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

Version	Date	Explanation of Changes
4.1.0	1FEB21	Additions to departure instructions. Added guidance for VFR arrivals. Initial release in PDF form.
4.2.0	19SEP22	Added initial altitudes. Added missed approach procedures. Removed GCW frequency and position.
4.3.0	12JUN24	Fixed formatting on positions table
4.4.0	7SEP25	PIGGN/STAYY now Climb Via SID, adjusted formatting for readability, small changes to VFR departures and go-arounds IAW real world LOA.
4.5.0	8AUG26	Added IFR departure table for local IFR, rundown list coordination. Updated initial altitudes

TABLE OF CONTENTS

CHAPTER 1. GENERAL **3**
1-1. FACILITY IDENTIFICATION 3
1-2. RADIO FREQUENCY ASSIGNMENTS 3
1-3. RUNWAY USE PROGRAM 3

CHAPTER 2. CLEARANCE DELIVERY **4**
2-1. GENERAL 4
2-2. ROUTING (INITIAL IFR DEPARTURE AND TEC ROUTES) 4
2-3. INITIAL ALTITUDES 4
2-4. VFR DEPARTURES 5

CHAPTER 3. GROUND CONTROL **6**
3-1. GENERAL 6
3-2. PREFERRED TAXI ROUTINGS 6

CHAPTER 4. LOCAL CONTROL **7**
4-1. GENERAL 7
4-2. IFR DEPARTURES 7
4-3. VFR ARRIVALS 7
4-4. MISSED APPROACHES 7

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
LC1 (Local Control West)	**4J**	**126.80**	**West Local**
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 (INITIAL IFR DEPARTURE AND TEC ROUTES)

a. All J-class aircraft must be on a SID. If an aircraft can not accept preferred SID, use MUSEL SID when SNA is South and assign Heading 355 for radar vectors to initial FIX when SNA is North.
b. M/P/Q aircraft shall be issued the below SID or radar vectors.

Route or Destination	South (RWY 20)		North (RWY 02)	
	M Class	P/Q Clas	M Class	P/Q Clas
All other SIDs	On the SID	N/A	On the SID	N/A
Area 1, NTD, SBA (LAX E), NW-bound SLI	MUSEL SID	215/230 or 220	355	250
VTU, SBA (LAX W) NW-bound SXC	CHANL SID (Filed AOA 160) MUSEL SID (Filed AOB 140	215/230 or 220	355	250
Coast Area, AVX	215/230 or 220	215/230 or 220	250	
ANAHM LHS/HEC	N/A	215/230 or 220	N/A	340
ANAHM VTU	N/A	215/230 or 220	N/A	250
HAWWC SID	215/230 or 220	215/230 or 220	250	250
Area 3, SMO, or via V8, V21, V363	MUSEL SID	215/230 or 220	355	340
F70, HMT, RIV, L65	MUSEL SID	175	355	340
Area 5, via OCN, and SE-bound or via V64	MUSEL SID	175	355	355

2-3. INITIAL ALTITUDES

a. PIGGN/STAYY SID: Climb Via SID
b. Anaheim, HAWWC: Maintain 2,000
c. All other SIDs: Maintain 5,000
d. Heading 355: Maintain 5,000
e. Other assigned headings: Maintain 2,000

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 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. IFR DEPARTURES

Local must issue IFR departure instructions consistent with Chapter 2 of this document. In lieu of Call for Release, Local shall utilize the Coordination List/Rundown feature of STARS, and will do so in the following manner:

a. Ensure departures are entered into the appropriate sector's rundown tab list in the order the aircraft is departing, between the time the aircraft calls ready for departure and begins its takeoff roll.
b. When using diverging headings, forward assigned headings 215/230 or 220 by using "H215" or "H230" in the remarks section of the rundown list
c. Note if a departure is maintaining visual separation with the preceding departure by using a "V" in the remarks section.
d. Ensure that the overlying controller acknowledges notification of changes to the rundown sequence.

4-3. 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 overly, Mile Square Park (VPLMS) to join the right base (South) or the left downwind (North).

4-4. 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.