

**Shannon (KEZF)**

AWOS: 128.125

CTAF: 122.8

**Stafford (KRMN)**

AWOS: 126.325

CTAF: 122.75

**Potomac App/Dep**

127.05

128.525

## **NON-TOWERED AIRPORT**

### **Outbound**

**Before Taxi:** Listen to AWOS

Pilot: (Airport Name) Traffic, Cessna \_\_\_\_\_ taxi from park to (runup for-KEZF only) runway \_\_\_\_\_. (Airport Name)

Pilot: (Airport Name) Traffic, Cessna \_\_\_\_\_ holding short of runway \_\_\_\_\_. (Airport Name) (Perform pre-takeoff checklist)

Pilot: (Airport Name) Traffic, Cessna \_\_\_\_\_ departing runway \_\_\_\_\_ for a (departure type) to the (direction) (Airport Name).

Pilot: (Airport Name) Traffic, Cessna \_\_\_\_\_ is (distance & location of the field at (altitude) departing the area to the (direction), final call (Airport Name).

### **Inbound**

**Listen to AWOS**

(Airport Name) Traffic, Cessna \_\_\_\_\_ is 10 miles to the (location) at (altitude) inbound for landing runway \_\_\_\_\_, (Airport Name).

(Airport Name) Traffic, Cessna \_\_\_\_\_ is 5 miles to the (location) descending out of (altitude) to/for (entry: Overfly Midfield at (altitude) for a Tear Drop Entry ) / The 45 for (direction) downwind / (direction) Base / (direction) Downwind / \_\_\_\_ mile Final) for runway \_\_\_\_\_ (Airport Name).

(Airport Name) Traffic, Cessna \_\_\_\_\_ on the 45 for left downwind, runway \_\_\_\_ full stop/touch & go (Airport Name)

(Airport Name) Traffic, Cessna \_\_\_\_\_ is left downwind, runway \_\_\_\_ full stop/touch & go (Airport Name)

(Airport Name) Traffic, Cessna \_\_\_\_\_ turning (direction) base, runway \_\_\_\_ full stop/touch & go (Airport Name)

(Airport Name) Traffic, Cessna \_\_\_\_\_ turning final, runway \_\_\_\_ full stop/touch & go (Airport Name)

(Airport Name) Traffic, Cessna \_\_\_\_\_ is clear of runway \_\_\_\_\_.

(Airport Name) Traffic, Cessna \_\_\_\_\_ taxi to (destination).

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**TOWERED AIRPORT****Outbound**

**Before Taxi:** Listen to ATIS, get information (Alpha, Bravo, etc.)

**Call Ground: (Ground Frequency)**

Pilot: (Airport Name) Ground, Cessna \_\_\_\_, on the (location) ramp, with information \_\_\_\_, VFR to the (direction), ready to taxi.

Ground: Cessna \_\_\_\_, (Airport Name) Ground, taxi to runway \_\_\_\_ via \_\_\_\_\_. (If intersecting runways – advise when holding short of \_\_\_\_).

Pilot: Taxi to runway \_\_\_\_ via \_\_\_\_ / Will advise when holding short of \_\_\_\_, Cessna \_\_\_\_\_.

Pilot: (Airport Name) Ground, Cessna \_\_\_\_ is holding short of \_\_\_\_, ready to taxi.

Ground: Cessna \_\_\_\_, Taxi to runway \_\_\_\_ via \_\_\_\_\_.

Pilot: Taxi to runway \_\_\_\_ via \_\_\_\_\_, Cessna \_\_\_\_\_.

**Takeoff:****Call Tower: (Tower Frequency)**

Pilot: (Airport Name) Tower, Cessna \_\_\_\_ holding short of runway \_\_\_\_, ready for departure.

Tower: Cessna \_\_\_\_, hold short runway/cleared for takeoff runway \_\_\_\_ ) (fly runway heading/cleared on course approved)

Pilot: Hold short/cleared for takeoff runway \_\_\_\_, fly runway heading/on course approved, Cessna \_\_\_\_\_

Tower: Cessna \_\_\_\_, on course approved, contact Potomac Approach on (frequency).

Pilot: On course approved. Over to Potomac (frequency), Cessna \_\_\_\_\_.

**VFR Initiating Flight Following:**

Pilot: Potomac Approach, Cessna \_\_\_\_\_ with request.

Approach: Cessna \_\_\_\_\_, Potomac Approach, go ahead.

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Pilot: Cessna\_\_\_\_\_ requesting VFR flight following from \_\_\_\_\_ to \_\_\_\_\_. We are a Cessna Skyhawk, requesting \_\_\_\_\_ feet.

Approach: Cessna\_\_\_\_\_, squawk \_\_\_\_\_.

Pilot: Squawk\_\_\_\_\_, Cessna\_\_\_\_\_.

Approach: Cessna\_\_\_\_\_ radar contact (location), proceed on course, altimeter (setting).

Pilot: Proceed on course, altimeter (setting), Cessna\_\_\_\_\_.

**VFR Flight Following When Handed Off:**

Approach: Cessna\_\_\_\_\_, contact Potomac Approach on \_\_\_\_\_.

Pilot: Contact Potomac Approach on \_\_\_\_\_, Cessna\_\_\_\_\_.

Pilot: Potomac Approach, Cessna\_\_\_\_\_ (altitude).

Approach: Cessna\_\_\_\_\_, local altimeter \_\_\_\_\_.

Pilot: Altimeter \_\_\_\_\_, Cessna\_\_\_\_\_.

**VFR Terminating Flight Following:**

**Before call:** Get weather & have the field in sight

Pilot: Potomac Approach, Cessna\_\_\_\_\_, has the field in site with the weather and NOTAMS.

Approach: Cessna\_\_\_\_\_, radar services terminated, squawk VFR, frequency change approved/over to tower on \_\_\_\_\_.

Pilot: Squawk VFR, frequency change approved/over to tower on \_\_\_\_\_, Cessna\_\_\_\_\_.

**Inbound - Contact Tower:**

**Before call:** Get weather

Pilot: (Airport Name) Tower, Cessna\_\_\_\_\_ is \_\_\_\_\_miles (location) of the field at (altitude), inbound, with information \_\_\_\_\_.

Tower: Cessna\_\_\_\_\_, (Airport Name) Tower, enter/expect (direction) (entry) for runway \_\_, report (distance) out.

Pilot: Enter/Expect (direction) (entry) for runway\_\_\_\_, report (distance) out, Cessna\_\_\_\_\_.

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Pilot: (Airport Name) Tower, Cessna\_\_\_\_\_ is (distance) to the (direction).

Tower: Cessna\_\_\_\_\_, (Airport Name) Tower, enter (direction) (entry), cleared to land runway \_\_\_\_.

Pilot: Enter (direction) (entry), cleared to land runway \_\_\_\_, Cessna\_\_\_\_\_.

Tower: Cessna\_\_\_\_\_, exit at \_\_\_\_, contact ground on \_\_\_\_/taxi to the ramp, monitor ground.

Pilot: Exit \_\_\_\_, contact ground on \_\_\_\_/taxi to the ramp, monitor ground, Cessna\_\_\_\_\_.

**Clear of Runway:**

Pilot: (Airport Name) Ground, Cessna\_\_\_\_\_, holding short of \_\_\_\_ at \_\_\_\_, to the (taxi destination)

Ground: Cessna\_\_\_\_\_, (Airport Name) Ground, taxi to the (taxi destination) via \_\_\_\_.

Pilot: Taxi to (destination) via \_\_\_\_, Cessna\_\_\_\_\_.

**SFRA Departure:****Tower Hands Off to Potomac Approach**

Pilot: Potomac Approach, Cessna \_\_\_\_\_ (distance off Airport Name), (current altitude), climbing (cruise altitude) \*example - “four thousand five hundred”.

Approach: Cessna\_\_\_\_\_, Potomac Approach, transponder observed, proceed on course, outside of Class Bravo.

Pilot: On course outside of the Bravo, Cessna\_\_\_\_\_.

**Outside SFRA:**

Approach: Cessna\_\_\_\_\_, you're outside of the SFRA, squawk VFR, frequency change approved.

Pilot: Squawk VFR, Frequency change approved, Cessna\_\_\_\_\_.

**Returning Inbound Outside SFRA:**

Pilot: Potomac Approach, Cessna\_\_\_\_\_, is (location/altitude), inbound (Airport Name).

Approach: Cessna\_\_\_\_\_, Potomac Approach, Squawk \_\_\_\_, remain outside the SFRA.

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Pilot: Squawk \_\_\_\_\_, outside the SRFA, Cessna\_\_\_\_\_.

Approach: Cessna\_\_\_\_\_, transponder observed, proceed on course to (Airport Name), remain outside the Bravo.

Pilot: Proceed on course outside the Bravo, Cessna\_\_\_\_\_.

Pilot: Potomac Approach, Cessna\_\_\_\_\_ has the weather and the field in site.

Approach: Cessna\_\_\_\_\_, keep the transponder code, contact (Airport Name) Tower on (frequency)

Pilot: Keep the code, over to Tower, (frequency), Cessna\_\_\_\_\_.