

# Minutes of the Joint Meeting of the MNAA and MPC Operations Committee



Date: December 10, 2025

Location: Metropolitan Nashville Airport Authority  
Tennessee Boardroom

Time: 9:00 a.m.

Committee Members Present:

Jimmy Granbery, Committee Chair; Bobby Joslin,  
Committee Vice Chair; Nancy Sullivan

Committee Members Absent:

None

Other Board Members Present:

Andrew Byrd, Joycelyn Stevenson, Glenda Glover, Glenn  
Farner

MNAA Staff & Guests Present:

Doug Kreulen, Cindy Barnett, Lisa Lankford, Trish Saxman,  
Zach Blair, John Cooper, Kristen Deuben, Adam Floyd, Traci  
Holton, Eric Johnson, Carrie Logan, Syed Mehdi, Rachel  
Moore, Ted Morrissey, Stacey Nickens, Brandi Porter, Josh  
Powell, Robert Ramsey, and Puneet Vedi  
Michelle Gallo and Berta Fernandez (Landrum & Brown)

## I. CALL TO ORDER

Chair Granbery called the Joint Meeting of the MNAA and MPC Operations Committee to order at 9:00 a.m. pursuant to Public Notice posted on the BNA website at [flynashville.com](http://flynashville.com).

## II. PUBLIC COMMENT

Chair Granbery stated there were no public comment requests received.

## III. APPROVAL OF MINUTES

Chair Granbery asked for a motion to approve the minutes from the November 12, 2025 Operations Committee meeting. Commissioner Sullivan made a motion, and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

IV. CHAIR'S REPORT

Chair Granbery had no Chair's report.

V. ITEMS FOR APPROVAL

1. Construction Contract for Northeast Employee/Valet Storage Lot

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the Construction Contract for Northeast Employee/Valet Storage Lot. Ms. Holton stated this contract is for the construction of 5,000 space surface lot for Employee and Valet staging and dedicated access road. MNAA submitted a Request for Proposal ("RFP") on October 1, 2025 and received 3 proposals, Clark Construction Group, Cleary Construction and Jones Bros. Contractors, LLC. ("Jones Bros."). Cleary Construction and Jones Bros. were short listed, and Jones Bros. was the highest rated proposal in the amount of \$40,935,500. Even though Jones Bros. was the highest price, they provided the most detailed approach, their headquarters are located 12 miles from BNA, and they will do about 70 – 80% of self-perform and they came to interview with additional potential cost savings and reductions as well as schedule improvements. They were also the only contractor that provided a proposed schedule improvement of the employee lot opening in August and the remainder of the project to open in November versus December.

Commissioner Sullivan asked what day in November is it scheduled to open. Ms. Holton replied great question, this was not a calendar day contract and substantial completion as proposed is November 24, 2026 at 11:59 PM.

Chair Granbery asked if there is any incentive. Ms. Holton replied no. Commissioner Byrd asked is there any grading needed. Ms. Holton yes, basically it is a balanced site, but the whole site will need to be graded, and Jones Bros. is a grading, utility, and paving contractor and they also produce their own asphalt. Commissioner Byrd asked if the new road extension will not interfere with any future plans we have. Ms. Holton replied no, the road exists today as more of a service road and we will be doing site improvement, securing it, and lighting it.

Commissioner Byrd asked where people are parking currently. Ms. Holton replied South, at Murfreesboro Road and Knapp Blvd. President Kreulen stated this is about 0.6 of a mile from the BNA terminal and the road will be all on our property and go under Donelson Pike, therefore, we will not have to worry about accidents on Donelson Pike. The current parking lot is 2 miles away, so we cut 1.4 miles off each way, and we are on our own dedicated roads so there will be less disruption due to traffic. Commissioner Byrd asked if there will be any walking capability in case of major snowstorm or any other event that may happen. Ms. Holton replied no, no walking capability, people will be shuttled by buses just as they do today, but it will be all on airport roads and a shorter bus ride. Commissioner Byrd asked where employees pick up the shuttle. Ms. Holton replied that the buses pick up on ground level, across from valet area, and once the CONRAC is built they will be dropped off in the bus plaza of the CONRAC facility is the plan currently. There will be express elevators to level 5 to come across the pedestrian bridge and into the terminal. Commissioner Glover asked if that is Phase 1. Ms. Holton replied the lot is the final phase, the access points will change once the CONRAC is built. President Kreulen replied we do have a theoretical Phase 2, if we get bigger we have the ability to add 2,500 other spaces but we do not think we will need that any time soon.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed contract with Jones Bros. Contractors, LLC for \$40,935,500.

Chair Granbery asked for a motion to approve as presented. Vice Chair Joslin made a motion and Commissioner Sullivan seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

## 2. Design Contract for Deicing Infrastructure Improvements

Ms. Holton presented the Design Contract for Deicing Infrastructure Improvements. Ms. Holton stated this contract is for the design of improvements to infrastructure to store and discharge stormwater runoff contaminated with aircraft deicing fluid and eliminate onsite treatment. Scope includes: convert treatment lagoon to storage, rehabilitate existing storage ponds, replace pumping infrastructure. Ms. Holton stated a quick lesson in deicing treatment and the way we do it today is we have a South pond which is for storage and deicing a plane and the fluid is collected on the apron and transferred via pipe here and there is a North lagoon which is also a storage pond and there is a treatment lagoon which has aerators that uses bacteria and bugs to treat the glycol and discharge to the stream when it is clean today. The plan for the future is to keep this a storage pond, keep the North pond as a storage pond and convert the 5-million-gallon treatment lagoon removing the aerators and use it as a storage pond. MNA will upgrade the pumps and the pipes and lift station and then pump everything to Metro and pay a sewer bill to Metro to treat the water and eliminate MNA's risk. This design contract is for \$558,089.

Commissioner Byrd asked what the risk is for other fluids ending up in the treatment lagoons. Ms. Holton replied the biggest risk is where aircrafts are fueled on the apron so there are oil water separators where that fuel is captured and separates from the water and the water will then continue to the pond. There are five or six oil water separators that are pumped out every so often, and that is the biggest risk is jet fuel spills. President Kreulen stated all the water has to go through the oil water separators and there are 5 located in various places on the ramp. Chair Granbery stated that it exists today. Ms. Holton replied correct, as of now the system has two inputs, one into the South pond and the other in the North pond and there is a TOC analyzers that analyze and say the water is dirty or if it is a normal rain event during the summer it will say the water is clean and it will go to the stream.

Commissioner Sullivan asked if there is a contingency plan in case Metro cannot take it. Ms. Holton replied we did a capacity study and have a permit with Metro that states we can pump one million gallons a day as long as there is no rain within 2 days or accumulative of 2 inches in 7 days. All calculations are based on storm events, how much we store, and originally we thought we might get rid of the ponds and put tanks in, which is expensive. We need about 4 million gallons of storage and this way is about 8 million gallons of storage, so we should not have any problems

storing and it will all be metered and charged by Metro. President Kreulen stated we have been studying this for a couple of years to get this decision, and the cost benefit analysis has been the biggest challenge and in the end with Metro giving us a permit of 1 million gallons a day we did not have pumps that will pump that much and now we are upgrading the pumps.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed professional services contract with Garver, pursuant to the On Call Engineering Services contract approved by the Board on August 16, 2023, in the amount of \$558,089.

Chair Granbery asked for a motion to approve as presented. Commissioner Sullivan made a motion and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

3. Change Order #1 to Construction Contract for TARI Ph 3.1

Ms. Holton presented the Change Order #1 to Construction Contract for TARI Ph 3.1. Ms. Holton stated originally the 3.1 contract was to do the majority of the expansion of Lot B so we can work on closing of the other parking lots to maintain our capacity. It also builds a 7-lane bridge and grade and paved base layer. We had a TARI Ph 2 contract and a TARI Ph 3.1 contract that were separated out and we need to utilize our Federal funds and ultimately we have to get to everything in yellow on the diagram. Because Civil Contractors, LLC (“Civil”) were already going to be grading in area, and now that we know what we are building and exactly where it is going, and what the CONRAC finished floor elevation is, it needs to be leveled even more. It makes sense instead of having two separate contractors in the same area trying to grade to two different elevations it makes more sense to add this to the Civil’s contract at a NTE \$5M. Earlier this year the Board approved up to \$10M for the relocation of the NES duct bank, so we have to go build that duct bank. It also makes sense for Civil to continue that work while they are in there doing

the grading, and that sets the CONRAC team up to get us in our temp road condition, sooner rather than later, so that we can get completed in 2029.

Commissioner Farner asked if this will save money on the other contract. Ms. Holton replied yes, that scope will be removed in the other contract and it will be the same project program budget. Vice Chair Joslin asked if the old Donelson Pike that is going over i-40 will be used as a parking lot or torn down; what are the plans for it. Ms. Holton replied the bridge will stay, its exact use is still being worked out with TDOT, but likely it will have outgoing traffic from parking lots, potentially some from Terminal Drive but to be determined. That bridge could be utilized to go Donelson North or potentially for West bound I-40 or East Bound I-40. Vice Chair Joslin stated it needs to stay, may one day be used as an emergency evacuation. Ms. Holton replied exactly.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the proposed Contract Change Order #1 with Civil Constructors, LLC for the not-to-exceed amount of \$5,000,000.

Chair Granbery asked for a motion to approve as presented. Commissioner Sullivan made a motion and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

4. CONRAC/Garage/TARI CGMP 2 of 5 – Mass Excavation, NES Relocation

Ms. Holton presented the CONRAC/Garage/TARI CGMP 2 of 5 for Mass Excavation and NES Relocation. Ms. Holton stated this contract is to issue a mass grading contract for the site, minus what we just discussed in the previous approval item, as well as utilities. The CONRAC team will help relocate a lot of utilities behind the existing garages. The \$100M NTE is for mass grading and utilities for the CONRAC site.

Ms. Holton requested the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President & CEO to execute the Amendment for Component Guaranteed Maximum Price #2 (CGMP2) for \$100,000,000 NTE.

Chair Granbery asked if there is an estimation on the GMP to be determined number. Ms. Holton replied we are seeing some numbers and are still in our project budget, but we have not settled a lot of things. The CONRAC and garage scope are coming together to help with pricing, but we are still working on some things with TDOT, and she does not want to give numbers at this time. Commissioner Sullivan asked if there will be materials brought from off site. Ms. Holton replied some from off site as needed, but most will be cut on site. Commissioner Byrd asked if we have approved the construction of the CONRAC and parking garage. Ms. Holton replied yes, Messer Sundt, JV was approved as the selection of that team as well as CGMP earlier this year for pre-construction and design and this is CGMP 2 for mass grading, and she may be back 3 or 4 more times. President Kreulen replied it is approximately \$1B and the Staff is breaking down that budget even further to make sure we know what money is going to the garage or to the CONRAC, to make sure we are tracking it by project.

Commissioner Byrd asked if it is paid by bonds proceeds, and asked what CFCs are. Ms. Holton stated that the CFC is the Customer Facilities Charge. Ms. Kristen Deuben, VP, Deputy Chief Financial Officer, replied MNAA is working on the allocations, and it will be a combination of bonds and CFCs. At some point, for the roads we are going to look at the public portion of the roads can be Passenger Facility Charge (PFC) eligible so we will also be issuing applications to FAA to bump it through PFCs. Commissioner Byrd asked if the plan was to issue the bonds at the end of this year. Ms. Deuben replied some of the bonds, yes, the first issue is going to be at the beginning of 2026, and we will be going over the bond schedule that will pay for some of it, and it does not have the CONRAC component in it. We are getting CFCs that we have in the bank right now and we will start using that, and use cash up until we can, and we also have the short-term credit facility we can draw on. Commissioner Byrd asked if there is a CFC account that is accumulating funds and how much is in there. Ms. Deuben replied yes, it is in an account, and she will get back to him with that amount since we still have some outstanding bonds that need to be paid. President Kreulen stated the good news is the Board was smart months ago authorizing collecting \$10 CFC versus \$4.50 CFCs. The rental cars asked us to raise the CFCs so that we can fund now what is going on.

Commissioner Stevenson asked if there is continued research on traffic management and if we are still thinking this is a good strategy and plan. President Kreulen replied there are weekly meetings with TDOT, and we are modeling, the contractors are modeling, and we feel comfortable we can get passengers in and out of here. The challenges are the external roads that lead to BNA and that is something we do not control. Commissioner Stevenson stated they are not our challenge to solve but it becomes our problem. President Kreulen stated yes, and we are in collaboration with TDOT to get passengers out of here if there is some type of issue, maybe connect old Donelson bridge and pump them to Donelson.

Commissioner Sullivan asked if we could reopen another emergency relief exit to Briley Parkway. President Kreulen replied not without going across a runway. At this time, we are trying to cut in an emergency relief road like our service road or Donelson Pike, also the bridge could be an emergency relief. Commissioner Farner stated he assumed the accident that caused the recent back-up was going into Nashville so it would have backed up so even if you closed those exits and routing people out of the airport even the opposite way will relieve congestion around the airport. President Kreulen replied yes, passengers can use navigation apps and find back ways to go.

Vice Chair Joslin asked what kind of timetable for completion you are looking at. Ms. Holton replied right now the temp roads will be done in 2027 if we do not change any design. The temp condition removes red lights today and allows more capacity on our existing roads which helps flow to outbound I-40. Vice Chair Joslin asked is there any chance of giving incentive to expedite by 6 months. President Kreulen replied once we know what we want, we will talk with contractors regarding incentives. Commissioner Sullivan asked if we are waiting on TDOT. President Kreulen replied yes, TDOT is not on our schedule, we move a lot faster than they do because they have the whole State of Tennessee to worry about.

Chair Granbery asked for a motion to approve as presented. Commissioner Sullivan made a motion and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

5. Owner Controlled Insurance Program (OCIP) and Builder's Risk Insurance Coverage

President Kreulen introduced Kristen Deuben, VP, Deputy Chief Financial Officer, to brief the Commissioners on the Owner Controlled Insurance Program (OCIP) and Builder's Risk Insurance Coverage. On March 15, 2023 the Board approved 5-year rolling OCIP for various capital projects. Ms. Deuben stated the OCIP includes 3<sup>rd</sup> party liability insurance and contains coverage against contractual liability, personal injury liability and property damage. In June 2025 MNAA received approval to execute the Builder's risk policy for Concourse A Construction and stated that since these policies are project specific that we would come back to the Board for additional approval when the projects were closer to starting. A reminder Builder's Risk insurance protects owners and contractors in the event of a direct physical loss or damage to a project.

Ms. Deuben stated due to several projects having anticipated completion dates after the current 5-year OCIP policy is set to expire, we are requesting approval to establish a concurrent 6-year rolling OCIP. The cost of this OCIP is estimated to be 1% of the proposed project cost of \$1.6B and will be paid from the project's budget. In addition, we are requesting approval for the Builder's Risk Policy for the CONRAC program which consists of the CONRAC, the parking garage and TARI Ph. 3.2. The Builder's Risk policy is estimated to be about 0.48% of the proposed program budget of \$1.1B and will be paid by the program budget.

Vice Chair Joslin asked why we do not self-insure on something like this. Ms. Deuben replied if you think about some of the projects being \$1.1B and if we have damages such as a tornado and we are halfway through the project and we have to start over at \$500M, then having this \$5M insurance coverage, comparatively to the risk. Commissioner Byrd asked if this is authorizing the Board to enter into this type of policy. Ms. Deuben replied yes, we do have a current OCIP policy and as projects come on board we enroll it into the program and the Builder's Risk we come back, and get a separate individual Builder's Risk policy. Chair Granbery stated there are only two ways to provide Builder's Risk, the contractor provides or the Owners provide. If Owners control it you set the policy. Commissioner Byrd asked who provides the OCIP currently. Ms. Deuben replied

Zurich or Hartford, and we have authorized them to start building the program. No one insurer will come in and take the risk.

Ms. Deuben recommended the Operations Committee recommend to the Board of Commissioners that it approve the OCIP for CONRAC program and other CIPs at \$16,368,025 NTE and; approve the Builder's Risk policies for CONRAC Program at \$5,061,132 NTE; and; authorize the President & CEO to execute the OCIP and Builder's Risk policies with Marsh for a six-year rolling program (January 1, 2026 – January 1, 2032).

Chair Granbery asked for a motion to approve as presented. Commissioner Sullivan made a motion and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

6. Contract for Low Voltage Services (on-call)

President Kreulen introduced Puneet VEDI, VP, Airport Capital Development, to brief the Commissioners on the Contract for Low Voltage Services (on-call). Mr. VEDI stated this is an On-Call Contract to provide low voltage services (including cable, conduit, access control, etc.) to facilities at BNA, JWN, and MPC. The existing low voltage contract expires on February 25, 2026 so a new contract is critical. An RFP was advertised on September 8, 2025 and MNAA received one proposal from Simino Electric, LLC. The Selection Committee deemed Simino Electric, LLC responsive and responsible based on experience, qualifications and price and team members. This will be a 1-year contract with four 1-year renewals. The execution of this on-call contract will be through job specific task orders as defined by approved capital improvement program budgets.

Mr. VEDI requested the Operations Committee recommend to the Board of Commissioners that it authorize the execution of the Low Voltage Services On-Call Contract with an annual Not-to-Exceed limit of \$2,000,000.

Chair Granbery asked for a motion to approve as presented. Commissioner Sullivan made a motion and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

7. Contracts for Airfield Markings, Rubber & Marking Removal Services (on-call)

Mr. Vedi will brief the Commissioners on the Contracts for Airfield Marking, Rubber & Marking Removal Services (on-call). Mr. Vedi stated the On-Call Contract is to provide airfield markings, as well as marking removal, rubber removal, and marking cleaning services. On February 17, 2021 the Board approved current contract with Pope Striping Corporation and it is set to expire on February 25, 2026. A new contract is critical to the regular capital improvement projects at BNA and JWN. An RFP was advertised on September 8, 2025 and MNAA received 2 proposals on October 8, 2025 from Pope Striping and Hi-Lite Airfield Services. The Selection Committee met and reviewed the qualifications based on experience, team member qualifications and price. The Selection Committee determined Pope Striping Corporation and Hi-Lite Airfield Services, LLC to be qualified based on their services and qualifications. This will be a 1-year contract with a \$2,000,000 NTE per year, with four 1-year renewal options for each contractor. The execution of these on-call contracts will be through job specific task orders as defined by approved capital improvement program budgets.

Mr. Vedi requested the Operations Committee recommend to the Board of Commissioners that it authorize the execution of the two (2) Airfield Marking, Rubber and Marking Removal Services On-Call Contracts with an annual Not-to-Exceed limit of \$2,000,000 for each Contract.

Chair Granbery asked if there is a separate contract for drive lanes like the I-40 symbol. Mr. Vedi replied yes, we have a separate contract. Chair Granbery stated we almost need to restripe the roads. Commissioner Glover asked if the markings are consistent with other airports, and how

much we have to nationalize our markings. President Kreulen replied Part 139 is a FAA requirement and they have inspections that are very specific. The contracts keep us in compliance. Chair Granbery stated FAA guidelines are similar in other countries as well. President Kreulen stated international has similar requirements.

Chair Granbery asked for a motion to approve as presented. Commissioner Sullivan made a motion and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

8. Arts at the Airport (AaA) Foundation Board Member Reappointments

President Kreulen introduced Stacey Nickens, VP, Corporate Communications & Marketing, to brief the Commissioners on the Arts at the Airport (AaA) Foundation Board Member Reappointments. Ms. Nickens stated this approval is for the reappointment of five members to the Arts of the Airport Foundation Board of Directors. The 5 members for reappointment are Jorge Arieta, Sara Lee Burd, Dr. Paulette Coleman, PhD, Michael McBride, and Shayna Snider. The AaA is a 15-member Board.

Ms. Nickens requested the Operations Committee recommend to the Board of Commissioners that it approve the reappointment of the following to the Arts at the Airport Foundation Board of Directors, effective January 1, 2026, with terms ending December 31, 2028: Jorge Arrieta, Sara Lee Burd, Dr. Paulette Coleman, Michael McBride, and Shayna Snider.

Chair Granbery asked for a motion to approve as presented. Commissioner Sullivan made a motion and Vice Chair Joslin seconded the motion.

Chair Granbery asked Ms. Saxman for a roll call:

Chair Granbery – Yes

Vice Chair Joslin – Yes

Commissioner Sullivan – Yes

The motion passed with a vote of 3 to 0.

President Kreulen concluded the presentation of the approval items.

## VI. INFORMATION ITEMS

### 1. BNA Master Plan Update – Facility Requirements

President Kreulen introduced Michelle Gallo with Landrum & Brown, to brief the Commissioners on the BNA Master Plan Update. Ms. Gallo stated the Master Plan is a process guided by FAA. This is a 10-step process for the Master Plan. We shared this process with you last year in July and we have now completed the first four steps and are here to give you a briefing on the facility requirements analysis – step 5, and she will walk through the findings of that analysis. She will be coming back to Board 3 more times. In the Summer 2026 we will present the alternatives analysis, and in Fall 2026 we will present the Implementation and Financial and in Spring 2027 present the Master Plan Reports.

Ms. Gallo stated a master plan facility requirements analysis consists of quantifying facility needs based on the forecast demand (which we presented to you in July), FAA guidance, and operational goals. We compare those needs to BNA's existing facilities to determine facility "gaps". We evaluated requirements for all areas of the airport – including the airfield, terminal, landside, and support facilities. The requirements serve as the basis for the alternatives analysis and land use planning, and help us make sure we're reserving enough space for each facility.

We are using four future Planning Activity Levels – or PALs – in the Master Plan which correspond to 37, 44, 52, and 60 million annual passengers. The years these PALs will be realized will vary based on the forecast that is applied. Based on those PALs, this slide summarizes the next major development/major infrastructure needs in the planning horizon. The immediate needs are related to the landside. Our analysis shows that the curbs and auto parking will exceed capacity at PAL 1. The terminal will exceed capacity between PAL 1 and PAL 2 – at around 40 MAP. Additional taxiway infrastructure to improve the capacity of the runway system would be

beneficial at PAL 2 while a new runway would not be needed until shortly after the end of the planning period.

Ms. Gallo stated in addition, we also have several other key findings from the Master Plan. Related to the airfield, we recognize you're in the midst of a NEPA process for a runway extension. We did a separate analysis of runway length for the PAL 4 fleet and found that 11,500' would be needed to serve future aircraft and destinations. Support facilities are key to operating an airport. The MNAA support facilities like airport maintenance, administration, and operations will require additional capacity at PAL 1. Similarly, airline support facilities like fuel, ground support equipment storage, and the consolidated receiving and distribution center will require expansion around the same time. In addition to the airport facilities, we recognize that as the airport grows, improvements will be needed on the access roads – this will require coordination with external agencies.

President Kreulen stated when you look at this slide and the analysis we are very proud of everything we built through Vision and Horizon to get us to 40 MAP. The job will never finish, we will always be out here working on roads, concourses and the Master Plans are frustratingly helpful. He likes the way Landrum & Brown has put this Master Plan together; however, we are light years away trying to figure out how this works.

Commissioner Byrd stated this is reflective of the current needs. Ms. Gallo replied yes at that activity level, i.e., for auto parking, which shows there is a need at PAL 1 for 37 MAP, and it shows we are reaching capacity and have the need of additional facilities. Commissioner Byrd asked if we are providing enough automobile parking in our plans for 37 MAP. Ms. Gallo states we show the need. President Kreulen replied the facility will open up in the '27 – '29 time period will get us out to that 37 MAP. If you look out the window you will see the old CONRAC and when the new CONRAC opens there may be a new garage where the old CONRAC is now. This is a good future scorecard or road map.

Chair Granbery asked if there is any analysis done for 1331 runway. President Kreulen stated 1331 is a crosswind runway and is rarely used. Chair Granbery asked if by removing R/W 1331 you have not changed the need for the 4<sup>th</sup> parallel runway. President Kreulen replied yes, the 4<sup>th</sup>

parallel is East of us. Ms. Gallo stated that R/W 1331, because it intersects with current runways or the flight paths, actually decreases your capacity on that parallel runway.

Ms. Gallo stated the next steps will include presenting the facility requirements to the MP technical advisory committee and community advisory committee on Jan 20. A couple days later we will have the community open house where we'll present our analyses thus far in addition to providing an overview of the master plan process and schedule. In the beginning of 2026, we will be focused on the alternatives analysis which is where we say coming with findings of alts analysis.

President Kreulen thanked Ms. Gallo for the update.

2. BNA Development Update

President Kreulen stated Concourse A demo and foundations are underway. Terminal Access Roadway Improvements ("TARI") Lot B Expansion opened on November 14, 2025 with 1,000 new stalls and Phase 3.1 construction will end on August 3, 2026. The CONRAC/Garage/TARI has traffic modeling, phasing and NES Coordination. The Central Ramp has 359,477 cubic yards placed and almost 30K dump trucks and have completed the box culverts installation. The Northeast Employee/Valet Storage Lot will go for approval in December 2025.

3. JWN Development Update

President Kreulen stated that Jet Access completed framing and underground utilities and are installing exterior walls and office structure with substantial completion on June 9, 2026. Jet Right received 7460 approval for a 98' hangar. MNPD is running a little behind, they were anticipating opening in December and now plan for January 2026 opening. Contour hangar 3 failed the second foam test. Atlantic Aviation has received 100% construction drawings and plan groundbreaking on May 3, 2026.

Chair Granbery asked are there liquidated damages (LDs) on the MNPD hangar and once we turn it over do we recalculate the lease and input an interest rate or is it already set. President Kreulen replied it was set in the beginning, and we are working on liquidated damages and some change orders that are being processed and approved and that will change the total amount which changes the amount that Metro owes us. We do not anticipate any issues; Metro knows exactly

what is happening. We have asked Metro if they want to do a ribbon cutting and they are wanting to have it after they build out their offices.

President Kreulen concluded the presentation of the informational items.

VII. ADJOURN

There being no further business brought before the Operations Committee, Chair Granbery adjourned the meeting at 10:05 a.m.



Andrew W. Byrd, Board Secretary