

Air Traffic Mandatory Occurrence Report

BNA-M-2015/12/15-0002

1. Reporting FAC ID			2. Date UTC (dd/mm/yyyy)							3. Time UTC				4. Significant Occurrence?											
B	N	A	1	5	1	2	2	0	1	5	2	3	3	0	☒ Yes ☐ No										
5. MOR reported by (select one): ☐ Controller providing services ☒ CIC ☐ External Facility Referral ☐ FLM ☐ Aircraft Owner/Operator ☐ Hotline (Describe in summary) ☐ Internal Facility Review ☐ Electronically Detected ☐ Other (Describe in summary)																									
Brasher warning given? ☐ Yes ☒ No Training in progress? ☐ Yes ☒ No																									
AIRPORT ENVIRONMENT MORs																									
11. MOR type - airport environment MORs involving aircraft on the airport surface: ☐ Aircraft on movement area/runway safety area other than expected/intended - Other aircraft within one-mile of landing threshold? ☐ Yes ☐ No ☐ Canceled takeoff clearance or flight crew aborted takeoff after crossing hold-short line ☒ Aircraft unintentionally maneuvered off runway or taxiway ☐ Aircraft within ILS protected area other than expected/intended - Other aircraft on final approach – ID _____ Type/Suffix _____												11a. Occurrence location: TWY T4 ON THE RAMP Describe where on the airport surface the occurrence occurred													
11b. Aircraft information: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; border: 1px solid black;">Aircraft ID</td> <td style="width: 20%; border: 1px solid black;">Aircraft type/suffix</td> <td style="width: 20%; border: 1px solid black;">Facility communicating with A/C</td> <td style="width: 20%; border: 1px solid black;">Position communicating with A/C</td> <td style="width: 20%; border: 1px solid black;">Frequency</td> </tr> <tr> <td style="text-align: center;">SWA31</td> <td style="text-align: center;">B737</td> <td style="text-align: center;">BNA</td> <td style="text-align: center;">GC</td> <td style="text-align: center;">121.9</td> </tr> </table>																Aircraft ID	Aircraft type/suffix	Facility communicating with A/C	Position communicating with A/C	Frequency	SWA31	B737	BNA	GC	121.9
Aircraft ID	Aircraft type/suffix	Facility communicating with A/C	Position communicating with A/C	Frequency																					
SWA31	B737	BNA	GC	121.9																					
12. MOR type - airport environment MORs involving aircraft landing/departing/on low-approach: ☐ Aircraft landed/departed or attempted to land/depart runways/surface other than expected/intended ☐ Aircraft landed/departed or executed low approach to closed runway (or closed portion thereof) ☐ Turbojet go-around within 1/2 mile of arrival threshold (non-flight training)												12a. Occurrence location: Describe where on the airport surface the occurrence occurred													
11b. Aircraft information: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; border: 1px solid black;">Aircraft ID</td> <td style="width: 20%; border: 1px solid black;">Aircraft type/suffix</td> <td style="width: 20%; border: 1px solid black;">Facility communicating with A/C</td> <td style="width: 20%; border: 1px solid black;">Position communicating with A/C</td> <td style="width: 20%; border: 1px solid black;">Frequency</td> </tr> <tr> <td style="height: 40px;"></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>																Aircraft ID	Aircraft type/suffix	Facility communicating with A/C	Position communicating with A/C	Frequency					
Aircraft ID	Aircraft type/suffix	Facility communicating with A/C	Position communicating with A/C	Frequency																					
13. MOR type - airport environment MORs involving vehicles on the airport surface: ☐ Vehicle on movement area/runway safety area other than expected/intended - Aircraft within one-mile of landing threshold? ☐ Yes ☐ No ☐ Vehicle within ILS protected area other than expected/intended - Aircraft on final approach – ID _____ Type/Suffix _____												13a. Occurrence location: Describe where on the airport surface the occurrence occurred													
13b. Vehicle information: <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; border: 1px solid black;">Vehicle type:</td> <td style="width: 15%; border: 1px solid black;">Vehicle ID</td> <td style="width: 20%; border: 1px solid black;">Facility communicating with vehicle</td> <td style="width: 20%; border: 1px solid black;">Position communicating with vehicle</td> <td style="width: 15%; border: 1px solid black;">Frequency</td> </tr> <tr> <td> ☐ Airport Operator ☐ Contractor ☐ FAA ☐ A/C not for flight ☐ Tug ☐ Tug with aircraft ☐ Other (summary) </td> <td></td> <td></td> <td></td> <td></td> </tr> </table>																Vehicle type:	Vehicle ID	Facility communicating with vehicle	Position communicating with vehicle	Frequency	☐ Airport Operator ☐ Contractor ☐ FAA ☐ A/C not for flight ☐ Tug ☐ Tug with aircraft ☐ Other (summary)				
Vehicle type:	Vehicle ID	Facility communicating with vehicle	Position communicating with vehicle	Frequency																					
☐ Airport Operator ☐ Contractor ☐ FAA ☐ A/C not for flight ☐ Tug ☐ Tug with aircraft ☐ Other (summary)																									
14. MOR type - airport environment MORs involving pedestrian on the airport surface: ☐ Pedestrian on movement area/runway safety area other than expected/intended - Aircraft within one-mile of landing threshold? ☐ Yes ☐ No												14a. Occurrence location: Describe where on the airport surface the occurrence occurred													
14b. Pedestrian name (if known):																									

Air Traffic Mandatory Occurrence Report

BNA-M-2015/12/15-0002

SUMMARY

J1. Summary – provide a brief summary for all MORs in this section that will provide enough information for QA to understand what occurred. Include information about items that require additional information in the specific MOR you are reporting.

GC TAXIIED SWA31 INTO THE RAMP AT T4. OPS CALLED THE CIC IN THE TOWER AND REPORTED THAT SWA31 HAD SLID OFF T4 INTO THE GRASS ON THE RWMP SIDE OF THE TAXIWAY. OPS IS WORKING ON GETTING SWA21 UNSTUCK AT THIS TIME.

Air Traffic Mandatory Occurrence Report

BNA-M-2015/12/15-0002

SEPARATION		
Was this a loss of separation?		
☐ Yes ☐ No	Applicable Separation Rule: _____	
Separation Used: ☐ Course Divergence ☐ MARSAS ☐ Mode C Interlace ☐ Opposite Course (Report Passing) ☐ Other Facility ☐ Procedure/Waiver ☐ Report/Observe Leaving Altitude ☐ Terminal Transition ☐ Tower Visual Separation ☐ VFR Aircraft ☐ Visual Approach ☐ Visual Separation ☐ Other		
RISK ANALYSIS		
Was this a Risk Analysis Event?		
☐ Yes ☒ No	RAE Score: _____	
PILOT DEVIATION		
Was this a possible pilot deviation?		
☐ Yes ☒ No	Preliminary Number: _____	
SURFACE EVENT		
Was this a possible Surface Event?		
☐ Yes ☒ No	Classification: _____	
VEHICLE/PEDESTRIAN DEVIATION		
Was this a possible Vehicle/Pedestrian Deviation?		
☐ Yes ☐ No	Preliminary Number: _____	
NMAC		
Was this a NMAC?		
☐ Yes ☐ No	NMAC Number: _____	

Air Traffic Mandatory Occurrence Report

BNA-M-2015/12/15-0002

QA SUMMARY

Reviewed MOR and MOR closed.