

**SFRA Communication Checklist**  
**Departing SFRA** (Example KGAI)

1. Listen to AWOS: 128.275
2. Potomac Clearance: 121.60  
Pilot: "Potomac Clearance, Cessna N-----, VFR Departing Gaithersburg"  
Controller: "N-----, Squawk #####, Contact departure on ###.##" (most likely 132.77)  
Pilot: "N-----, Squawk #####, Departure on 132.77, thank you"
3. Set transponder to assigned squawk code and ALT
4. Set current frequency to KGAI Unicom 123.075
5. Set standby frequency to 132.77 monitor 121.5 if able  
Pilot: "Gaithersburg traffic, Cessna N-----, departing runway ##, Gaithersburg"
6. Upon leaving the pattern  
Pilot: "Gaithersburg traffic, Cessna N-----, Departing to the North, Final Transmission, Gaithersburg"
7. Set current frequency to 132.77  
Pilot: "Potomac Approach, Cessna N-----, Departing Gaithersburg to the North, climbing through ##### ft"  
Controller: "N-----, transponder observed, proceed on course, remain outside class Bravo"  
Pilot: "Cessna N-----, on course and outside the class Bravo"
8. Keep Squawk and continue to listen to for your N number until you are contacted clear of the SFRA

**SFRA Communication Checklist**  
**Entering SFRA** (Example KGAI)

1. Good idea to listen to BWI ATIS: 127.80/115.10
2. Potomac Approach: 132.77  
Pilot: "Potomac Approach Cessna N-----"  
Controller: "Cessna N-----, Go ahead with your request"  
Pilot: "Potomac Approach Cessna N-----, A Cessna ###, VFR at ##### ft, at the WOOLY Gate (or whatever gate your at), inbound for Gaithersburg"  
Controller: "Cessna N-----, Squawk #####, and Ident, remain outside the SFRA"  
Pilot: "Cessna N-----, Squawk #####, remain outside the SFRA"  
Controller: "Cessna N-----, Transponder observed, proceed on course, remain outside the class Bravo"  
Pilot: "Cessna N-----, on course and outside the Bravo"
3. When you have the airport in sight  
Pilot: "Potomac Approach Cessna N-----, has Gaithersburg in sight"  
Controller: "Cessna N-----, frequency change approved, keep squawk code until on the ground, so long"  
Pilot: "Cessna N-----, roger, will keep the code till on the ground thank you"
4. Now Approach as you would any non-towered airport