

System Service Review

BNA-S-2015/12/15-0002

A1. FAC ID			A2. Date UTC (mm/dd/yyyy)								A3. Start Time UTC				A4. End Time UTC				A5. Position	
B	N	A	1	2	1	5	2	0	1	5	2	3	2	4	0	0	0	0	SC	
A6. Aircraft #1											A7. Aircraft #2									
Aircraft ID			Aircraft Type/Suffix				IFR/VFR				Aircraft ID			Aircraft Type/Suffix			IFR/VFR			
SWA31			B737				IFR													

Training	
B1. Were any training issues identified?	
☐ Yes ☒ No	

Weather	
C1. What were the prevailing weather conditions?	
☐ IFR ☒ VFR ☐ Other	
If Other, explain	
C2. Was any pertinent precipitation depicted on the radar?	
☐ Yes ☒ No	
If Yes, explain	
C3. Did LLWAS alert?	
☐ Yes ☐ No ☒ N/A	
If Yes, explain	
C4. Were weather phenomena a factor?	
☐ Yes ☒ No	
Select all that apply ☐ Turbulence ☐ Icing ☐ Thunderstorms ☐ Low Ceilings ☐ Braking Conditions ☐ Wind Shear ☐ Other	If Other, explain

	Weather (continued)
	C5. Were any SIGMETs or PIREPs in effect? ☐ Yes ☒ No
	If Yes, explain

	Efficiency
	D1. Were any efficiency issues identified? ☐ Yes ☒ No

	Airspace/Airport
	E1. Were any airspace/airport issues identified? ☐ Yes ☒ No

	Procedures
	F1. Were any procedural issues identified? ☐ Yes ☒ No

	Directives
	G1. Were any directive issues identified? ☐ Yes ☒ No

	Equipment
	H1. Were any equipment issues identified? ☒ Yes ☐ No
	H2. Was all communications equipment functioning properly? ☒ Yes ☐ No
	If No, explain
	H3. Was all airborne radar equipment functioning properly? ☐ Yes ☐ No ☒ N/A
	If No, explain

Equipment (continued)

H4. Was all surface detection radar equipment functioning properly?

☐ Yes ☐ No ☒ N/A

If No, explain

H5. Was all approach NAVAID equipment functioning properly?

☐ Yes ☐ No ☒ N/A

If No, explain

H6. Was all airport lighting equipment functioning properly?

☒ Yes ☐ No ☐ N/A

If No, explain

H7. Was all operational automation radar equipment functioning properly? (i.e. HOST, STARS, ARTS, ASDE, etc.)

☐ Yes ☐ No ☒ N/A

If No, explain

H8. Was all operational automation radar equipment configured correctly? (i.e. airspace combination, ASDE configuration, etc.)

☐ Yes ☐ No ☒ N/A

If No, explain

Equipment (continued)

H9. Was all inoperative equipment properly coordinated as out of service across ATO organizations? (i.e. En-Route, Terminal, Sys Ops, Tech Ops, etc.)

☐ Yes ☐ No ☒ N/A

If No, explain

H10. Was all inoperative equipment properly NoTAMed as out of service?

☐ Yes ☐ No ☒ N/A

If No, explain

H11. Were any potential systemic equipment issues identified?

☐ Yes ☒ No

If Yes, explain

Customer Feedback

I1. Was there customer feedback regarding the operation during this review session?

☐ Yes ☒ No

Resource Management

J1. Were any resource management issues identified?

☐ Yes ☒ No

Individual Performance

K1. Was any notable Individual performance identified? (Exemplary and/or needing improvement)

☒ Yes ☐ No

K2. Employee #1:

Employee Name

Position
SC

Explanation

THE CIC SHOULD REVIEW LIGHTING PANEL CHANGES AND CONFIRM THE ACTIONS SELECTED ARE CORRECT.

	QC Findings
	EVENTHOUGH THE AIRFIELD LIGHTING WAS WORKING CORRECTLY, THE PRESETS ARE NOT CONDUSIVE TO VFR OPERATIONS. DUE TO CUMULATIVE PILOT REQUESTS, THE TAXIWAY CENTERLINE LIGHTS ARE OFTEN TURED OFF MANUALLY BY THE TOWER CIC. IT IS POSSIBLE THAT ADDITIONAL LIGHTS WERE INADVERTENTLY TURNED OFF IN THE PROCESS.

	Review Team
	Joseph Allison, Kenneth Edwards, Cathleen North, Christopher Perdue, ,