



# Update

## *Say Again, Please: Guide to Radio Communications*

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ASA-SAP-3

By Bob Gardner

This update brings *Say Again, Please: Guide to Radio Communications*, Third Edition by Bob Gardner into currency with all regulatory and procedural changes. Each entry below signals a change or addition to the text, listed as follows:

*Page Number, Location on Page, Description of Change.*

New text if any.

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*Page 2 • 3, insert new paragraph after the last paragraph on the page:*

With two transceivers, use #2 for ground control or clearance delivery, just to ensure that it works. Then use #1 for all further transmissions and keep #2 for listening to weather, ATIS, the emergency frequency, etc. Alternating between #1 and #2 for transmitting just increases the chances of error.

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*Page 2 • 14, before the last paragraph on the page, add new paragraph after "...selected the correct frequency.":*

Airplane cockpits are beginning to consist of all or mostly digital displays (see Figure 2-3). Many of them incorporate their own switching capabilities. Make sure that your instructor gives you a complete briefing on how everything works before you go off on your own.

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*Page 3 • 8, add new paragraph before "Say Again" section:*

One of the most useless phrases in aviation communications is "Request permission to..." You don't have to request permission to do anything. Just make your request:

**PILOT** "Request taxi instructions."

**PILOT** "Request higher/lower."

**PILOT** "Request crosswind departure."

The word "permission" is not necessary.

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*Page 3 • 11, add new sentence at the end of the first paragraph under "Simplex vs. Duplex" after "...on the VOR frequency.":*

If you don't see the R, it is a simplex frequency and listening on the VOR won't work.

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*Page 5 • 1, add two new paragraphs after the first paragraph:*

No matter what class of airspace you are departing from or enroute to, there is no requirement that you communicate with anyone, and there are some hardy souls who use that excuse for ignoring their radios for most of the flight. That is not smart. In Chapter 10 you will learn about flight following and pilot reports; in this chapter you will learn about Flight Watch. All are enroute activities.

Because there are so many combinations of departure and arrival airspace classes, you will find yourself jumping around in this book. For example, if you are departing an uncontrolled airport and going to an airport in Class B airspace, read Chapters 5 and 6 for departure and Chapter 8 for arrival.

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*Page 5 • 12, add new sentence at end of first paragraph under Special Visual Flight Rules:*

Note that the A/FD is available online at [http://www.naco.faa.gov/index.asp?xml=naco/online/d\\_afd](http://www.naco.faa.gov/index.asp?xml=naco/online/d_afd) for use during preflight planning.

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Page 6 • 3, insert new paragraph in between the first and second paragraphs, after "...who to contact":

It is not unusual to hear "cross at midfield" when you approach the airport from the side opposite the traffic pattern. In the absence of a specific altitude assignment from the controller, fly across 500 feet above pattern altitude. Get traffic advice from the controller and keep your eyes peeled.

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Page 6 • 11, insert new sentence at very top of page after "...[not] minutes.":

Actually, you won't get "taxi into position" if an inbound aircraft has been cleared to land.

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Page 6 • 12, add new sentences and tower example, in the 4th paragraph on the page which begins, "The tower controller has a lot of real estate..." after "...little help.":

To make sure that there is no confusion with other aircraft making intersection departures, the controller will always include the intersection designation in transmissions.

**CONTROLLER** "Baron 1014W, runway 13R at Alpha Nine, cleared for takeoff."

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Page 6 • 16, replace the sentence in the middle of the page, "Olympia does not have an ATIS" with the following:

If you do report ten miles out, don't expect a landing clearance as a matter of course. You may be told "Continue," followed by a landing clearance about three miles out.

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Page 6 • 17, insert two new first sentences under "In the Pattern and on Final Approach" to read:

It is important to understand that tower controllers are not responsible for separation between VFR aircraft entering or in the pattern; that responsibility lies with the pilots, who must "see and avoid." Never rely on a controller for collision avoidance.

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Page 10 • 1, replace the 2nd paragraph which starts "Automated Flight Service Stations..." with the following:

The FAA transferred responsibility for the Flight Service function to private industry in 2006 and the jury is still out on how this is working. You will still use 1-800-WXBRIEF, but <http://www.afss.com/> includes other contact numbers. You will almost certainly be talking to a briefer in a distant city who knows nothing about your local area.

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Page 10 • 7, add note at the end of DF section:

The FAA is phasing out the DF function.

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Page 10 • 8, add new paragraph at the bottom of the page:

Another ploy works if you know which Air Traffic Control Center's airspace you are flying in; check the communications panel on your sectional for nearby special use airspace. At the end of the listing you will see the appropriate Center frequency.

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Page 11 • 7, add a new paragraph at the end of the section, "On the Way" just above the "Traffic Reports" section:

There are places where the name of the navaid is the same as the name of a nearby airport; when an enroute controller clears you to Podunk, he or she means the Podunk VOR (pronounced vee oh are), not the airport.

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Page 11 • 12, add a new section to follow the "Say Heading" section:

### **Airspeed**

The controller knows your ground speed...it is displayed as part of the data block on the radar screen. On occasion, you might be asked to "say airspeed." Your answer should be indicated airspeed, not true airspeed.