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

BNA Nashville International Airport

Date: August 12, 2026	Location: Metropolitan Nashville Airport Authority Tennessee Boardroom
Time: 9:00 a.m.	
Committee Members Present:	Bobby Joslin, Committee Chair; John Cheadle, Jr., Committee Vice Chair; Dennis Cavin, Tony Giarratana
Committee Members Absent:	None
Other Board Members Present:	Jimmy Granbery, Stuart McWhorter
MNAA Staff & Guests Present:	Doug Kreulen, Cindy Barnett, Josh Powell, Trish Saxman, Marge Basrai, Zach Blair, Kristy Bork, John Cooper, Kristen Deuben, Adam Floyd, Ryan Hall, Traci Holton, Eric Johnson, Capt. Keene, Roman Keselman, Lisa Leyva, Carrie Logan, Syed Mehdi, Rachel Moore, Ted Morrissey, Stacey Nickens, Brandi Porter, Robert Ramsey, Chris Saunders, Puneet Vedi, and Charlotte Weatherington Michelle Gallo, Berta Fernandez, and Cody Meyer (Landrum Brown)

I. CALL TO ORDER

Chair Joslin 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.

II. PUBLIC COMMENT

Chair Joslin stated there were no public comment requests received.

III. APPROVAL OF MINUTES

Chair Joslin asked for a motion to approve the minutes from the July 8, 2026 Operations Committee meeting. Commissioner Cavin made a motion, and Commissioner Giarratana seconded the motion.

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Cheadle – Yes

Commissioner Cavin – Yes

Commissioner Giarratana – Yes

The motion passed with a vote of 4 to 0.

IV. CHAIR'S REPORT

Chair Joslin had no Chair's report.

V. ITEMS FOR APPROVAL

1. CONRAC/Garage/TARI Ph 3.2 CGMP 4 of 6 – Parking Garage/Early CONRAC Procurement

President Kreulen introduced Traci Holton, VP, New Horizon, to brief the Commissioners on the CONRAC/Garage/TARI Ph 3.2 CGMP 4 of 6 Procurement. Ms. Holton presented the CGMP 4 of 6 for the Messer Sundt JV progressive design build contract for the garage, parking garage D and TARI 3.2 program. This CGMP will fund the entire structure of the parking garage and CONRAC, including the bridge across the road and modifications to the existing garage with moving walkways and the buildout of 1,500 early parking spaces. This is sitting at $375M NTE which puts our current contract amount after execution of this at $664M. Ms. Holton stated she anticipates she will return in January with the final CGMP for a total of $980M NTE.

Chair Joslin stated that is a pretty good timeline, June 2030 and asked if she could speed it up. Ms. Holton replied they are trying, they had to pause and work on traffic modeling and working on finalizing the negotiations of all the milestone dates and get them to President Kreulen. It is a very aggressive schedule, after we get the roads in place, they will have 4 tower cranes, 3 crews. She stated it is a very big structure, basically the same size as Garages 1 and 2. Commissioner Granbery asked if Ms. Holton could give a breakdown of 1,500 spaces, what is CONRAC and how it can be expanded for future parking. Ms. Holton replied sure, and stated basically the dividing line with 3A and 3B, about 1,500 parking spaces and growing the parking Garage D on levels 2 through 5, which will give us additional 3,000 parking spaces. Once CONRAC grows more into their facility or beyond what we are providing them, we will be able to remove the parking, or

shift the parking on each level. Ms. Holton stated the facility is pretty flexible. President Kreulen stated in addition to that 3,000 there are 4,500 rental cars, it is a 7,500 space garage. If rental cars keep growing, we will sell them part of the garage. Commissioner Cavin asked what is the current rental car space now? President Kreulen replied approximately 2,000 spaces, and was a 15 year life, still in good condition, but not big enough. Commissioner Granbery stated the reason the Board settled on this location was that it was the only one that did not need buses, or other transportation. Ms. Holton replied yes, it is a walking condition, saves the shuttles from an O&M expense, and great customer service perspective, as well as, we do not have curbside to accommodate. Commissioner Giarratana stated walking is still the most efficient form of transportation. President Kreulen replied from the front door of the garage it is 900 feet and a little extra to get to the customer service building. Ms. Holton replied the rental car side will have a customer service building which will have the rental car counters and vertical transportation and there will be a parking garage that will have elevators for vertical transportation. Commissioner Giarratana asked if there will be moving sidewalks as well. Ms. Holton replied yes, the moving sidewalks will connect the customer service building to the parking floor and you cross the bridge with no moving sidewalk and there will be two sets of moving sidewalks within the existing garage on level 5.

Ms. Holton requests the Operations Committee recommend that the Board of Commissioners authorize the Chair and President and CEO to the execute the Amendment for Component Guaranteed Maximum Price #4 (CGMP4) for $375,000,000 NTE.

Chair Joslin asked for a motion to approve as presented. Commissioner Giarratana made a motion and Commissioner Cavin seconded the motion.

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Cheadle – Yes

Commissioner Cavin – Yes

Commissioner Giarratana – Yes

The motion passed with a vote of 4 to 0.

2. Construction Contract for T/W T4 Reconstruction

President Kreulen introduced Puneet Vedi, VP, Airport Capital Development, to brief the Commissioners on the Construction Contract for T/W T4 Reconstruction. Mr. Vedi stated this project is for the full reconstruction of Taxiway Tango 4 between Lima and Sierra runway and additionally the scope will remove the existing Tango 3 taxiway and upgrade lighting and signage as well. This work will be phased to maintain operations to the airfield. An Invitation to Bid was advertised on June 15, 2026 and MNAA received 6 bids on July 23, 2026. The Harper Company submitted the lowest bid at $16,354,156.49. The work will begin in October 2026 and conclude in June 2027. The project has mixed funding -- MNAA and Federal funding.

Mr. Vedi requests the Operations Committee recommend to the Board of Commissioners that it authorize the Chair and President and CEO to execute the proposed contract with The Harper Company in an amount of $16,354,156.49.

Chair Joslin asked what the next bid was. Mr. Vedi replied $17,484,093. President Kreulen replied the bids ranged from $16.3M to $21.3M. Mr. Vedi replied we have been continually reaching out to new contractors and making them aware of existing and upcoming airport projects and it is good to get new bidders on projects.

Chair Joslin asked for a motion to approve as presented. Commissioner Giarratana made a motion and Commissioner Cavin seconded the motion.

Chair Joslin asked Ms. Saxman for a roll call:

Chair Joslin – Yes

Vice Chair Cheadle – Yes

Commissioner Cavin – Yes

Commissioner Giarratana – Yes

The motion passed with a vote of 4 to 0.

President Kreulen concluded the presentation of the approval items.

3. INFORMATION ITEMS

1. Master Plan Process, Forecast, Major Development Needs

President Kreulen stated he will brief the Commissioners on the Master Plan Process, Forecast, and Major Development Needs. MNAA started the Airport Master Plan in March 2025 and should finish in March 2027, which is a normal period. The forecast is approved by the FAA and it outlines the challenge we present to the airlines and the airlines to us and mainly the community on what is coming. When we started in 2017, we were at 13MAP and we are now at 27MAP. Everything in Terminal 1 will handle 40 MAP, and we are looking at what is necessary to handle 60 MAP. Basically you need everything, airside, landside, terminal and support. We follow the Advisory Circular and set a vision for the future and provide an affordable financially-responsible phasing plan. When we submit to the FAA, they will approve our forecast, critical aircraft and the Airport Layout Plan and that set us up for funding to show it is a need.

The Master Plan Process team is going through the Development Alternatives right now. We are looking at a December update and will know some alternatives and financial impacts. When we look at the challenges ahead, we are at 27MAP and if Nashville continues to grow, we may hit 40MAP in 2036 – 2038 and we may need a Terminal II. Everything we are building today will open by 2030 and we will have a 10MAP run where we have everything we need. And then what are the plans for 60 MAP, which may be in 2047. If Nashville growth slows, then we will not need it. If Nashville continues to grow, it will continue to challenge the Board, MNAA Staff, State and City to keep handling passengers. Also need to look at aircraft operations and do we have the runways and taxiways to support this level of activity. Right now, BNA is at 300K operations and when we get to 40 MAP we will be at 400K operations a year. Everything we are modeling for on the runways and taxiways to support that, we are moving in the right direction and putting everything we need in place and all within the models and time constraints to make sure our airlines do not have to wait 2 hours to take off. The Master Plan Major Development Needs is another way to have a 20 year game plan and look at our auto parking, curbside, terminal, on-airport roads, taxiways and runways. We plot out what do we have today, and what we need to go forward. Some of the facilities that the Master Plan is working around is airside and a longer runway. We are working closely with the FAA to get environmental approval and hope to have that by first of September. We have been talking with our airline partners on support facilities. BNA has 8M

gallons of fuel storage for jet fuel and they keep adding operations so the days of fuel on hand needs to be looked at because they may need more storage. The airlines came back and would like to have 2 more 2.5M gallon jet fuel tanks, so we will go from 8M to 13M gallons. As an example we store 8M gallons and in one month we burn 16M gallons, so we are always getting fuel from our underground pipeline from Atlanta. Landside is external coordination to maintain safe and efficient airport access. That is why the Master Plan is so important. The next update is scheduled for the Operations Committee on December 9, 2026 and we will provide a summary of Alternatives Analysis and Preferred/Proposed Development Plan.

2. BNA Development Update

President Kreulen reported that all the projects of New Horizon are on track. Chair Granbery came out yesterday and toured the Central Ramp and Concourse A's Construction. He presented a video showing TARI NES duct bank installation. The Central Core has been making good progress, and noise disruptions are happening between 8:00 p.m. and 4:00 a.m. The FAA is aware of the Runway 2/20C and Sierra Reconstruction. FY27 CIP Amendment to be presented to the Board for approval in September. This is a critical need to replace the center runway before we get into the extension of the runway to the west. This is a brand new 8K foot runway where we will add high speed taxiways for the jets to get on and off. He stated when reconstruction happens, you have to go to the latest standards and presented a diagram showing where taxiways are now creating a hazard. While we rebuild the runway and putting in high speed exists, we will make it more streamlined in and out. When we rebuild 20C, we will rebuild 20C and Sierra all at once. Before we do so, we will come back and rehab the entire length of Tango 4, so everyone that lives in these hangars, Signature, Atlantic, the Guard, will be able to come out and taxi to runways. Commissioner Cheadle asked if November is going away. President Kreulen replied yes, in order the upgrade to the new standard and the FAA does not like multiple intersections to a runway, they try to minimize the possible incursions and crossings. Commissioner Granbery asked how does this $210M compare to when we did 2R. Ms. Holton replied 2R was at $70M, but we did not have as much reconfiguring, also we are lowering the profile and keeping the runway the same but go deeper because the pavement is not thick enough, so we have to lower everything. Also Sierra is not a perfect parallel for full length and we are making it a perfect 430 foot separation full parallel as well, so there will be some new construction. President Kreulen stated what the airlines need for ADG V/TDG 6 aircraft, especially the internationals, will now be able to

taxi down parallel Sierra while one is taking off or landing and not have any obstruction. This is optimizing for the larger aircraft to come in and out.

3. JWN Development Update

President Kreulen stated JWN successfully contracted with Atlantic Aviation to build a world class FBO and they have broken ground. The tenants have received notification that while we are running some new storm water pipes, Taxiway A between A2 and A3 will be closed. On September 29, 2026 from 5:00 -7:00 p.m. Jet Access wants to have a Grand Opening for their hangar. Invites will be sent to the Board.

President Kreulen concluded the presentation of the informational items.

Chair Joslin thanked President Kreulen and the MNAA Staff and stated these were great updates. This has a lot of moving parts and billions of dollars are being spent. Commissioner Granbery asked for an update on the new ramp. President Kreulen stated yes, Mr. Jim Ivey, the Project Manager, met with Chair Granbery and himself and they toured the area. They are in the final stages of hauling rock in and putting a 17" cap of concrete on top and will give us some added taxiways. There will be 11 Remain Over Night ("RON") aircraft parking positions when weather is stormy. The airlines want to be able to deice 7 aircraft simultaneously and within a short period of time everyone will be flowing through and no delays. President Kreulen stated they will receive a $4M incentive for 60 days early and are on track.

4. ADJOURN

There being no further business brought before the Operations Committee, Chair Joslin adjourned the meeting at 9:52 a.m.

Robert J. Joslin, Board Secretary