-turbojet/turboprop: "*maintain 2000*"

### 2-4. VFR DEPARTURES

- a. All VFR departures will receive flight following when they depart into the John Wayne Class C airspace.
- b. Issue the following departures as appropriate for P and Q class aircraft:

Direction of Flight	Route	Description
Southbound	Newport Departure	Heading 150, Maintain VFR at or 2400'
South-westbound	Mesa Departure	Heading 210-250, Maintain VFR at 2400'
East and South-eastbound	El Toro Departure	Heading 080, Maintain VFR at 3000'
Northbound	Orange Departure	Heading 340, Maintain VFR at 2400'

- c. Issue the appropriate clearance for the direction of flight for J and M class aircraft:

Direction of Flight	Route	Description
Northbound (Runway 02 only)	Canyon Departure	Heading 355, Maintain VFR at 5000'
Southbound (Runway 20 only)	Ocean Departure	Heading 175, Maintain VFR at 5000'

### CHAPTER 3. GROUND CONTROL

#### 3-1. GENERAL

- a. Primary frequency:
  - i. GC - 120.80

#### 3-2. PREFERRED TAXI ROUTINGS

- a. Taxiway Alpha north of 20L/2R, is NOT to be used by P and Q Class aircraft. P and Q Class aircraft taxiing for departure to 20L/R will use Alpha, Charlie and then Lima or Kilo.

### CHAPTER 4. LOCAL CONTROL

#### 4-1. GENERAL

- a. Primary Frequencies:
  - i. LC1 - 126.80
  - ii. LC2 - 119.90
- b. Airspace
  - i. John Wayne Tower has been delegated that portion of the John Wayne Class C Surface Area that is within 5 nm of SNA airport and up to and including 2500 feet MSL.

#### 4-2. VFR ARRIVALS

- a. VFR arrivals to John Wayne from the south:
  - i. Proceed direct to, or overfly, Signal Peak (VPLSP) to join the downwind.
- b. VFR arrivals to John Wayne from the northwest:
  - i. Proceed direct to, or overfly, Mile Square Park (VPLMS) to join the right base (South) or the left downwind (North).

#### 4-3. MISSED APPROACHES

- a. Runways 20L/R
  - i. J/M Class: Fly heading 195, climb and maintain 3,000. If visual separation cannot be maintained, heading 215 at DER, maintain 2,000. *Aircraft on an instrument approach must be observed leaving 1,000' MSL before turning to heading 195.*
  - ii. P/Q Class: heading 215 to 230 maintain 2,000 MSL
- b. Runways 2L/R
  - i. J/M Class: maintain 2,000 until departure end of runway (DER) then fly heading 355 maintain 3,000.
  - ii. P/Q Class: heading 250 maintain 2,000.