

140 BNA Park Drive, Suite 520
Nashville, Tennessee 37214

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December 20, 2024

NOTICE
RULES AND REGULATIONS CHANGES
METROPOLITAN NASHVILLE AIRPORT AUTHORITY
NASHVILLE, TENNESSEE

BACKGROUND

In accordance with Policy #24-004, *Rules and Regulations For the Use of Airport and Facilities for Nashville International Airport and John C. Tune Airport*, issued rules, regulations, and amendments thereto shall be noticed by posting a copy on the public notice bulletin board in the Airport Authority's Administrative Offices and by sending a copy to each Airport(s) tenant primarily affected. Upon such posting and notification, any person, within fifteen (15) days, may submit written comments and proposed changes to the COO. Thirty (30) days from issuing a proposed rulemaking, the COO will hold a hearing; at which time persons may appear whether in opposition to or in favor of the rulemaking. The date of such hearing shall be established in the notice of proposed rulemaking. Following that hearing, a revised rule or amendment will be issued if deemed appropriate, or notification that the original rulemaking has been incorporated in the official rules and regulations promulgated by the Airport Authority will be issued.

NOTICE

This Notice is to advise the recipient of proposed changes to Policy #24-004, which could affect the recipient (individual, company, and/or tenant) of this Notice.

DOCUMENTS

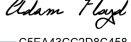
A copy of the proposed revisions to Policy #24-004 are provided in soft copy form and is available by hard copy in the Aviation Authority administrative offices. A supplemental document outlining the sections of proposed changes is also included.

HEARING

A hearing has been scheduled for Wednesday, January 22, 2025, at 8:00 a.m. in the Administrative Building of the Metropolitan Nashville Airport Authority, located at 1 Terminal

Drive, Nashville, TN 37214 to facilitate any public comments associated with the proposed changes.

Sincerely,

DocuSigned by:

C5EA43CC2D8C458...

Adam Floyd, C.M.

Chief Operating Officer

Metropolitan Nashville Airport Authority



Rules and Regulations Policy Changes

Overview of Proposed Changes:

- Added numerous definitions that were missing or needed updating.
- Article 1 – General:
 - Added language further clarifying authorized individuals being permitted to access the Non-Movement and/or apron areas
 - Removed language allowing for ‘finders’ of lost and found items to reclaim after 30 days
 - Strengthened language about FOD control, which includes a mechanism to fine operators for FOD
 - Strengthened language about unusable/derelict equipment being required to be removed from the premises
 - Smoking and Open Flames:
 - Significantly strengthened the Airport’s policy on open flames
 - Any smoking areas must be proposed, approved, and maintained by the requestor if approved
 - Added language to permit employee grilling events in designated and approved locations, with DPS approval
 - Mechanism to suspend/revoke approved smoking locations if any violations are noted
 - Added language to strengthen requirements about the storage of hazardous materials
- Article 2 – Aeronautical:
 - Added language requiring 96-hour prior approval for a Group VI aircraft to arrive and/or depart BNA
 - Strengthened language on how, when, and where aircraft are permitted to taxi on their own power
 - Added section 2-4 on Enplaning and Deplaning of Passengers or Cargo
 - Strengthened language in Section 2-6 (Engine Run-Ups)
 - Strengthened language in section 2-8 (Parking of Aircraft)
 - Added language below subsection G in section 2-11 (Parachute Jumping/Skydiving)
 - Strengthened language in section 2-12 (Aircraft Deicing and Defrosting)
- Article 3 – Vehicle Operations Guidelines:
 - Strengthened language in section 3-1 (Vehicle Operation Guidelines)
 - Added items 3-8 in subsection A
 - Added subsection B through S in section 3-2 (Vehicle Operation Guidelines)
 - Added section 3-3 (Ground Vehicle Operations on Movement and Non-Movement Area)

- Article 4 – General Safety:
 - Added subsection 3 under section 4-1
 - Strengthened language in section 4-2 (Fueling Operations)
 - Strengthened language in section 4-4 (Hunting and Firearms)
 - Strengthened language in section 4-5 (Restricted Areas)
- Appendix 1 – Rules and Regulations Violations:
 - Consolidated BOR’s and penalties together within this Appendix
 - Added significant clarity to the types of situations and fine amounts that are permissible under the BOR program, adding numerous categories of fines based on violations of the Rules and Regulations, including but not limited to:
 - Added fines for failure to follow posted MNAA signage
 - Added fines for FOD
 - Added fines for failure to follow winter weather/deice/environmental requirements

Rules and Regulations

for the use of Airports and facilities for

NASHVILLE INTERNATIONAL AIRPORT

and

JOHN C. TUNE AIRPORT

Policy #24-004

Effective: January 23, 2025

Metropolitan Nashville Airport Authority
140 BNA Park Dr, Suite 520
Nashville, TN 37214



Metropolitan Nashville Airport Authority

Rules and Regulations

Metropolitan Nashville Airport Authority

Rules and Regulations

FOREWORD

These rules and regulations as set forth herein are authorized by Tennessee Code Annotated Section 42-4-101 et seq. and Metropolitan Council Resolution Number 70-872. These rules have been adopted in the interest of safety and efficient operation of all Airports under the jurisdiction of the Airport Authority and are designed to protect the rights and safety of the Airport tenants and users.

Approved by:

Chief Operating Officer

Date

Legal Counsel

Date

President & CEO

Date

Rules and Regulations

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Statistics of Airports

Nashville International Airport

Location	6 miles S.E. Nashville
Latitude	36-07'-28.10"
Longitude	86-40'-55.42"
Elevation	599' MSL
Runways	2L-20R - 7,704' x 150'
	2R-20L - 8,001' x 150'
	2C-20C - 8,001 x 150'
	13-31 - 11,030' x 150' - 31 Threshold displaced 742'
	13 Threshold displaced 802'

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John C. Tune Airport

Location	9 miles N.W. Nashville
Latitude	36-10' - 58.88"
Longitude	86-53' -11.38"
Elevation	501' MSL
Runways	2-20 – 6,001' x 100'

Rules and Regulations

The following rules and regulations will govern all conduct and activities, aeronautical or other, on the Airports owned by the Airport Authority. The Chief Operating Officer will propose and regularly update rules, regulations, and procedures relating to the operation, use and control of Airports and facilities related thereto, owned and/or operated by the Airport Authority. All rules and regulations will be approved by Legal Counsel, Chief Operating Officer, and President & CEO. The Airport Authority will keep a permanent record of these Rules and Regulations for public inspection. The Chief Operating Officer will delegate responsibilities and authorities to administer these Rules and Regulations. Employees who are hosting visitors or have engaged contractors or tenants are responsible for communicating these Rules and Regulations.

Definitions

The following words, terms, or phrases where used herein shall have the meanings respectively ascribed as follows:

- A. Aircraft
Any device used or intended to be used for flight in the air except a parachute or other invention used primarily as safety equipment.
- B. Aircraft Movement Area
Runways, taxiways, and other areas of an Airport that are used for taxiing, takeoff, and landing of Aircraft, exclusive of loading ramps and parking areas.
- C. Air Operations Area (AOA)
The AOA consists of all areas contained within the Airport perimeter fence at Nashville International Airport and John C. Tune Airport. These areas are subject to all the requirements set forth in the Airport Security Plan.
- D. Airport
 1. Any facility or area of land intended to be used for the landing, maneuvering, and take off of Aircraft, and
 2. All contiguous property thereto held or used for aviation purposes, including all improvements and appurtenances thereon, regardless of the fact that these improvements and appurtenances may be owned, controlled, leased, or occupied by persons or governmental agencies other than the Airport Authority.

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3. Within these Rules and Regulations, unless otherwise specified, the term Airport shall refer to both Nashville International Airport and John C. Tune Airport.

- E. Airport Authority
The Metropolitan Nashville Airport Authority created pursuant to the Metropolitan Airport Authority Act, Acts 1969, Ch. 174, codified in T.C.A. § 42-4-101 et. Seq., and Resolution Number 70-782 of the Council of the Metropolitan Government of Nashville and Davidson County, Tennessee.

- F. Airport Employee
Authorized personnel of all organizations, activities, and governmental agencies located on or connected with the operation, maintenance, and servicing of the Airports.

- G. Airport Improvement Request (AIR) Manual
The Airport Improvement Request Manual defines uniform design and construction standards for physical improvements on airport property, and the required submissions and proper approval prior to making changes to Airport Property.

- H. Airport Property
Property presently owned or hereafter acquired by the Airport Authority.

- I. AOA
The Airport Operations Area (AOA) includes all areas where aircraft operate, such as runways, taxiways, and aprons.

- J. ATC
Federal Aviation Administration (FAA) Air Traffic Control Tower, or FAA contract control tower, located at the Airport or one which may be operated on behalf of the Airport

- K. Breach of Rules
Any violation of the Airport's Rules and Regulations where formal action is taken as a result of a violation(s).

Rules and Regulations

- L. Board
The Board of Commissioners of the Metropolitan Nashville Airport Authority.

- M. CEO
President and Chief Executive Officer of the Airport Authority.

- N. Commercial Ground Transportation Policy
Policy establishing operating rules and regulations for all types of Commercial Ground Transportation Services at the Airport.

- O. Commercial Operations
All operations of Aircraft for commercial purposes or any for profit operation or activity being conducted on the Airport.

- P. COO
Chief Operating Officer of the Airport Authority.

- Q. Department of Public Safety

The Metropolitan Nashville Airport Authority's department which includes law enforcement, traffic enforcement, TSA compliance, Aircraft Rescue and Fire Fighting (ARFF), and initial first aid/EMT services.

- R. FAA
The United States Department of Transportation Federal Aviation Administration.

- S. Fixed Base Operator
Any other person, organization, or sublessee engaged in business of an aviation nature conducting transient Aircraft services and being authorized to conduct such business by virtue of a contract with the Airport Authority in compliance with specified minimum standards.

- T. FOD

Foreign Object Debris refers to any object or material that is not part of an aircraft and has the potential to cause damage or injury if it comes into contact with aircraft or aircraft components.

- U. Ground Transportation Permit

Rules and Regulations

Permit required prior to engaging in the transportation of passengers or property at the Airport, in accordance with the Commercial Ground Transportation Policy.

V. Guitar Pick

Open pavement area between Taxiways Y and Y3 utilized for Deice and/or Remain Overnight (RON) staging. The Guitar Pick is depicted with centerlines for Taxiways W1, W2, W3 and surrounded by a Pattern C – Intermediate Holding Position Marking to delineate the Taxiway Y3 Object Free Area from those aircraft positioned within the “Guitar Pick”.

W. Motor Vehicle

Any self-propelled wheeled or tracked vehicle, including elements hitched thereto, for the conveyance of people or goods on Airport Property or for the service and maintenance of equipment or property.

X. Movement Area

The movement area consists of all areas controlled by Air Traffic Control (ATC) which include but are not limited to runways, taxiways, and other select areas of the airport

Y. Non-Movement Area

These areas are not under the direct control of Air Traffic Control and include taxiways, ramp and cargo aprons, gate areas, and other non-Air Traffic Control managed areas of BNA and John C. Tune Airport.

Z. Person

Any individual, firm, corporation, partnership, company, association, joint stock association, or political body and includes any trustee, receiver, assignee, or other representative thereof.

AA. Public Area

Those areas including the terminal lobby, restrooms, and areas used for public thoroughfares, gathering, waiting, and viewing, streets and roads, sidewalks open to non-traveling members of the public

BB. Ramp Tower

Refers to non-movement area aircraft management provided by a third party to manage the safe and efficient movement of aircraft in the non-movement areas of the terminal complex at BNA. There are no ramp tower

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services provided at JWN.

CC. Restricted Areas

Areas which are closed to the general public. These areas are defined as areas which are used to perform the daily activities and operations of the Airports. These areas include, but are not limited to, the AOA, tenant leased operational areas, perimeter roads, Airport Authority Administrative Offices, and locations having access to the AOA.

DD. Sterile Area

A portion of an Airport defined in the Airport security program that provides passenger's access to boarding Aircraft and to which the access generally is controlled by TSA, or by an Aircraft operator under part 49 CFR 1544 or a foreign air carrier under part 49 CFR 1546, through the screening of person and property.

EE. Tobacco Product

Any Tobacco Product, including smoking tobacco, smokeless tobacco, vaping, and other nicotine-delivery devices.

FF. TSA

The United States Department of Homeland Security's Transportation Security Administration.

Scope

- A. All users of, and persons on, the Airport shall be governed by these Rules and Regulations and the directions of the CEO and COO.
- B. These regulations are not intended to amend, modify, or supersede federal, state, or local laws.
- C. If any portion of these regulations shall be invalid or unenforceable, all other portions shall remain in effect and be construed to achieve the purposes hereof.

Adoption and Amendment

Rules and regulations and amendments thereto will be proposed as needed by the COO and approved by Legal Counsel, COO and CEO. Issued rules, regulations, and amendments thereto shall be noticed by posting a copy on the public notice bulletin board in the Airport Authority's Administrative Offices and by sending a

Rules and Regulations

copy to each Airport(s) tenant primarily affected. Upon such posting and notification, any person, within fifteen (15) days, may submit written comments and proposed changes to the COO. Thirty (30) days from issuing a proposed rulemaking, the COO will hold a hearing; at which time persons may appear whether in opposition to or in favor of the rulemaking. The date of such hearing shall be established in the notice of proposed rulemaking. Following that hearing, a revised rule or amendment will be issued if deemed appropriate, or notification that the original rulemaking has been incorporated in the official rules and regulations promulgated by the Airport Authority will be issued.

Liability

- A. The Airport Authority, its officers and employees, by publication of said rules and regulations, assumes no responsibility for loss, injury or damage to persons or property by reason of fire, vandalism, wind, flood, earthquake, collision, strikes or Acts of God or of public enemy; nor does it assume liability for injury to persons while on Airport(s) or while using the facilities of same or for property damage.
- B. All persons shall conduct activities and render services upon the Airport Property in a safe, responsible, and efficient manner and shall be solely liable for having properly trained and instructed their agents and/or employees for such purposes.

Rules and Regulations**ARTICLE I – GENERAL****1-1 Commercial Activity**

- A. No person shall utilize any portion of the Airport Property, or any structure thereon, for any commercial activities except under terms of a lease, contract, permit, or other instrument executed with the Airport Authority.
- B. No person or corporation operating any facility on the Airport shall discriminate or permit discrimination against any person or group of persons in any manner prohibited by Title VI of the Civil Rights Act of 1964 or any other applicable federal, state, or local regulation or law.
- C. All persons engaged in Commercial Operations on Airport Property will operate in such a way as to fully comply with these Rules and Regulations as well as any other relevant policy or procedure of the Airport Authority.
- D. Owners, by the terms and conditions of a lease, contract, permit, or other instrument issued by the Airport Authority, operating facilities on the Airport, shall operate in such a way as to fully protect the Airport and its environs from any environmental pollution. They shall operate in accordance with the United States Environmental Protection Agency (USEPA), Tennessee Department of Environment and Conservation, and the Metropolitan Government of Nashville and Davidson County's statutes, rules, and regulations. The list of environmental concerns shall include, but not be limited to, the following:
 - 1. Asbestos
 - 2. Emissions to the atmosphere
 - 3. Hazardous material exposures – worker training
 - 4. Hazardous materials transporting
 - 5. Hazardous waste generation, storage, treatment, and disposal
 - 6. Occupational health, safety, and environmental controls
 - 7. Release notification and emergency response
 - 8. Release/storage of oil and other petroleum products

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9. Notification of releases to the environment
 10. Storm water discharges
 11. Wastewater discharges to a municipal sanitary sewer
 12. Wastewater discharges to surface waters
 13. Underground and above ground storage tanks
 14. Use and release of Polychlorinated Biphenyls (PCB)
 15. Waste disposal sites
 16. Aircraft deicing
 17. Confined space entry
- E. Should the Airport Authority be required by any department of the Federal, State, or Metropolitan Government to take any action in order to be eligible for any Federal funds and this action relates to the property leased hereunder, then these persons and/or corporations will, at their own expense, take such action necessary to comply.
- F. Owners, by the terms and conditions of lease, contract, permit, or other instrument with the Airport Authority operating facilities on the Airport, may be required to obtain United States Environmental Protection Agency (USEPA) storm water discharge permit for the National Pollution Discharge Elimination System (NPDES) or show financial responsibility for any contamination resulting from materials used or stored on their leasehold. These materials include, but are not limited to, fuel and other petroleum-based materials.
- G. No person or persons, except duly authorized personnel or passengers going to or from aircraft, or persons personally escorted by authorized Airport personnel who are properly trained, shall be permitted to enter the Non-movement Area, or aprons.

1-2 Soliciting

The soliciting of business, fares, alms, or funds for any purpose on Airport Property is prohibited without a permit approved by the Airport Authority in accordance

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with the Airport Authority's Speech-Related Activities Procedure, which is incorporated herein by reference in its entirety. A copy of such procedures may be secured from the Airport Authority.

1-3 Advertising

No person or organization will pass, distribute, or display signs, advertisements, circulars, printed or written matter on Airport Property or any structure thereon without an Airport Authority approved Speech Related Activities permit or in accordance with the provisions of a lease executed with the Airport Authority. A copy of the Speech Related Activities Procedure (#52-004) may be secured from the Airport Authority.

1-4 Picketing

No person will walk in a picket line as a picket or take part in any labor or other public demonstration on any part of the Airport Property except in those places which may specifically be assigned for use of such picket lines or other public demonstrations by an Airport Authority approved Speech Related Activities permit. A copy of the Speech Related Activities Procedure (#52-004) may be secured from the Airport Authority.

1-5 Loitering/Criminal Trespass

No person may loiter on any part of the Airport Property. If a loitering person is told by an Airport police officer to leave Airport Property and refuses to comply, that person shall do so or be subject to arrest for Criminal Trespass (T.C.A. § 39-14-405).

1-6 Disorderly Conduct

No person shall cause public annoyance or alarm, engage in fighting or threatening behavior, or refuse to obey an official order to disperse by a police officer. No person shall create hazardous or physically offensive conditions by any act that serves no legitimate purpose to include making unnecessary noise that prevents BNA/JWN passengers from carrying on normal activities (T.C.A. § 39-17-305).

1-7 Public Intoxication

No person shall be on BNA/JWN property under the influence of a controlled substance, control substance analogue, or any other intoxicating substance to the degree that: the offender may be endangered, there is an endangerment to other persons/property, or the offender unreasonably annoys people in the vicinity (T.C.A. § 39-17-310).

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1-8 Sanitary Actions

No person may dispose of garbage, papers, refuse, or other material on Airport Property except in the receptacles provided for that purpose; nor use comfort station other than in a clean and sanitary manner; nor expectorate on the floors, walls, or other surfaces of any Airport facility.

1-9 Animals

A. No person may enter Airport with a domestic or wild animal without written permission of the Airport Authority, except:

1. Persons entering any part of the Airport Property other than the terminal buildings, air freight, or other Restricted Areas with a domestic animal that is kept restrained by a leash and completely under the control of the handler or is confined so as to be completely under the control of the handler.
2. Persons entering the terminal, passenger boarding areas, cargo facilities, or Aircraft ramp with:
 - a. Animals, including emotional support animals, confined to airline-approved pet carrier;
 - b. dogs recognized by the Americans with Disabilities Act and/or Air Carrier Access Act as Service Animals;
 - c. miniature horses recognized by the Americans with Disabilities Act;
 - d. animals being trained by certified trainers to become Service Animals;
 - e. animals used by law enforcement for the detection of contraband, explosives, or apprehension of individuals;
 - f. animals that are trained therapy animals scheduled with, and approved by, the Airport Authority for therapeutic visitation at the Airport. Handlers will be required to provide insurance certificates meeting the Airport Authority's requirements as well as up to date shot records.

B. No person shall feed or complete any other act to encourage the congregation of birds or other wildlife on the Airport.

1-10 Use of Roads and Walks

No person may travel on the Airport Property other than on roads, walks, or places provided for the particular class of traffic.

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1-11 Photographs/Visual Recordings

No person may take still, sound, or motion pictures for commercial use on Airport Property without approval pursuant to the Speech Related Activities policy and applicable photography and film procedures/policies of MNA, from the Airport Authority. A copy of the Speech Related Activities Procedure and Photography of MNA Property Procedure may be secured from the Airport Authority (#52-004).

1-12 Lost Articles

Finders of a lost article will turn the article into the Airport Information Center or, if the Airport Information Center is closed, to an Airport police officer on duty.

1-13 General Housekeeping

- A. All persons occupying space of the Airport Authority must keep the space allotted to them policed and free of rubbish and accumulation of any such material. Only approved items shall be stored in Airport buildings or hangars.
- B. All floors must be kept clean and free from fuel and oil. The use of volatile or flammable solvents for cleaning floors is prohibited.
- C. Approved trash receptacles shall be emptied on a timely basis as needs dictate; drip pans shall be placed under engines, kept clean and maintained in a safe manner. An overall general appearance and cleanliness shall prevail throughout the Airport complex.
- D. All tenants with access to the AOA must ensure any debris that has the potential to create damage is immediately removed from the area. If unable to do so, notify the Airport Authority's Operations department immediately.
- E. The Airport Authority's stormwater discharge permit does not allow the uncontrolled washing of equipment, vehicles, or Aircraft. All washing activities must be performed in an area approved by the Airport Authority and by a method approved by the Airport Authority by contacting the Maintenance department
- F. Persons must not leave any FOD in in any area of the AOA. FOD includes, but is not limited to, water bottles, broken luggage parts, gloves, cans, paper, plastic bags, and other items that do not belong near airplanes in the AOA. It is the responsibility of all employees to remove FOD if observed and place

Rules and Regulations

into sealed trash containers.

The Airport shall conduct periodic FOD walks of all gate areas. Carriers who lease a specific gate will be invited to participate with at least 72 hours notice. Any FOD collected from the gate area during the Airport's FOD walk is subject to weighing on the carriers calibrated bag scale located at their ticket counter(s). Fines shall be assessed in accordance the Breach of Rules section of this document.

- G. Derelict/unusable Equipment shall immediately be removed from MNAA property at the owner's expense.

1-14 Smoking and Open Flames

- A. Use of any Tobacco Product is prohibited inside Airport Authority facilities at any time, except in designated identified concessions located on various concourses.
- B. Use of any Tobacco Product is prohibited in Airport Authority vehicles or personal vehicles when transporting people on Airport Authority business.
- C. Smoking is also prohibited in the following areas:
- Fuel Storage Areas
 - Movement, Non-Movement, and Ramp Areas
 - Cargo Ramp Areas
 - Aircraft Parking and Storage Areas, and
Open decks, galleries, and balconies contiguous to and overlooking any such areas located at the Airport, except those areas expressly approved.
- D. Open flames are prohibited within 100 ft. of aircraft fuel servicing ramps or aprons.
- E. The category of prohibited open flames and lighted open-flame devices includes, but is not limited to, the following:
- Lighted cigarettes, cigars, pipes, lighters, matches, or cooking grills.
 - Electronic cigarettes (e.g., personal vaporizers or electronic nicotine delivery systems).
 - Exposed flame heaters, liquid, solid, or gaseous devices, including portable and wheeled gasoline or kerosene heaters.
 - Heat-producing welding or cutting devices and blowtorches; and
 - Flare pots or other open-flame lights.
- F. Employee events or other activities that involve grills or other similar types

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of open-flame equipment may not be used on and around the Ramp Areas of the Airport, or within 500 ft. of a fueling operation or flammable materials.

- G. A written request for open-flame devices for employee events or activities involving grills or other similar types of open flame equipment proposed to be conducted must be submitted to the Director of Terminal Operations or their designee no later than ten (10) business days prior to the requested start date(s). Final approval or denial will be provided, in writing, within three (5) days of receipt of such request. The written request must contain the following information:
- Point of Contact (POC) for the event
 - Date and proposed location of the event.
 - Start and end time of the event.
 - Number of fire extinguishers on hand (minimum of one required)
 - Make and Model number of open flame equipment.
 - Identification of person(s) who will remain with the equipment while in use, to ensure the safe operation of the event.
 - Identification of person(s) conducting Foreign Object Debris (FOD) walk inspection before and after the event, to remove combustible and flammable materials from the area.
- H. Tenants may request Airport approval for a tenant maintained designated smoking area. Such requests must include a written plan submitted to the Director of Terminal Operations, or designee, for review, with the following information:
- Point of Contact (POC) responsible for ensuring tenant compliance with Airport Rules and Regulations, as well as NFPA codes and standards for open flames on aircraft fuel servicing ramps.
 - Proposed location of tenant designated smoking area.
 - Area signage plan where the proposed smoking area will be located.
 - Maintenance and cleaning schedule of the proposed location.
 - Debris disposal container types, locations, and schedule for cleaning, clearing, and maintaining such debris disposal containers.
 - Placement and maintenance of fire extinguisher(s) at the location.
 - Map outlining all potential ignition sources (i.e. Fueling areas, hazardous materials storage area, flammable material lockers, fuel sumps, equipment, etc.) in relation to the proposed location.
 - If, at any time, a designated tenant maintained smoking area is found to be out of compliance from what is approved, the tenant shall address any findings immediately. In the event non-compliance is found at a subsequent time, MNAA reserves the right to terminate the approval and all remaining sections of this policy apply.
- I. Any person in violation of this section 1-14 is subject to the following

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penalties:

- Written citation issued by Airport Operations. Citations will be electronically filed and provided to the person(s) involved in the violation, and notification will be made to such person(s) supervisor through e-mail. Electronic acknowledgement of a written citation must be sent to Operations from the supervisor within 5 business days. If such acknowledgement is not received from the supervisor, the Airport ID (SIDA) badge of the person(s) in violation will be disabled until acknowledgement is received by Operations.
- If acknowledgement is not received or the employee does not have a supervisor, the offending employee's SIDA badge shall be disabled for a period of 24 hours.

1-15 Damage to or Destruction of Airport Property

No person shall destroy, or cause to be destroyed, injure, damage, deface, or disturb in any way any building, sign, equipment, marker, or other structure, tree, flower, lawn, or property of any nature located on the Airport.

Any person causing or responsible for such injury, destruction, damage, or disturbance, including damage caused by the improper operation of a vehicle or Aircraft must immediately report such damage to the Department of Public Safety, and upon demand by the COO and/or designee, shall reimburse the Airport Authority for the full amount of the damage(s). **This person may also be subject to the issuance of a Breach of Rules and/or additional fines.**

1-16 Storage of Property and Equipment

- A. Unless otherwise provided in a lease or other agreement, no person may use any area of the Airport for storage of property without written permission of the Airport Authority.
- B. No tenant or lessee on the Airport Property may store or stock material or equipment in such a manner as to constitute a hazard to personnel, passengers, or property.
- C. While on the Airport, any hazardous materials shall be stored in facilities which protect against unauthorized access and exposure to persons or property in accordance with the United States Department of Transportation's regulations and any additional applicable federal, state, County or local laws, codes, ordinances, rules, or regulations.

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1-17 Abandonment of Property

No person may abandon any personal property on the Airport Property nor leave such property temporarily unattended. Any personal property so abandoned or unattended will be disposed of in the manner described by applicable laws or statutes. (T.C.A. § 55-16-104 & T.C.A. § 66-29-120) and any applicable costs will be charged to the owner/operator of the equipment.

1-18 Alteration by Airport Tenants

- A. Prior to any sign addition, or other alteration, repair, and/or construction on leased property, the Airport tenant must submit an Airport Improvement Request (AIR) to the Airport Authority. A copy of this procedure may be obtained from the Airport Authority Engineering Department.
- B. All phases of construction must meet federal, state, local, and Airport Authority requirements.

1-19 Schedule of Charges

Charges for the use of Airport Property and related facilities will be determined and established by the Airport Authority.

1-20 Enforcement

MNAA is empowered to require compliance with and to enforce these Rules and Regulations and all MNAA signage. No authority is either hereby expressed or implied, however, that would permit any individual other than the CEO to change, alter, or amend these rules and regulations. Airport Authority Leadership is authorized to interpret and construe these regulations wherever necessary, either by directives of general or specific application, and those interpretations and construction may be deemed a part of the regulations and binding upon all persons.

ARTICLE II – AERONAUTICAL

2-1 Aircraft Regulations

All aeronautical activities at the Airport and all flying of Aircraft, manned or unmanned, within the Airport traffic area shall be governed by the FAA.

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2-2 Closing and Use of Airport

- A. The Airport Authority will have the right at any time to close the Airport in its entirety or any portion thereof to air traffic, to delay or restrict any flight or any portion thereof to any specified class of Aircraft or to any individual or group when such actions are necessary and desirable to avoid endangering persons or property and to be consistent with the safe and proper operation of the Airport. In the event the Airport Authority believes the condition of the Airport to be unsafe for landings and takeoffs or in violation of the rules, regulations, and federal standards, it will be within the authority of the COO, or delegates, to issue or cause to be issued, a NOTAM (Notice to Airmen) closing the Airport or any portion thereof.

- B. No Aircraft may be operated on the surface of any Airport runway, taxiway, ramp, or Aircraft parking and storage area in a careless or negligent manner or in disrespect of the rights and safety of others; or without due caution and at a speed likely to unreasonably endanger persons or property; or while the pilot or other persons aboard controlling any part of the operation thereof is under the influence of intoxicating liquor as defined as the minimum allowable blood alcohol content to be considered "intoxicated" by state and/or local laws or any narcotic or habit-forming drug; or if such Aircraft is so constructed, equipped, or loaded as to endanger or to be likely to unreasonably endanger persons or property.

- C. Prior approval from the Airport Authority is required before landing and takeoff is permitted on the Airport by an Aircraft in excess of the following:

Nashville International Airport:

Rwy 2R/20L

PCN 59 /R/B/W/T

Rwy 2C/20C

PCN 56 /R/B/W/T

Rwy 2L/20R

PCN 70 /R/C/W/T

Rwy 13/31

PCN 70 /R/C/W/T

John C. Tune Airport:

Rwy 2/20

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PCN 41 F/A/W/T

Consult the Airport 5010 for current Airport pavement conditions.

- D. No Aircraft exceeding a gross weight of 12,500 pounds may be permitted to make a 180 degree turn on any asphalt runway or taxiway unless required to do so due to operational necessity. The owner of an Aircraft causing damage to the asphalt surface while executing an unauthorized 180 degree turn on a runway or taxiway will be responsible for the cost of repair to the surface.
- E. No Aircraft may fly over the BNA Main Terminal Building.
- F. Aircraft authorized to conduct practice approaches at BNA are as follows:
 - 1. Aircraft with a gross weight of less than 12,500 pounds
 - 2. Aircraft which are propeller powered with turbine or piston power plants
 - 3. Single or twin-engine Aircraft
 - 4. Civilian Aircraft onlyPractice approaches are not permitted between 2300L and 0700L. There are no restrictions related to practice approaches at JWN.
- G. No turbojet Aircraft training flights may be permitted without prior notification of and approval from the Airport Authority.
- H. Turbojet Aircraft will be permitted to make overhead approaches only on Runway 13/31. Turbojet Aircraft overhead approaches to Runway 2R/20L will be permitted only when traffic and/or weather dictates. The traffic pattern altitude will be 2,100 feet or as assigned by Air Traffic Control.
- I. Aircraft with a wingspan between 214 ft and 262 ft, or aircraft in ADG Group VI, require a 96-hour prior approval from the Airport Authority to arrive and depart from BNA.

2-3 Taxiing of Aircraft

- A. No person may taxi or tow an Aircraft upon the Aircraft Movement Area of the Airport until appropriate communications have occurred. Also, no person may taxi or tow an Aircraft upon the ramp, approved parking space,

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or hangar area until they have ascertained that there will be no damage or collision with other Aircraft, persons, or objects.

- B. No person may taxi an Aircraft with inadequate brakes or other malfunctioning systems that could impede the control of the Aircraft near buildings, parked Aircraft, or equipment.
- C. Aircraft awaiting takeoff must stop short of the surface painted holding position markings and in a position to have a direct view of Aircraft approaching for landings. Aircraft are to hold at painted lines at “critical area” signs during IFR conditions and approach hold signs as instructed by ATC.
- D. Aircraft entering all ramps are to use taxiways leadoffs. Aircraft departing all ramps are to use appropriate communication once under power and prior to the non-movement area boundary markings for assignment to a specific exit point.
- E. Aircraft taxiing via ramp between leased areas is prohibited.
- F. No aircraft shall taxi between an airport terminal gate and an aircraft engaged in push-back or power-back operations, unless such activity is directed by an agent of the airline involved in the push-back or power-back operations, and such activity can be accomplished in a safe manner that is non-disruptive to Airport Operations.
- G. All Aircraft shall be taxied at a safe and reasonable speed.
- H. An aircraft which is being taxied, towed, or otherwise moved on the AOA shall proceed with its navigational lights on during the hours between sunset and sunrise.
- I. No aircraft shall be taxied into or out of any hangar under its own power.
- J. Before taxiing onto or across any taxiway or runway, it is the duty of the pilot to observe traffic and obtain clearance from the Control Tower.

2-4 Enplaning and Deplaning of Passengers or Cargo

- A. Enplaning or deplaning passengers or cargo at the Airport shall be permitted only at gates, hardstand positions, or other specific areas approved by the Authority or pursuant to leases, agreements, licenses, or permits with the Authority.
- B. Aircraft operators loading or unloading at ground level shall direct

Rules and Regulations

passengers by the shortest and safest route across the apron or along routes established and identified by the Authority. Such loading and unloading shall be under the direction and supervision of the aircraft operator or its authorized representatives.

- C. All aircraft operators shall load and unload aircraft through designated restricted areas in accordance with security or operational procedures established by the Authority or the airline, and in accordance and consistent with all applicable federal, state, county, or local rules, and regulations.

2-5 Repair of Aircraft

- A. No person may repair any Aircraft or component of an Aircraft, in any facility on Airport Property other than a facility specifically designed and built for such purpose. Minor adjustments and repairs may be performed on air carrier Aircraft at gate positions or approved ramp locations on the terminal ramp when such repairs can be accomplished without inconvenience to other persons and when such adjustment is necessary to prevent a delayed departure. The designated area for maintenance by non-air carrier Aircraft may be marked and signed by the respective tenant who shall be responsible for advising all subleases and other users of this location. Persons conducting maintenance in T-Hangar facilities must have prior approval in writing from the Airport Authority. All persons should exercise good housekeeping practices.
- B. All persons engaged in the maintenance, repair, and servicing of Aircraft will do so in accordance with the rules and regulations of applicable agencies, to include, but not limited to the following: FAA, U.S. Environmental Protection Agency, National Board of Fire Underwriters, U.S. Department of Labor Occupational Safety and Health Act, Airport Authority, and other governmental agencies with jurisdiction.

2-6 Engine Run-Up

- A. No person may start or run any engine on an Aircraft unless a competent person is in the Aircraft attending the engine controls. Chocks must always be placed in front of the Aircraft wheels before starting the engine unless the Aircraft is provided with adequate parking brakes.
- B. Aircraft may not perform engine run-up or prolonged test operations in any area other than approved engine run up locations which must first be coordinated with Airport Operations.

At no time may engines be run-up for test or maintenance purposes between the hours of 2200L and 0700L without prior approval by the

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Authority and at a designated location on the Airport.

- C. No person shall perform an engine run higher than idle power at any time while on the terminal or air carrier ramp. The aircraft loading bridge cannot be attached to the aircraft during any level of engine run. Aircraft operators are to supply adequate wing walkers throughout the duration of the engine run to control vehicle traffic behind the aircraft.
- D. No person may start an engine of an Aircraft while it is in a hangar or enclosed space.

2-7 Disabled Aircraft

- A. The owner, or representative (i.e., pilot or operator), will be responsible for the prompt removal of Aircraft wrecked or damaged on the Airport as reasonably directed by the Airport Authority after such Aircraft has been officially released by National Transportation Safety Board or Federal Aviation Administration Flight Standards District Office representatives if applicable. In case an Aircraft becomes disabled while on the Aircraft Movement Area due to a flat tire, engine failure, etc., the owner or representative shall arrange for the immediate removal of the Aircraft and oversee the process. In case the owner or representative fails to immediately remove the wrecked, damaged, or disabled Aircraft, such may be removed by order of the Airport Authority at the owner's or representative's expense without liability for damage which may result in the course of or after such removal.
- B. The owner of unsightly or unairworthy Aircraft parked or stored on Airport Property will be responsible for the removal of same within thirty (30) days, or sooner if in the opinion of the Airport Authority such Aircraft creates an image detrimental to the appearance of the Airport and aviation.

2-8 Parking of Aircraft

- A. No person may park Aircraft in any area on Airport Property other than designated areas.
- B. Aircraft parked on areas of leased Airport Property must be under the lessee's control and liability.
- C. All unhangared aircraft shall be parked at the Airport in spaces designated for this purpose and shall be adequately secured. No aircraft shall be parked on pervious surfaces without the authorization of the Airport Authority. Owners of such aircraft shall be responsible for any damage resulting from failure to properly comply with this provision.

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- D. If possible, aircraft shall be parked in a manner so as not to obstruct the view from the Control Tower to any movement area at the Airport.

2-9 Helicopter Operations Rules

- A. No person may park a helicopter in any area on the Airport Property other than designated areas.
- B. Helicopter arrivals and departures into the Airport will use the Aircraft Movement Area or other areas designated by the Airport Authority. ATC will direct helicopters into these areas.
- C. Helicopter operations must avoid taxiing over or parking in close proximity to a fixed wing Aircraft.
- D. Helicopter arrivals and departures into the Airport will not fly over any Airport buildings, structures, or automobile parking area.

2-10 Unmanned Aircraft Systems (UAS, but commonly referred to as drones)

The control of unmanned Aircraft systems from Airport Property is prohibited without prior written approval of the Airport Authority and any necessary approvals from the FAA. The use of drones is subject to the provisions of Federal Aviation Regulations Part 101 and 107 and Public Law 112, Section 336. Drones operating contrary to this policy or federal regulations will be reported to law enforcement. See MNAA Unmanned Aircraft System (UAS) Policy (#21-001).

2-11 Parachute Jumping (Skydiving)

Parachute jumping (skydiving) is only permitted in the designated parachute landing zone at JWN subject to the conditions of this Section. Because of its inherent dissimilarities with other aeronautical activities extant at JWN, parachute jumps using the Airport as a landing area are regulated under specific Rules and Regulations to ensure the safety of all Airport users.

- A. No person shall engage in any parachute jumping operation with the intent of landing on airport property without the written permission of the Airport Manager.
- B. All parachute jumping operations at the Airport shall be conducted in compliance with the provisions and conditions set forth in the Airport Authority's Standard Operating Procedures for Skydiving Operations, the *Minimum Standards For Operators of Aeronautical Activities* and any applicable FAA rules, regulations, policies, advisory circulars, operating procedures, letters of agreement or guidance.

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- C. Persons engaged in approved skydiving operations shall use only the designated parachute drop zone. Landing on another area of the Airport property by any parachutist is prohibited. Parachutists landing outside the designated parachute drop zone will report the incident to the airport manager in writing within 24 hours. Two incidents within any six-month period will result in a suspension of operations until resumption is approved by the airport manager.
- D. Only parachutists holding a current USPA Class D license, or jumping in tandem with a Class D license holder, shall be permitted to use the Airport for landing.
- E. The parachute drop zone and the area in the general vicinity of the parachute drop zone are restricted to only persons with an operational need to be in or around the area that have been authorized by the Authority to be in or around the area.
- F. Persons engaged in approved skydiving operations shall observe any time-of-day or any other operating restrictions required by the Authority.
- G. Experimental and exhibition skydiving at JWN will not be permitted, unless written approval is received from the airport manager. For a specific occasion to be permitted, the applicant shall at a minimum provide:
 - 1. proper precautions to protect the public safety, as determined by the airport manager, and
 - 2. written approval from the FAA.

Any approval by the airport manager shall be subject to any terms and conditions deemed necessary by the airport manager, in her or his sole discretion, to ensure the safe and efficient operation of the airport and protect the interests of the Authority and the public.

2-12 Aircraft Deicing and Defrosting

Deicing or Defrosting of Aircraft may only be performed at BNA in those areas designated for Aircraft deicing in the Airport Authority's Snow and Ice Control Plan. No deicing of Aircraft is allowed at JWN. Deicing activity will be governed by applicable Environmental Laws and such regulations as promulgated from time to time by the Airport Authority, including but not limited to the Snow and Ice Control Plan and Deicing and Environmental Compliance Procedures.

- A. Air Carriers will only use spots previously assigned to their operations. Use

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of any other location must be approved by the Authority prior to such use.

- B. Air Cargo or General Aviation aircraft must call either Airport Operations or Ramp Control Tower prior to taxiing over to terminal ramp for deicing or defrosting operations, unless deice operations are expressly approved elsewhere.

2-13 Regulated Garbage

All Animal and Plant Health Inspection Service (APHIS) regulated garbage must be handled and disposed of in accordance with the United States Department of Agriculture, APHIS policies, which are written in support of the Code of Federal Regulations (CFR), Title 7 CFR 330.400 through 330.403 and Title 9 CFR 94.5.

ARTICLE III – VEHICLE OPERATIONS

3-1 Authorization and Access

- A. Motor Vehicle operation on Airport Property will be governed by the provisions of the Metropolitan Traffic and Parking Commission, Tennessee Code Annotated, as amended, Code of Laws of the Metropolitan Government, relevant private acts, and such regulations as promulgated from time to time by the Airport Authority, including but not limited to the Commercial Ground Transportation Policy.
- B. The operator of each ground vehicle must meet the qualifications of the specific Airport for access to the AOA or any ramp area.
- C. Motor Vehicles with axle load exceeding 42,500 pounds are not permitted upon Aircraft parking areas, service roads, or perimeter roads without approval of the Airport Authority.
- D. Two-wheel vehicles (i.e. bicycles, motorcycles, etc.) will not be allowed to operate inside the AOA fence line unless approved by the Airport Authority.
- E. All persons riding in any motorized vehicle must be seated in designated seats permanently affixed to the vehicle.
- F. No person may operate any motorized vehicle upon any area of the Airport if such vehicle, with or without towed equipment, is so constructed, equipped, or loaded to be a danger or is likely to endanger persons or property.

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3-2 Vehicle Operation Guidelines

A. Vehicle Operations

1. No motorized equipment may be operated on the Aircraft parking ramps, the Aircraft Movement Area, or Airport perimeter roads except:
 - a. By persons assigned duty thereon,
 - b. By persons authorized by the Airport Authority, and
 - c. By persons escorted by an approved escort vehicle of the Airport Authority, or in a vehicle approved by the Airport Authority.
2. Motor Vehicles may be operated in authorized areas only and by a licensed driver in strict compliance with posted stop, yield, pedestrian, parking, road direction, road height clearance, and speed limit traffic signs.

B. Unescorted Vehicle Access

1. Unescorted vehicle access to the AOA shall be limited to vehicles specifically authorized by the Airport Authority. Applications for such access are processed through the Airport Authority Identification Office for tenants, contractors, utility companies, and any other person or entity requiring access to the AOA that satisfy current State and Authority insurance coverage requirements and federal security requirements.
2. This authorization shall be evidenced by inclusion on the current Airport Authority-approved vehicle access list and by the display of an Airport Authority issued vehicle ramp access permit decal.
3. All unescorted vehicles, except government vehicles authorized by the Airport Authority, shall conspicuously display company markings on both sides of the vehicle.
4. Lessees of non-terminal, exclusively leased premises may provide temporary access to the AOA for vehicles belonging to their agents, contractors, guests, or invitees by providing the owner or operator of the vehicle with a permit for such temporary access. Temporary access shall be restricted solely to Lessee's exclusively leased premises. The Lessee authorizing such temporary access shall be

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liable for all violations of the Airport Security Program and Airport Certification Manual, and for all damages caused by the individual or individuals and the vehicle provided with temporary access by such Lessee.

C. Escorted Vehicle Access

1. Visiting vehicles with a documented requirement for AOA access may be escorted by individuals in possession of current Airport Issued Identification Media with Escort privileges, who have successfully completed the Airport Authority Non-Movement Area Driving Course and have the "Ramp" and "E" decal correctly affixed to their Airport Issued Identification Media.
2. The company providing the escort shall be liable for violations of the Airport Security Program and Airport Certification Manual, and for any damage caused by the individual or vehicle under its escort and supervision.

D. Air Operations Area (AOA) Driver Requirements

1. To operate a motor vehicle on the AOA, the driver of the vehicle must be in possession of a valid Airport Issued Identification Media and a valid State Issued driver's license, for the type of vehicle being operated, and shall have successfully completed the Airport Authority Movement and/or Non-Movement Area Driving Course.
2. The driver's Airport Issued Identification Media shall have a Ramp Driving decal correctly affixed thereto. A motor vehicle operated by a person who does not have a valid Airport Issued Identification Media may access the AOA only if properly escorted by a person who has a valid Airport Issued Identification Media.

E. Two-Way Radio Requirements

1. Any pedestrian or authorized operator of a motor vehicle requiring clearance to operate on the Movement Area at the Airport shall maintain direct two-way radio contact with Nashville and/or John C. Tune Control Tower, as applicable.
2. In the event such pedestrian or vehicle is not radio equipped or the radio is inoperable, the pedestrian or vehicle shall operate on the movement area only under the escort of a person or vehicle equipped with a two-way radio in contact with the Nashville and/or

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John C. Tune Control Tower and by an operator authorized by the Airport Authority to conduct movement area escorts.

F. Designated Vehicle Routes

1. All Vehicle Operations on the AOA shall remain within designated vehicular routes, except in an emergency, or unless otherwise approved by Airport Authority or ATC.

G. Aircraft Under Tow on Movement Area

1. Aircraft under tow on the Movement Area shall be escorted by a vehicle equipped with two-way radio communication with the Nashville and/or John C. Tune Control Tower and by an operator authorized by Airport Operations to conduct Movement Area escorts.

H. Speed Limits and Traffic Controls

1. Operators of motorized equipment must operate such equipment with extreme caution. The following speed limits will be strictly enforced, unless otherwise indicated on signs posted and maintained by the Airport Authority:
 - a. Within 50 Ft of a parked aircraft or building/ hangar – 15 mph
 - b. Marked AOA Service Roads on Terminal/ Ramp – 15 mph
 - c. Baggage Claim Drive – 10 mph
 - d. Terminal Service Drive – 10 mph
 - e. Perimeter Roads – 20 mph
 - f. Terminal Passenger Loading Ramps – 15 mph

The maximum baggage or freight cart train shall consist of one (1) tug and four (4) tandem carts or no greater than 60 ft in length.

3. No person may operate any motorized vehicle upon any area of the Airport if such vehicle with or without towed equipment is so constructed, equipped, or loaded so as to be a danger or is likely to endanger persons or property. All persons riding in any motorized vehicle must be seated in seats permanently affixed to the vehicle.

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4. All motorized vehicles while operating upon an Aircraft ramp area must pass to the rear of taxiing Aircraft and may not be driven between a parked Aircraft and its loading gate while enplaning or deplaning activities are in effect. Driving under passenger boarding bridges is strictly prohibited (with the exception of Gate T6 where the AOA Service Road runs underneath the passenger boarding bridge due to placement constraints).
 5. Vehicles will yield right-of-way to all Aircraft at all times.
 6. All vehicles utilizing gates which access the AOA, including perimeter and service roads, must wait for the gate to close before proceeding. Entry by unauthorized vehicles into these areas must be immediately reported to the Airport Communications Center (ACC) and Department of Public Safety by calling 615-275-1703.
 7. All vehicles will drive in the marked roadways on the ramp areas and will not drive across an open ramp area.
- I. Careless or Reckless Driving
1. Vehicles operating on the AOA Movement and Non-Movement Areas shall operate in a careful and prudent manner regarding width, grade, curves, corners, traffic and use of roadways, and weather conditions so as not to endanger the health, safety, or property of another person.
- J. Airport Roadways
- Motor Vehicles may be operated by a licensed driver in strict compliance with posted stop, yield, pedestrian, parking, road direction, road height clearance, and speed limit traffic signs.
- K. Aircraft Pushback Procedures
1. Wing Walkers shall be present on both sides of the aircraft prior to pushback.
 2. Aircraft shall be pushed back to a distance which does not block the Vehicle Service Road or encroach into any adjacent taxilanes.
 3. Pushback shall follow all instructions from the Ramp Control Tower when it is in operation.
- L. Motorized Ground Support Equipment Near Aircraft

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1. Motorized ground support equipment shall not be parked near any aircraft or other ground support equipment in a manner that prevents such equipment from being readily driven or towed away from the aircraft in case of an emergency.
- M. Yielding to Aircraft
1. Persons or motor vehicles on the AOA Movement and Non-Movement Areas shall yield the right-of-way to any aircraft in motion or that has indication it will be in motion (taxi light on, rotating beacon light on, landing lights on, etc.). Any deviation from this requirement must be expressly permitted by the Nashville and/or John C. Tune Control Tower. This requirement shall include vehicles within designated roadways on the AOA.
- N. Yielding to Emergency Vehicles
1. Emergency vehicles, including, but not limited to, ambulance, fire, police, airport operations, or other official responding agency vehicles, giving an audible and/or visual signal, shall immediately be given the right-of-way by all personnel or vehicles. All non-emergency personnel and vehicles shall remain clear of any aircraft accident or crash site.
- O. Blocking access to fire hydrants and other fire protection devices and equipment is prohibited
1. Vehicles shall not be parked within five (5) feet of, or in any manner that blocks or interferes with access to, a fire hydrant, fire department connection, fire lane, or any other fire protection device or equipment.
 2. No equipment may block access to Emergency Fuel Shutoffs found at each gate nor obstruct the Emergency Fuel Shutoff signage.
- P. Repair of Motor Vehicles
1. No person may clean or make any repairs to a Motor Vehicle anywhere on the Airport Property other than in designated shop areas except minor repairs necessary to remove such Motor Vehicle from the Airport Property, nor shall any person move, interfere with, or tamper with any Motor Vehicle part, instrument, or tool thereof without permission of the owner or satisfactory evidence of the right to do so duly presented to the Airport Authority.

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2. All work performed on vehicles must be to vehicles that have an operational need to be on Airport Property.

Q. Vehicle Parking

1. Vehicles operating on the AOA shall not be left unattended when the engine(s) is running unless prior authorization has been given by the Airport Authority. This prohibition shall not apply to Department of Public Safety or TSA K9 Vehicles.
2. No person will park a Motor Vehicle for loading or unloading, or any other purpose on the Airport Property, other than in the manner prescribed by signs, lines, or other means.
3. No person will park a Motor Vehicle in an area requiring payment for parking thereon without paying the required parking fee; nor outside a designated parking space; nor in a manner so as to obstruct roadways; nor in Aircraft parking areas; nor in grass areas or other areas not designated for parking.
4. If authorized by the Airport Authority, employees of organizations or agencies having tenancy on Airport Property may park private vehicles in the employee parking lots as designated by the Airport Authority. All procedures for the designated lots must be followed at all times. (An exception will be the Temporary Permit issued by the Airport Authority Identification Office). All vehicles utilizing designated Airport lots must be registered with the Airport Authority and comply with all requirements for access.
5. No person may abandon any Motor Vehicle on Airport Property.
6. The Airport Authority will have the authority to tow or otherwise move vehicles which are parked by their owners or operators on the Airport Property in violation of the regulations of the Airport Authority or state or local laws or regulations at the operator's expense and without liability for damage which may result during such moving.

R. Commercial Ground Transportation

1. Commercial Ground Transportation Operators include but are not limited to Charter Buses, Courier/Package Delivery Services, Courtesy Vehicles, Fixed Base Operators (FBO) Shuttles, Hotel/Motel/Corporate Shuttles, Limousines, Occasional Users, Public Transit Systems, Rental car Shuttles, Shuttle Service

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Operators, Sightseeing Services, Special Event Transporters, Taxicabs, Transportation Network Companies, Peer to Peer Car Sharing, and Valet Parking Shuttles.

2. Any Commercial Ground Transportation Operator operating from the Airport must have a Ground Transportation Permit with the Airport Authority as outlined in the Commercial Ground Transportation Policy. Such operations are limited to the terms and conditions set forth in the Commercial Ground Transportation Policy, which is incorporated herein by reference in its entirety.

S. Procedure in Case of Accident

1. The driver of any vehicle involved in an accident on the Airport which results in injury to any person or damage to any vehicle, Aircraft, or property must immediately stop such vehicle at the scene of the accident and report such accident to the Department of Public Safety (BNA) or to the Metropolitan Nashville Police Department (JWN). The operator of such vehicle, within a reasonable time after the occurrence, will make other reports as may be required by and in accordance with federal, state, and local laws and regulations.

3-3 Ground Vehicle Operations on Movement and Non-Movement Area

This section sets forth regulations regarding the safe and orderly operation of ground vehicles in and on the Movement and Non-Movement Areas.

A. Vehicles Prohibited from AOA

1. All vehicles are prohibited from driving on any part of the landing areas, ramps, aprons, or any other AOA, except vehicles that demonstrate an operational need to access the AOA and comply with the requirements of the Vehicle Ramp Access Decal Program. Vehicles that do not meet the requirements of the Vehicle Ramp Access Decal Program must be escorted.

B. Vehicle Identification

1. Vehicles equipped with rotating beacons shall always use them while on or near aircraft movement areas. Authorized vehicles must also comply with the Vehicle Ramp Access Decal Program and have the Company decal posted on both sides of the vehicle or equipment.

Rules and Regulations**C. Right-of-Way**

1. All surface vehicles shall yield the right-of-way to any and all aircraft in motion.

D. Parking within Airport Operations Area:

1. No person shall park a vehicle or permit vehicle to remain in or on a Movement or Non-movement Area except at such places and for such period of time as may be prescribed or permitted by the Airport Authority.
2. At the discretion of the Airport Authority or Department of Public Safety, any vehicle that is illegally parked may be removed and the expense of the removal shall be charged to the owner of said vehicle.

E. Tower Clearance

1. All vehicles authorized by Airport Operations to operate within the Movement Area shall be in constant communication with Nashville and/or John C. Tune Control Tower and shall be equipped with a functioning two-way air/ground radio. All other vehicles requiring access to the Movement Area must be escorted by an approved Airport Authority Department vehicle equipped with a functioning two-way air/ground radio.
2. Drivers of vehicles requiring access to the Movement/Non-Movement Area(s) must have successfully completed the required Driving Courses and have proper approvals noted on their SIDA badge for such activity.
3. Drivers of vehicles authorized to operate within the Movement Area must request and secure permission from the Nashville and/or John C. Tune Control Tower to enter the Movement Area and shall, while within the Movement Area, remain in constant communication with the Nashville and/or John C. Tune Control Tower.
4. All vehicles must receive prior approval from Nashville and/or John C. Tune Control Tower to move on or deviate from any pre-instructed driving routes or driving route requests.
5. Vehicles shall stop and wait for radio ATC clearance from the Nashville and/or John C. Tune Control Tower prior to operating inside the hold bars of any surface painted Runway Hold Position Marking and Taxiway Non-Movement Area Boundary Marking.

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- 6. In the event of radio failure after the vehicle has been cleared to an operating area, the movement of the vehicle shall be controlled by a directive signal light from the Nashville and/or John C. Tune Control Tower.

- F. Use of Cellphones and Personal Electronic Devices.
 - 1. Drivers of vehicles authorized by the Airport Authority to operate such vehicles within the Movement or Non-Movement Area are prohibited from using cellphones or other personal electronic devices while operating their vehicles in motion on the Movement or Non-Movement Area. This includes the use of headphones and/or audio ear buds.

- G. Reporting of accidents on the AOA.
 - 1. All accidents resulting in injury or damage to property or equipment on the AOA Movement and Non-Movement areas must be reported immediately to the Department of Public Safety, Airport Communications Center, Airport Operations, and/or in an emergency, at BNA to 615-275-1703 and at JWN to 911.

 - 2. In addition to any applicable charges filed by any law enforcement agency having jurisdiction, failure to report an accident to the Department of Public Safety and Airport Operations may result in suspension or revocation of ramp driving privileges or vehicle access to the AOA.

ARTICLE IV –GENERAL SAFETY

4-1 Observance and Adherence of Safety Procedures

- A. All persons in any way using the Airport Property and/or its facilities shall exercise the utmost care to guard against fire and/or injury to persons or property.
 - 1. No person shall walk across or work within any open ramp area, movement area, or non-movement area without a high visibility safety vest.
 - 2. Walking will be permitted between the terminal building(s) and the designated roadway only for required job functions. At no time will walking be permitted outside the Satellite Concourse or using the Satellite Concourse as a means of egress/ingress.
 - 3. There will be no “play” on any ramp areas by employees.

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4-2 Fueling Operations

- A. Each person engaged in fueling or defueling of aircraft and or vehicles on Airport Property shall do so in accordance with FAR Part 139 as outlined in the Airport Certification Manual, the NFPA National Fire Protection Codes and Standards and any industry best practices to maintain a safe working environment. Additionally, entities must have the necessary permits/licenses as may be required. Each person will be subject to a fire safety inspection of the fuel farm/storage areas, mobile fuelers and fueling equipment.
- B. No person may fuel or defuel an Aircraft on Airport Property while:
 - 1. Its engine is running, or the engine is being warmed by applying external heat.
 - 2. It is in a hangar or enclosed space.
 - 3. Passengers are in the Aircraft, unless a passenger loading ramp is in place at the cabin door; the door is open; and a cabin attendant is at or near the door. Medivac Aircraft are allowed to fuel with passengers on the Aircraft with prior approval from the Airport Authority.
- C. No person may start the engine of an Aircraft on Airport Property if there are any volatile flammable liquids on the ground underneath it.
- D. No person may operate a high frequency radio transmitter or receiver or switch electrical appliances on or off in an Aircraft on Airport Property while it is being fueled or defueled.
- E. During the fueling of an Aircraft on Airport Property, the dispensing apparatus and the Aircraft must be bonded in accordance with current safety standards. During active fueling operations, cell phone use is strictly prohibited.
- F. Each person engaged in fueling or defueling on Airport Property must exercise care to prevent the overflow of fuel and must have readily accessible adequate fire extinguishers and absorbent materials.
- G. During the fueling and defueling of an Aircraft on Airport Property, no persons may smoke or vape, or use any materials that are likely to cause a spark or be a source of ignition. Smoking is prohibited on all Aircraft parking areas and in any fuel storage facilities. Additionally, fueling personnel shall not carry lighters, matches, or electronic cigarettes on their persons, or on or in fueling equipment.
- H. Each hose, funnel, or accessory used in fueling or defueling an Aircraft on Airport Property must be maintained in a safe, sound, and non-leaking condition and

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must be properly grounded to prevent ignition of volatile liquids.

- I. Fire extinguishing equipment must be readily available during fueling and defueling operations, in accordance with NFPA standards.
- J. Fueling vehicles should be parked parallel to or heading away from the Aircraft wing leading edge, so it may be moved away quickly in the event of an emergency. Combustible engines in vehicles shall not be positioned within 10 ft of aircraft fuel vents. In positioning for refueling, the operator of the vehicle must make a complete stop at 20 feet and then be directed by another person to not less than 10 feet from the Aircraft. Corporate policies more stringent than the above and/or an approved FAA fueling procedure may be applied.
- K. Failure to comply with National Fire Protection Association (NFPA) standards, the Airport Certification Manual and/or any applicable FAA Advisory Circulars can result in the issuance of a Notice of Violation, Breach of Rules, or a monetary fine; or any combination thereof. Contact an Airport Authority Aviation Fuel Safety Inspector to address any questions or concerns related to this matter by calling 615-275-1703.
- L. ABC multipurpose dry chemical fire extinguishers (ammonium phosphate) shall not be placed on Aircraft fueling vehicles, Airport fuel servicing ramps or aprons, or at Airport fuel facilities that are located within (500 ft) of Aircraft operating areas (Reference current edition of NFPA 407).
- M. Any business requiring fuel delivery must accompany all fuel trucks as they enter and exit the AOA.

4-3 Spillage

- A. In the event of spillage or dripping of petroleum products, or any material on Airport Property which may cause a hazardous condition detrimental to the ground or pavement surface, cause harm to the environment, or create an unsightly condition; the same must be removed immediately. The removal will be in accordance with United States Environmental Agency standards, the Airport Authority Spill Prevention Control and Countermeasure Plan and Emergency Response Procedure. The responsibility for removal of such spillage or drippings will be assumed by the operator of the equipment causing the same or by the tenant responsible for the deposit thereof.
- B. No fuel, grease, oil, flammable liquids, or contaminants of any kind will be allowed to flow or be placed in any sewer or drainage system on the Airport.

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- C. Owners and operators of fueling facilities may be required to prepare and maintain an approved Spill Prevention Control and Countermeasure Plan (SPCC Plan). The Federal Clean Water Act of 1977, amendments of 1987, the Oil Pollution Act of 1990, and 40 Code of Federal Regulations, Part 112, Oil Pollution Prevention, require preparation of a plan for certain storage capacity facilities. The Airport Authority may request copies of the plan and updates to the plan. Owners and operators of these regulated facilities must operate as specified in Paragraph 4A-1-5-C.
- D. Any fuel spill occurring outside of secondary containment, no matter the size, must be reported immediately to the Airport Communications Center at 615-275-1703.
- E. Spill pans of sufficient coverage must be placed under all connection points when topping fuel trucks or transferring fuel from truck to truck.
- F. The dumping or disposal of sump fuel into the fuel hydrant pits is strictly prohibited.
- G. Any fuel spill of less than 5 gallons occurring inside a secondary containment must be cleaned up immediately but need not be reported to the Airport Communication Center.

4-4 Hunting and Firearms

- A. Hunting or the discharge of firearms on the Airport Property is prohibited unless permission has been obtained from the Airport Authority.
- B. At JWN, a citizen who meets the permit less handgun carry, or constitutional carry qualifications listed under TCA §39-17-1307 et al., is allowed to carry handguns only within the AOA, unless otherwise posted “no firearms allowed” or prohibited by law or where permits are required.

4-5 Restricted Areas

- A. No person may enter any Airport Property area or building posted with signage or secured by card reader with the exception of the following:
 - 1. Persons assigned to duty therein under the authorization of an Airport tenant and/or the Airport Authority.
 - 2. Persons authorized under contractual agreements with the Airport Authority.

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3. Authorized representatives of the Federal Aviation Administration or the Transportation Security Administration.
 4. Persons engaged, or about to be engaged, or having been engaged, in the operation of any Aircraft.
 5. Passengers under appropriate supervision (escort) entering ramp operational areas for the purpose of enplaning or deplaning Aircraft.
 6. Police or fire personnel with equipment in case of an emergency.
- B. Restricted Areas at the Nashville International Airport are designated in the approved Airport Security Program (ASP) as required by the Transportation Security Administration's regulations, Part 49 CFR 1542. These areas cover the following:
1. All persons authorized to access to the AOA must have an identification badge or be under escort of a properly badged Airport Employee.
 2. The operator of each ground vehicle authorized access to the AOA must display upon both sides of the vehicle visual identification (i.e., decal, sign, logo) along with approved Airport-issued vehicle identification media while operating in that area. Any exception to this rule will be as directed by appropriate TSA regulations.
 3. All persons upon entering the Sterile Area are subjected to be screened, along with x-ray of their baggage and investigation of their personal items. Any exception to this rule will be as directed by appropriate TSA regulations.
 4. All doors in the terminal sterile concourses that enter to a ramp operational area must be kept locked and/or controlled at all times.
 5. All tenant organizations on the Airport in which their leased areas access the AOA will be responsible for security in their respective area to ensure that doors, gates, service docks, etc. are locked or properly controlled so as to prevent unauthorized entry. In addition, all persons utilizing doors or gates to any Restricted Area (i.e., perimeter road gates) are required to observe the door or gate close so as to prevent unauthorized persons and/or vehicles from gaining access.

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6. Each person entering the Restricted Areas in violation of security requirement is subject to be assessed a civil penalty (fine) by the TSA and/or the Airport Authority. This penalty will be assessed against the person committing the violation and/or respective Airport tenant.
7. Air Carriers utilizing the international gates (Gates T1 through T6) are responsible for ensuring all arriving international passengers leave the aircraft and enter the United States Customs and Border Protection area upon arrival to BNA.

4-6 Accident Reports

All persons involved in any accident, including Aircraft or automobile, occurring on the Airport Property shall make a full report to the Airport police officer on duty as soon after the accident as possible. When a written report of an Aircraft accident is required by Federal Aviation Regulations, a copy of such report may be submitted in lieu of the report required above. (T.C.A. § 55-12-104)

4-7 Emergency Conditions

- A. Emergency conditions existing on the Airport Property will not mitigate or cancel any responsibilities under these Rules and Regulations unless authorized by the Airport Authority with respect to protection of life.
- B. All persons and vehicles must yield right-of-way to emergency equipment.
- C. All persons will move as directed to designated areas/exits as conditions dictate in appropriate emergency plans.

Rules and Regulations***Appendix 1 – Rules and Regulations Violations*****A-1 Breach of Rules for either a Security or Safety Violation**

- A. Any access/identification media holder that is issued a Breach of Rules may have his/her media confiscated and deactivated. All media issued to the access/identification media holder may be confiscated and deactivated for the following amounts of time, based on the total number of Breach of Rules issued to the individual during their entire time as a media holder (MNAA does not distinguish between a BOR for Security and a BOR for Safety):
- B. Suspensions will be assessed to the recipients of a Breach of Rules as follows:
 - 1. 1st Breach – All media confiscated for 48 business hours
 - 2. 2nd Breach – All media confiscated for 72 business hours
 - 3. 3rd Breach – All media confiscated for six (6) months – Application may be made for new access/identification media after the six-month suspension has been served.
- C. Media holders that are issued with any type of Breach of Rules are required to contact the Identification Office within fifteen (15) calendar days of the date on the Breach of Rules to schedule an appointment for SIDA re-training. Failure to do so will result in all airport access/identification media being deactivated.
 - 1. If the Breach of Rules is issued for an Airport Certification Manual Violation, i.e., a Movement Area Violation where the person crosses the Non-Movement Area Bar Marking without permissions from FAA ATC Tower Control, the individual must complete SIDA retraining before they have their Media reissued or reactivated.
- D. Should an individual dispute the receipt of a BOR, this individual must contact the Vice President of Operations within five (5) working days, in writing, and submit their reason for disputing the BOR. The Vice President of Operations will review all applicable information regarding the BOR, review the dispute with MNAA Legal, and render a decision. All decisions by the Vice President of Operations are final and there are no other avenues for appeal.
- E. A transfer of a Breach of Rules may occur if a supervisor was issued a BOR, and that BOR needs to be passed down to the appropriate access/identification media holder.
- F. BORs resulting in a six-month suspension will be accumulated over a rolling 36-month period.

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A-2 Breach of Rules for General Operations

- A. Monetary fines may be assessed either in conjunction with or in lieu of Media Confiscation when a Breach of Rules has been issued for a Rules and Regulations Violation at the discretion of the Airport Authority.
- B. All media issued to the access/identification media holder will either be confiscated and deactivated based on the total number of BORs issued to the individual during their entire time as a media holder. Any monetary fines will be based on the total number of BORs issued to the individual during their entire time as a media holder.
- C. Suspensions or Monetary Fines will be assessed to the BORs as follows:
 - 1. 1st BOR – All media confiscated for 48 business hours for a General Operation infraction. In lieu of confiscation and deactivation of all media, the Airport Authority may waive the confiscation and instead issue a monetary penalty, dependent on the BOR issue.
 - 2. 2nd BOR – All media confiscated for 96 business hours and a monetary fine dependent on the BOR will be issued.
 - 3. 3rd BOR – All media confiscated for six (6) months – Application may be made for new access/identification media after the six-month suspensions have been served. A monetary fine dependent on the BOR will be issued.
- D. Monetary Fines for General Operations are listed below:

Table 1-1 General Operation Monetary Violation

Violation	Monetary Fines are in US Dollars	
	First and/or Second Violation	Third Violation
Allowing the accumulation of materials that give the premises an unsightly appearance	\$150	\$300
Parking or storing of any motor vehicle or other equipment on the AOA other than in areas designated or authorized by Airport Operations or DPS	\$100	\$200
Failure to properly care for Aircraft ramp, apron, or parking areas by causing the overflow or spilling of oil, grease, fuel, or any similar material	\$100	\$200
Failing to follow standard, approved procedures in the event of an overflow or spill of oil, grease, fuel, or other similar material	\$100	\$200

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Failing to maintain tenant and common areas in a clean and orderly fashion	\$100	\$200
Smoking in a non-designated smoking area	\$100	\$200
General Violation	\$50	\$100
Discharging a gun at the Airport	\$500	\$750
Fire safety violation	\$100	\$250
Soliciting funds at airport without first obtaining a permit from the Airport Authority	\$75	\$150
Failure to follow any and all published Policies and Procedures that have been provided to the tenant.	\$100	\$250
Distributing literature or picketing at airport without first registering with the Airport Authority	\$75	\$150
Soliciting business at the Airport	\$1,000	\$5,000
Failure to have an Airport Identification Card	\$100	\$250

A-3 Breach of Rules for Ground Aircraft Operations and Terminal Ramp Operations Violations

- A. Monetary fines may be assessed either in conjunction with or in lieu of Media Confiscation when a Breach of Rules has been issued for a Rules and Regulations Violation at the discretion of the Airport Authority.
- B. Any flight crew, ramp agents, airline, fixed based operator that is issued a Breach of Rules for violating any Aircraft Operations, will receive a monetary fine instead of an access/media identification media holder suspension, at the discretion of the Airport Authority. An access/media identification media holder suspension may happen in the event a Breach of Rules happens for other violations.
 - 1. Airline or Fixed Base Operator representatives that are issued with any type of Breach of Rules are required to contact the Identification Office within fifteen (15) calendar days of the date on the Breach of Rules to submit the monetary fine. Failure to do so will result in all airport access/identification media being deactivated.
 - 2. Should an individual dispute the receipt of a BOR, this individual must contact the Airport Security Coordinator (ASC) within five (5) working days, in writing, and submit their reason for disputing the BOR. The ASC will review all applicable information regarding the BOR and render a decision. All decisions by the ASC are final and there are no other avenues for appeal.
- C. A transfer of a Breach of Rules may occur if:
 - 1. A supervisor was issued a BOR, and that BOR needs to be passed down

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to the appropriate access/identification media holder.

2. The violator in question is either the pilot and/or mechanic who does not have an MNAA issued access/identification media badge, the Breach of Rules monetary fine will be applied to the Airline or Fixed Base Operator. It is up to the discretion of the Airline or Fixed Base Operator to retroactively charge the pilot and/or mechanic the monetary fine.

D. Monetary Fines for the Violations are listed below:

Table 1-2 Ground Aircraft Operations and Terminal Ramp Operations Monetary Violation

Violation	Monetary Fines are in US Dollars	
	First or Second Violation	Third Violation
Movement of aircraft by other than appropriately rated pilot or mechanic certificated by the FAA	\$150	\$300
Failure to park unhangared aircraft in designated space	\$100	\$250
Parking of unhangared aircraft on a pervious service	\$100	\$200
Unauthorized jet propeller blast endangering persons, buildings, equipment, or other aircraft	\$150	\$300
Failure to have Tower Clearance within the Movement Area	\$500	\$750
Failure to properly care for Aircraft ramp, apron, or parking areas by causing the overflow or spilling of oil, grease, fuel, or any similar material	\$100	\$200
Failure to report any accidents resulting in injury or damage to property or equipment on the AOA Movement Area or Nonmovement Area to FSDO and the Airport Authority	\$100	\$200
Failure to report to the Airport Authority an aircraft accident or incident resulting in injury to any person or damage to any property	\$100	\$200
Failure to follow directions of airline agent involved in aircraft push-back or power-back operation, or taxiing an aircraft between an aircraft involved in push-back operations and terminal gate area	\$150	\$300
Failure to follow directions of Ramp Procedures	\$150	\$300
Failure to follow procedures of Enplaning and Deplaning of Passengers or Cargo	\$150	\$300
Failure to follow the Airports Winter Weather Event Policy during Declared Winter Weather Events	\$750 per hour, per aircraft violation	\$1,500 per hour, per aircraft violation

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Failure of aircraft being taxied, towed, or otherwise moved on the AOA to utilize navigational lights during the hours between sunset and sunrise	\$150	\$300
Failure to Follow Deicing and Environmental Compliance Procedures	\$750	\$1,500
Performing repairs or servicing aircraft in areas not specifically approved for such purpose by the Airport Authority	\$150	\$300
Cleaning, washing, or polishing aircraft in violation of applicable governmental rules or regulations; or performing such cleaning, washing, or polishing on other than an impervious surface	\$150	\$300
Starting or operating of aircraft engines for maintenance purposes inside any hangar	\$150	\$300
Conducting engine run-ups so engine blast is directed at spectators, other aircraft, personnel, hangars, shops, or other vehicles	\$150	\$300
Operating, keeping, or storing aircraft not in conformity with published FAA airworthiness standards without prior approval of the Airport Authority	\$100	\$250
Parking, storing, or repairing aircraft outside areas designated for such use by the County or Airport Authority	\$150	\$300
Failure to follow aircraft deice procedures and location assignments as described in the BNA Snow and Ice Control Plan	\$150	\$300

A-4 Breach of Rules for an Airport Certification Manual (ACM) Violation and Movement and/or Non-Movement Vehicle or Pedestrian (VPD) Violations to include Surface Incidents and Runway Incursions.

- A. Monetary fines may be assessed either in conjunction with or in lieu of Media Confiscation when a Breach of Rules is issued for a Rules and Regulations Violation at the discretion of the Airport Authority.
- B. All media issued to the access/identification media holder will either be confiscated and deactivated based on the total number of BORs issued to the individual during their entire time as a media holder. Monetary fines will be based on the total number of BORs issued to the individual during their entire time as a media holder.
- C. Suspensions or Monetary Fines will be assessed for the BORs as follows:
 - 1. 1st BOR – All media confiscated for 48 business hours for a Non-Movement Area infraction. All media confiscated for 96 business hours for a Movement Area infraction. In lieu of a confiscation and deactivation of all media, the Airport Authority may waive the

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confiscation and instead issue a monetary penalty instead, dependent on the BOR issue.

2. 2nd BOR – All media confiscated for 96 business hours and issued a monetary fine dependent on the BOR will be issued.
 - In the event of a Movement Area Violation, the company will be fined in addition to the person(s) involved, if the company itself has had two (2) prior violation incidents. This includes either two (2) separate employees being involved in the same incident, or one (1) employee having two (2) incidents.

3. 3rd BOR – All media confiscated for six (6) months – Application may be made for new access/identification media after the six-month suspensions have been served. A monetary fine dependent on the BOR will be issued.
 - In the event of a Movement Area Violation, the company will be fined in addition to the person(s) involved, if the company itself has had three (3) prior violation incidents. This includes either three (3) separate employees being involved in the same incident, or one (1) employee having three (3) incidents, or in the instance of one (1) employee having one (1) incident and another employee having two (2) incidents.

D. Monetary Fines for the Violations are listed below:

Table 1-3 Vehicle Operation Monetary Violation

Violation	Monetary Fines are in US Dollars	
	First or Second Violation	Third Violation
Unauthorized Vehicle Driving on Landing Areas, Ramps, or Aprons	\$500	\$750
Failure of ground vehicles to yield right-of-way to aircraft in motion	\$150	\$300
Unauthorized vehicle parking in or on a Movement or Non-Movement Area	\$100	\$200
Failure to have Nashville and/or John C. Tune Control Tower Clearance within the Movement Area	\$500	\$750
Unauthorized driving on the Movement Area, Runways, and Taxiways outside of Nashville and/or John C. Tune Control Tower Clearance Approval	\$500	\$750

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Failure of Driver to have all the following when driving on the AOA: (i) Appropriate License, (ii) insurance, (iii) ramp driving decal, and (iv) security badge or visitor badge	\$100	\$200
Failure to observe traffic control devices when operating a vehicle on the ramps or aprons of AOA	\$100	\$200
Operating more than fifteen miles per hour (15 mph) on Terminal Ramp/ Apron	\$100	\$200
Operating a vehicle on the AOA more than five miles per hour (5 mph) within fifty (50) feet of an aircraft or building/ hangar	\$150	\$300
Operating a vehicle on the AOA in a careless and reckless manner	\$100	\$200
Parking of motorized ground support equipment in a manner that prevents such equipment from being readily driven or towed away from aircraft in case of an emergency	\$100	\$200
Leaving motor vehicle unattended on the AOA when the engine is running	\$100	\$200
Parking of motorized ground support equipment in a manner that prevents such equipment from being readily driven or towed away from aircraft in case of an emergency	\$100	\$200
Parking of vehicles or equipment within five (5) feet of, or in any manner that blocks or interferes with access to, a fire hydrant, fire department connection, fire lane, or any other fire protection device or equipment	\$100	\$200
Operating a motor vehicle on the Movement Area or Non-Movement Area without proper licensing and registration, or authorization by Airport Authority	\$100	\$200
Operating a fuel transport or fuel service vehicle, tug, or all other motor vehicles on the Movement Area without being escorted or approved by Airport Operations	\$150	\$300
Operating ground support equipment towing a train of baggage or cargo carts in excess of four (4) carts or in excess of sixty (60) feet	\$75	\$100
Operating ground support equipment on the AOA without fully operational brakes, or towing equipment without positive locking couplings	\$75	\$100
Parking vehicles or equipment outside designated areas without the prior approval of Airport Operations	\$75	\$100
Failure to control or keep secure access within the AOA during escort	\$100	\$250
Failure to follow aircraft pushback procedures	\$100	\$250
Presence of FOD within the gate area lease hold between the exterior of the building and the VSR.	\$100 per lb.	\$200 per lb.

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References

Tennessee Code Annotated

T.C.A. § 42-4-101 et seq., Metropolitan Airport Authority Act

T.C.A. § 39-14-405, Criminal Trespass

T.C.A. § 39-17-305, Disorderly Conduct

T.C.A. § 39-17-310, Public Intoxication

T.C.A. § 55-16-104, Authority to Take Possession of Abandoned Motor Vehicles of those used in Curbstoning

T.C.A. § 66-29-120, Custody of Property Presumed Abandoned if Transaction Took Place in this State

T.C.A. § 55-12-104, Report of Accident Required – Suspension of Registration or Operating Privileges for Failure to Report – Restoration – Access to Information

Metropolitan Government of Nashville & Davidson County

Metropolitan Council Resolution Number 70-872

Federal

Americans with Disabilities Act

Code of Federal Regulations, Part 112, Oil Pollution Prevention

Federal Aviation Regulations, Part 139

Federal Clean Water Act of 1977, amendments of 1987

Oil Pollution Act of 1990

Title VI, Civil Rights Act of 1964

U.S. Department of Labor Occupational Safety and Health Act

Metropolitan Nashville Airport Authority

Airport Certification Manual

Airport Improvement Request (AIR) Manual

Airport Security Plan

Commercial Ground Transportation Policy, #24-002

MNAA Unmanned Aircraft System (UAS) Policy, #21-001)

Commercial Filming at BNA and JWN, #31-007

Speech-Related Activities Procedure, #51-004

Commercial Ground Transportation Policy, #24-002

Winter Weather Event Policy

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Revision History

- January 23, 2025:** Updated Article 1, Article 2, Article 3, Article, 4, and Appendix 1
- May 3, 2021 Updated Animals, Engine Run-up, and Aircraft Deicing; Added Parachute Jumping (Skydiving) and Appendix 1.
- Sep 1, 2020 Defined approval authority; Delegated responsibilities and authorities to COO; Defined responsibilities for communication; Updated definitions; Updated all sections to reflect current rules and regulations; Added public intoxication, smoking, UAS, aircraft deicing and regulated garbage; Added references; Added revision history
- April 1999 Prior issue