

## Minutes of the BNA Vision Committee



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Date: December 11, 2019      Place: Nashville International Airport Board Room  
Nashville, Tennessee

Time: 10:00 a.m.

Committee Members Present: Bobby Joslin, Chair; Jimmy Granbery, Vice Chair; and Nancy Sullivan

Committee Members Absent: None

Others Present: John Doerge; Doug Kreulen; Cindy Barnett; and Angela Edwards

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I. Call to Order

Chair Joslin called the meeting of the BNA Vision Committee to order at 10:10 a.m., pursuant to Public Notice dated December 6, 2019.

II. Approval of Minutes

Chair Joslin called for a motion to approve the Minutes of the November 13, 2019 BNA Vision Committee meeting. A motion was made by Commissioner Granbery and seconded by Commissioner Sullivan. The motion carried by vote of 3 to 0.

III. Chair's Report

Chair Joslin had no Chair's Report.

IV. Items for Approval

None

V. Information Items

A. BNA Vision Program Budget and Schedule Summary

Mr. Robert Ramsey, SVP, Chief Operating Officer briefed the Committee on this item. There were no significant changes to the Program Budget. Total contingency remains at approximately \$98M. There was no change to the Program Schedule.

## B. BNA Vision 2.0 Scope

President Kreulen reported the BNA Vision Committee asked staff to expedite construction of new Concourse A and build a hardstand to meet gate requirements. President Kreulen asked the staff to analyze all options to expedite Concourse A and minimize any gate shortfall during construction.

Mr. Ramsey stated there were five options analyzed to date. The options were:

1. Concourse A (Expedited) only
2. Concourse A (Expedited) + Hardstand
3. Concourse A (Expedited) + Satellite Concourse
  - 3A. Standard Satellite Concourse
  - 3B. Enhanced Satellite Concourse
4. Concourse A (Standard) + Satellite Concourse

Mr. Ramsey gave an overview of the five options evaluated by staff then described each option in detail.

Option 1 – Concourse A Only (Expedited). Although this was the cheapest option, it failed because of a net gate deficiency.

Option 2 – Concourse A (Expedited) + Hardstand. This option had the highest shuttle cost, no potential revenue generation, and a significant impact on passenger experience. This option would require a hold room for passengers. Pictures of hardstand operations from Salt Lake City International Airport and Heathrow Airport were presented for reference.

Option 3A – Concourse A (Expedited) + Satellite Concourse (Standard). This option had the lowest shuttle cost, the fastest schedule, and provides an opportunity to generate revenue through concessions and airline space lease. The concourse would be pre-engineered which provides a lower cost and would not take as long to build. Photos of the pre-engineered satellite concourse at Seattle-Tacoma International Airport were presented for reference.

Option 3B – Concourse A (Expedited) + Satellite Concourse (Enhanced). This option is much like option 3A, but the building is stick built and the finishes in the satellite concourse would match Concourse D. That adds \$110M to the price and adds 11 months to the schedule. This option has the highest construction cost and longest construction schedule and does not meet gate requirements. Renderings of the satellite concourse and finishes were shown for reference.

Option 4 – Concourse A (Standard) + Satellite Concourse.

This option is similar to 3A except the shuttle pick up location could be anywhere (Concourse C,

Concourse A or end of Concourse A). Concourse A construction would not start until the International Arrivals Facility was open and delays the schedule until 2025.

Staff recommended option 3A. This option would be a net increase of seventeen gates (from 48 to 65). Capital cost is \$790M. Shuttle cost is less expensive than Option 2. It has the fastest construction schedule and would enable revenue generation through concessions and airlines leases.

Chair Joslin stated he did not like the idea of shuttling passengers over to a satellite concourse for the next twenty years. Commissioner Granbery recommended staff visit airports with satellite concourses to evaluate the passenger experience.

After a lengthy discussion and questions from Commissioners, President Kreulen stated staff would do more analysis and come back to the Committee and Board with a more solid proposal in January 2020 to include projected revenue from the proposed satellite concourse and the operational costs from shuttling passengers.

This item was presented for informational purposes only with no action required.

VI. Adjourn

There being no further business brought before the BNA Vision Committee, Chair Joslin adjourned the meeting at 10:41 a.m.



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Amanda C. Farnsworth, Board Secretary