

CMA recording

Rolan Morel

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to: Sherry Avery

09/21/2010 12:34 PM

Sherry,

I contacted Kevin and got the specifics of the FOIA recording request. I asked him to post it on the KSN site in the CMA folder. I reviewed the recording completely. There was one area on the recording when a takeoff clearance was canceled. Here is the event. The times are for reference only, the skip feature was on.

09:33	N33112	camarillo tower cub three three one one two holding short two six
09:38	LC	cub three three one one two camarillo tower roger standby landing traffic
09:49	LC	cessna zero six yankee turn left at bravo contact ground point eight when off
09:53	N6606Y	zero six yankee turning
09:54	LC	november one one two right turn runway two six cleared for takeoff
09:58	N33112	two six cleared for takeoff one one two
10:18	LC	cub one one two cancel takeoff clearance
10:22	N33112	one one two repeat
10:25	LC	one one two disregard
10:28	LC	november zero six yankee turn left at charlie contact ground point eight
10:31	N6606Y	thank you good day

There is no evidence on the recording that a LoSS existed. The positions of the aircraft are unknown. It is logical to assume N06Y was on RY26 or exiting when LC issued the instruction to turn left at Charlie.

Based on guidance from Dave Dodd, below, it appears LC was using anticipated separation.



Kevin Nolan/ANM/FAA
AJV-W13, Operational
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03/08/2010 03:00 PM

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Subject INFORMATION: Take-Off Roll Definition

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----- Forwarded by Kevin Nolan/ANM/FAA on 03/08/2010 02:53 PM -----

From: Jason Ralph/AWP/FAA
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Date: 03/08/2010 01:24 PM
Subject: Fw: Take-Off Roll Definition

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----- Forwarded by Jason Ralph/AWP/FAA on 03/08/2010 01:23 PM -----

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Date: 03/06/2010 07:36 AM
Subject: Take-Off Roll Definition

There has been a focused discussion among the Lines of Business over the definition of "Take-Off Roll", especially as it relates to FAAO 7110.65, para 3-9-5, Anticipated Separation. Until an official definition of Take-Off Roll can be developed for the Pilot/Controller Glossary, the following direction is provided:

Paragraph 3-9-5 states that the prescribed separation need not exist if there is a reasonable assurance it will exist when the aircraft starts takeoff roll. This allows the controller to issue the takeoff clearance when, in their judgment, the preceding arriving aircraft will be clear of the runway, or the prescribed separation with the preceding departing aircraft, will exist at the time that the departing aircraft actually starts forward movement. However, the controller is still responsible for ensuring that the prescribed separation does in fact exist. This is accomplished by providing positive control through the issuance of specific instructions, with acknowledgements, so that the controller can ensure that all potential conflicts are resolved, and that all pilots and vehicle operators understand and have acknowledged their instructions. Since Paragraph 3-9-5 allows a takeoff clearance to be issued prior to the prescribed separation existing, the loss of separation does not occur until the departing aircraft actually begins forward movement, with the intent to takeoff on the runway.

If you have any questions regarding this information please call or email me.

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