

**NOTICE OF AVAILABILITY (NOA) - GENERAL AVIATION PARCELS
LOCATED AT
JOHN C. TUNE AIRPORT
NASHVILLE, TENNESSEE
ADDENDUM NO. #1**

DATE: September 30, 2019

The Notice of Availability for the above project is hereby clarified and/or amended by the Airport Authority, as noted in this Addendum Number **#1**. Receipt of this Addendum shall be acknowledged by completing the Acknowledgement of Addendum form included here and returning it with your proposal.

1. How many taxiways can be built or are required to be built on the site?
 - The total number of taxiways will depend on the size of individual developments (i.e. single operator vs multiple tenants) and the type of operation (i.e. heavy aircraft activity vs light aircraft activity), however, no more than three taxiways may be constructed on the total 32-acre parcel.
2. Who will need to secure the easements for the site?
 - The Developer will be responsible for securing any easements to the development site. The location of the easement area shall be approved by MNAA prior to requesting approval from the owner of the land, and recording of the easement.
3. Where are utilities located?
 - Please see attached Exhibit at the end of this Addendum #1
4. If the land is parceled off who will get which areas? Will MNAA make this decision?
 - The evaluation committee will review and evaluate all proposals received in compliance with the established evaluation criteria and determine what the best proposal is for MNAA, included how to divide up parcels among respondents. The final recommendation will be presented to the MNAA Board of Commissioners for final approval.
5. Does the \$5M investment include site preparation?
 - Yes – site preparation and construction will be included in the required minimum investment.
6. Does the 20-page maximum proposal length include the front and back of the page?
 - 20-page maximum length means 10 pages front and back, or 20 pages single-sided.
7. How is the site accessed?
 - A site visit was taken during the pre-proposal meeting, otherwise the site cannot be accessed by respondents until a respondent is selected by MNAA. Additionally, any access to the site that is needed for site development will need to be coordinated by the developer, with temporary or permanent easements being secured by the developer.

8. Can the service road be relocated?
 - Yes, this will be coordinated with Strategic Planning, Operations, Development and Engineering Departments. The service road needs to remain open to construction during relocation.
9. Will access points and easements be required on the North and South side of the site?
 - The number and location of required access easements will depend on the size of individual developments, roadway configuration, and parking layout. The easements should be sufficient to allow proper access and circulation of vehicles.
10. Is there a geotechnical investigation report available?
 - Yes, please click on this link: <https://www.flynashville.com/business-opportunities/Documents/32%20Acre%20Geotechnical%20Study%20%282004%29.pdf>
11. Does the master plan call for any further GA development beyond this 32-acre plot? Will the former t-hangars be redeveloped?
 - MNAA is still developing its new master plan. Currently, there are no plans to add or re-develop t-hangar space.
12. Is MNAA open to an FBO operation on the development, provided the minimum standards are met?
 - Currently, MNAA is not seeking to add a third FBO.
13. If the proposer takes all 32 acres, is the minimum investment then \$53.3M? 32 acres divided by 3 and multiplied by \$5M per 3 acres.
 - Depending upon the amount of acreage developer proposes to utilize, MNAA may consider accepting less than \$5M per 3 acres, but each proposal will be evaluated as to what provides the best product and return to MNAA.
14. Is MNAA familiar with how the local fire authorities are managing the requirement of foam versus water fire suppression in hangar buildings? If so, what are the threshold requirement in size and hangar door height being enforced by the local fire authority.
 - The respondent is responsible for verifying that its proposal and ultimate development conforms to all applicable laws or regulations.
15. Does MNAA envision BNA as the preferred destination for general aviation traffic in its master plan or will general aviation traffic eventually be encouraged to JWN or Music City Executive?
 - MNAA is encouraging growth of general aviation at both BNA and JWN airports, to help support the demand of service, and continued growth of the greater Nashville community.
16. Does MNAA require a proposal for ground rent in the proposal?
 - No – ground rent is not required in the proposal, however, the additional information provided is helpful.

- 17.** The development plan calls for an access easement off of Murfreesboro Pike. This easement encroaches over property owned by S&P Holdings, GP located at 2 Dell Pkwy. Does MNAA have an easement secured with S&P for this access point? If not, would it be up to the developer to secure this easement?
- No, MNAA does not have a secured easement and the respondent is responsible for securing all easements.
- 18.** Would the developer be responsible for maintaining the access road for the duration of the lease? Would these costs be reimbursable by MNAA?
- Currently, MNAA desires that the developer or developers maintain the access road for the duration of the lease(s), with no financial support from MNAA.
- 19.** The development plan does not show where existing utilities are located. Where are these utilities and would the developer be responsible for bringing these utilities to the 32-acre tract?
- The developer is responsible for bringing utilities where they are needed. Please see attached Exhibit at the end of this Addendum #1
- 20.** Would the developer be financially responsible for paying for the access easement? Would this cost be reimbursable by MNAA?
- Yes, the developer is responsible for securing all easements and the cost associated with such. No, MNAA will not reimburse these expenses.
- 21.** How will selection and awarding of individual tracts be determined? Site prep cost will vary depending on location for individual tracts. North tracts will be cheaper to develop than southern tracts.
- A selection committee will determine the highest and best use, and financial benefit to the Authority. If multiple proposals are awarded, there may be a possibility for the successful parties to collaborate in an effort to reduce initial site prep work cost. This would include utility connections, easement access, and apron/taxiway cost.
- 22.** Can we only develop the 3 acres located on the far northern end of the 32-acre tract, with utilities and access roads stubbed out to this tract? The next site developer would carry these utilities and access road further to the south as the next lot gets developed by other tenants.
- Yes, respondents may propose to do whatever they feel is in their best interest for their portion of the 32 acres. It is presumed that the developer will stub the utilities and access roads for the next developer in sequence, if they do not work in conjunction with each other. MNAA will select the respondents based on the highest and best use, and financial benefit to the Authority.

- 23.** If we develop a pad ready site for the whole 32-acre tract. Will the MNAA reimburse us the development cost on the balance of the acreage beyond our 3 to 6 acre requirement? Development of the whole 32 acres by one entity will be cheaper than site development of individual tracts within the 32 acres by multiple tenants. This will create value for the MNAA for future tenants at a lower cost than if the MNAA were to develop all the 32 acres.
- Currently, MNAA does not intend to reimburse for any development costs, however, it is possible that MNAA will negotiate concessions with the developer. Successful respondents may also work together to develop the area, in an effort to keep site preparation cost at a minimum.
- 24.** We understand developer will be responsible for construction of taxiway access to existing taxiways. How many ingress/egress points will be required for each ramp? Will we be required to pay land lease rates for the footprints of additional taxiways?
- Each apron and tenant should have protected access to the existing parallel taxiway (Taxiway S). Protected access may be accomplished through individual stub taxiways and/or a combination of lead-in lanes and taxilanes within the apron footprint. The ultimate taxiway configuration will depend on the size of individual developments (i.e. single operator vs multiple tenants) and the type of operation (i.e. heavy aircraft activity vs light aircraft activity). Lease boundaries and rate structure negotiations will be managed by MNAA Commercial Development.
- 25.** Does the MNAA have a maximum lease term required for the hangar ground lease?
- Lease terms will vary by development. The intent of MNAA is to enter into a 20 – 40 year lease term, with options to renew, but will require approval from MNAA staff, Board of Commissioners, and must be FAA compliant.
- 26.** What will be the projected FMV land lease rates for hangar sites on the 32-acre tract upon commencement?
- At this time, MNAA does not have a projected Fair Market Value (FMV), however, all negotiated terms, at minimum, will be the equivalent of Fair Market Value.
- 27.** DWG. NO. G-006 from the 32 Acre Site Development Plans (2017) shows an Equipment Height Restriction Plan. Will a proposed development need to meet these same height restrictions for buildings and equipment?
- The FAA imposes height restrictions on all development. The max building height at the Building Restriction Limit is 35 feet. The respondent is responsible for ensuring compliance with any applicable laws. All proposals will be reviewed with Strategic Planning to ensure compliance.
- 28.** Is the BRL across the site still set as shown in the Airport Layout Plan? Is there a building height restriction set at that line?
- Yes. The BRL is still set 750 feet from the runway centerline. The max building height at the BRL is 35 feet.

- 29.** A 40' access easement is shown in the CHA plans provided. Is this still in place and available to the proposed development area?
- The site preparation document depicts a 40' access easement to the parcel, however, the easement status has not been verified. Per the NOA, all access and utility easement coordination and verification with Metro Nashville shall be the responsibility of the tenant.
- 30.** Do you know the linear dimensions (feet) of the property?
- Approximately 2,000 feet (L) x 700 feet (W)
- 31.** How close to the taxiway are we able to build buildings? What are the FAA requirements in terms of required threshold for taxiing aircraft and or aircraft landing on the adjacent runway?
- The BRL delineates the closest allowable build area and has a 35-foot maximum height restriction. Aircraft operations are allowed outside of the taxiway obstacle free area (delineated as TOFA on the 32 Acre Site Development Plans). The TOFA is 259 feet wide (129.5 feet either side of the taxiway S centerline) and delineates required clearance for aircraft taxiing along Taxiway S. New stub taxiways, taxilanes, and lead in lines may have TOFAs of varying width depending on the taxiway design group.

Exhibit – Utility and Access Easement to follow

END OF ADDENDUM NO. # 1

ACKNOWLEDGEMENT OF ADDENDUM

Addendum No. _____ Dated _____ No. of Pages _____

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Return this form with your submittal