To: Airport Manager, Nashville International Airport (BNA), FAA (ASO-600)   2273325
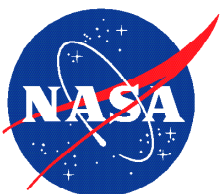
Info: FAA (AAS-1, AAS-300, AVP-1, AVP-200, AFS-260, AJV-A, AFS-200, Director of Air Traffic Operations ESA South, Runway Safety Team, ATM BNA Tower), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: Airport Operations Vehicle Hazard at BNA

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

ACN 2273325

DATE / TIME

Date of Occurrence	202508
Local Time Of Day	0601 to 1200

PLACE

Locale	BNA.Airport
State	TN
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	BNA
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Air Traffic Control	Local
ASRS Report Number	2273325

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Separated Traffic

NARRATIVE 1

Trainee CPC-IT. We cleared airport operations vehicles on to the runway. Some time went by and an aircraft checked on doing the visual approach to that runway. All the required SOP procedures were done "using the placards appropriately."

I ended up clearing the aircraft to land on the runway while the vehicles were at the end of the runway close to coming off. We have this tool called the Surface Awareness Initiative Display (SAID) to allow us to reference aircraft on the field based off their transponders/ADS-B. Why there aren't the same equipment requirements for airport operation vehicles bewilders me.

Got the vehicles off the runway and re-cleared the aircraft to land at 2-mile final.

Recommendation: Highly recommend airport operation vehicles have transponders/ADS-B installed so that we can better track and manage vehicles on the airfield.

SYNOPSIS

BNA Trainee CPC-IT reported having to re-clear an aircraft to land after getting vehicles off the runway, and recommended that ground vehicles be equipped with transponders and ADSB technology.