

State (TDOT) Hangar Notice of Availability Addendum #1

1. What are the dimensions of the hangar and ramp area in square feet (SF)?
 - The hangar is 150x115 or 17,250 SF.
 - The ramp area on the east side is 150x100 or 15,000 SF, the ramp area on the west side is 150x165 or 24,750 SF.

2. What is the load bearing weight of existing pavement?
 - The taxiway is designed for a Group III aircraft, so the pavement should be designed to support that category/size of aircraft. MNAA is working to find additional information about the exact design standards used for the pavement. If this information is able to be produced it will be provided in a subsequent addendum. MNAA does not make any representations or warranties about the pavement condition or its suitability for respondents use.

3. What are the construction limitations including height & hangar size?
 - Construction limits will be defined by the taxiway and taxilane object free areas, required automobile parking, and preservation for a future taxiway extension across the southwest side of the parcel. Based on the current taxiway and a double-sided apron configuration, a 22,000 SF building is the largest hangar that can be accommodated. If the north apron was removed, and the taxiway was relocated to the northwest, a larger hangar may be accommodated. All proposed construction will require an airspace evaluation; however, a height restriction is not anticipated.

4. If we build new, we will need to pay for the existing hangar?
 - Yes. The current appraised value is \$1,230,000.00.

5. Would MNAA consider multiple hangars in the space?
 - MNAA will select the respondent who proposes the highest and best use of the parcel. One large hangar is better suited to the parcel, but alternatives may be considered, though it is unlikely this parcel may be configured in a manner to accommodate more than one hangar.

6. Can we build a fuel farm on the site?
 - Yes, it may be constructed if all NFPA 407 and environmental requirements can be met.

7. Define improved & unimproved land.
 - Improved land is anything that has been improved for commercial use. This includes pavement.
 - Unimproved land is any area that is of no commercial use, essentially grass or dirt.

8. What amount of square footage is improved and unimproved?
 - The site has approximately 144,340 SF of improved land and 54,754 SF of unimproved land. The exact square footage will be determined via survey prior to lease execution with the successful respondent.

- In the event of a redevelopment, the improved and unimproved square footage will be estimated prior to lease execution based on preliminary plans provided by the successful respondent and will be finalized via an as-built survey provided by the successful respondent once the new improvements are constructed.

9. Will there be access to the property outside of the site visit?

- No, but an additional site visit that is open to all parties could be scheduled if MNAA receives requests to do so.

10. Provide floor plans/as built.

- MNAA is reviewing its files to find updated floor plans of the building. If this information is able to be produced it will be provided in a subsequent addendum.

11. Provide contact information for meeting attendees.

- Atlantic Aviation
 - i. Travis Romelheart (615)360-7929
travis.romelhardt@atlanticaviation.com
- Edmonds Engineering
 - i. Cameron Eanes (615)945-6092 ceanes@edmondsengineering.com
- Frist Aviation
 - i. Ben Hochstein (402)613-1018 bhochstein@fristcapital.com
 - ii. John Rueland jreuland@fristcapital.com
 - iii. Rawls Butler (615)269-7979 rbutler@fristcapital.com

- iv. Chris Parks (615)440-1660
- HCA
 - i. Tony McMahon (615)957-7794 Tony.McMahon@HCAHealthcare.com
 - ii. Patrick Berry (615)947-2697
- JetRight
 - i. Robert Vollmuth - rvollmuth@jetrightnashville.com
- MNAA – CommercialDevelopment@flynashville.com
 - i. Page Lauterbach
 - ii. John Corbitt
 - iii. Anne Angel
 - iv. Josh Powell
 - v. Tom Bibb