NORMAL VFR ARRIVAL ROUTES

Expected Arrival Clearances:

- **Arriving: (East)** From El Toro proceed to Signal Peak
  **Expect:** Enter LEFT Traffic, RWY 20L; report UCI.

- **Arriving: (SE) Dana Point and Laguna Beach**
  **Expect:** Proceed to Signal Peak for LEFT Traffic, RWY 20L; report UCI.

- **Arriving: (SW) Huntington Pier**
  **Expect:** Enter RIGHT Traffic, RWY 20R; report downwind.

- **Arriving: (WEST) Clockwise to Chino Hills**
  **Expect:** Proceed to Mile Square Park for RIGHT Traffic, RWY 20R.

MISCELLANEOUS APPROACH FREQUENCIES

- **ILS Localizer/DME:** I-SNA 111.75
- **LDA Localizer/DME:** I-OJW 108.30
- **AFSS:** RAL 122.45
- **VOT:** 110.00
- **ASDE-X in Use:** Pilots should operate transponders with Mode C on all TWYs/RWYS

TRAFFIC PATTERN ALTITUDES

- **RWY 2L - 20R TPA:**
  - 1056 (1000) small aircraft, 1556 (1500) turbine aircraft over 12500 lbs.
  - 856 (800) small single engine aircraft, 1056 (1000) twin engine aircraft.

- **RWY 2R - 20L TPA:**
  - 1056 (1000) small aircraft, 1556 (1500) turbine aircraft over 12500 lbs.

AVOID OVERFLIGHT OF RWY 20R/2L

VFR aircraft - to avoid overflight of RWY 20R/2L:
- RWY 20L: arrival fly final at 15° angle to RWY.
- RWY 20L departures turn LEFT 15° at departure end of runway. To avoid overflights of RWY 2L, RWY 2R departures turn RIGHT 15° at 405 freeway.

NORMAL VFR DEPARTURE ROUTES

<table>
<thead>
<tr>
<th>Departing E-NE:</th>
<th>El Toro Departure – * Heading 080° *</th>
</tr>
</thead>
<tbody>
<tr>
<td>Departing SE:</td>
<td>Newport Departure – * Heading 150° *</td>
</tr>
<tr>
<td>Departing SW:</td>
<td>Mesa Departure – * Heading 220° *</td>
</tr>
<tr>
<td>Departing NW:</td>
<td>Orange Departure – * Heading 330° *</td>
</tr>
</tbody>
</table>

Squawk Code, Advisory Frequency and Altitude as assigned.

Pilots not requesting radar service beyond the surface area of the Class C airspace may state “local” when requesting their departure route. (Example: “John Wayne Clearance, Cessna N739MB, west-side parking, Mesa Local Departure.”) Local radar service will be terminated upon exiting the 5 nm surface area of the Class C airspace. Pilots must then remain clear of all other regulated airspace, including the upper tier of the Class C airspace.

**AVOID OVERFLIGHT OF RWY 20R/2L**

VFR aircraft - to avoid overflight of RWY 20R/2L:
- RWY 20L: arrival fly final at 15° angle to RWY.
- RWY 20L departures turn LEFT 15° at departure end of runway. To avoid overflights of RWY 2L, RWY 2R departures turn RIGHT 15° at 405 freeway.

**COMMUNICATIONS FREQUENCIES**

- **ATIS** (714) 546-2279 126.00
- **ASOS** (714) 424-0590
- **Clearance Delivery**
  - **VFR** 121.85
  - **IFR** 110.00
  - **John Wayne Ground* (Unless otherwise assigned by Tower)**
  - **EAST** 120.80
  - **WEST** 132.25
  - **John Wayne Tower* (Operates; 0615 - 2300 LCL)**
    - **RWY 20R/2L** 126.80
    - **RWY 20L/2R** 119.90
  - **Common Traffic Advisory Frequency (CTAF)** 126.80
  - **SOCAL Approach Frequencies**
    - **SW-NW** 125.35
    - **NW-NE** 121.30
    - **NE-SE** 124.10
    - **All Jets** 128.10

*NOTE: Monitor ATIS prior to contacting Clearance Delivery, Ground, Tower, or Approach Control for frequencies in use.**