



John Wayne Airport VFR Departure Procedures

All aircraft departing John Wayne Airport must initially contact Clearance Delivery to obtain a departure clearance which will provide a specific departure heading, an initial altitude restriction, a departure frequency, and a squawk code. Utilizing Clearance Delivery to obtain this clearance frees up the Ground controller.

There are two frequencies for Clearance Delivery at John Wayne:

121.85 for VFR departures

118.00 for IFR departures

Generally, the same controller works both frequencies. Therefore, when calling Clearance your initial call should simply state who you are calling and who you are, and Clearance will acknowledge when able. Be patient. (“John Wayne Clearance, Diamondstar 825US”).

When departing VFR, you should request one of four available departures, depending on your desired direction of flight:

El Toro Departure: 080°

Newport Departure: 150°

Mesa Departure: 220°

Orange Departure: 330°

If you desire minimal involvement with ATC and you don't want to talk to anyone other than John Wayne Tower after departure, ask for one of the above departures, then state “Local.” You will be given a heading, altitude restriction, and squawk code. After departure when clear of the Class C surface area, Tower will release you, (i.e. “maintain VFR, squawk 1200, have a good day”). You must remain outside of Class C airspace – do not climb into the Class C outer circle. Also, it is very important to remember you must contact SoCal Approach before entering Class C when you want to come back to John Wayne.

If you would like ATC Flight Following simply state your destination with your departure request. No need to say the words “flight following.” For example, “Mesa departure to Santa Barbara,” or “El Toro departure to the practice area.” In this case, Clearance will give you a SoCal Approach Control frequency which Tower will hand you off to after departure.

Do not request a departure runway from Clearance, they will assign the appropriate runway based on your departure. IF DEPARTING IN THE DA42, YOU MUST ALWAYS REQUEST DEPARTURE FROM 20R FROM GROUND CONTROLLER AFTER RUNUP IS COMPLETE.



1. Call to Clearance Delivery: Usually made while in the parking spot at ACI East.

You: John Wayne Clearance, Diamondstar 825US
Clearance: 825US, John Wayne Clearance, say request
You: 825US, El Toro Departure to the practice area, we're a DA40/G at ACI Jet East with [atis code]
Clearance: 825US, on departure, turn left heading 080, maintain VFR at or below 2400', contact approach on 124.1, squawk 0207
You: On departure, left turn heading 080, VFR at or below 2400', 124.1, 0207, 825US.
Clearance: 825US readback is correct, contact ground on 120.8

2. Call to Ground Control: Must get taxi clearance before crossing the non-movement area boundary.

You: John Wayne Ground, Diamondstar 825US, ACI East, taxi to the midfield runup.
Ground: Diamondstar 825US, taxi to the midfield runup via taxiway Alpha.
You: Midfield runup via Alpha, 825US.

Note: The above example assumes departure to the south (20R, 20L). If North Departure (02L, 02R), ask for the southeast runup.

3. After runup is complete:

You: John Wayne Ground, Diamondstar 825US runup complete
Ground: 825US, taxi 20L via Charlie, Kilo. *[this is common, actual instruction may differ]*
You: 20L via Charlie, Kilo, 825US.

IF DEPARTING IN THE DA42, YOU MUST ALWAYS REQUEST DEPARTURE FROM 20R FROM GROUND CONTROLLER AFTER RUNUP IS COMPLETE.

You: John Wayne Ground, Twinstar 417TS runup complete, request 20R
Ground: Twinstar 417TS, Runway 20R, taxi Charlie, Kilo, hold short 20L.
You: 20R, via Charlie, Kilo, hold short 20L, 417TS.

Ground will hand you off to the appropriate Tower frequency (126.8 or 119.9).

Note: As in the examples above, all runway assignments and hold short instructions must be read back with your call-sign. Ground Control will always correct you and make you read-back if you fail to do so.