NOTICE OF AVAILABILITY (NOA) - GENERAL AVIATION PARCELS LOCATED AT JOHN C. TUNE AIRPORT

NASHVILLE, TENNESSEE

ADDENDUM NO. #1

DATE: November 27, 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. **What is the proposed land lease for these parcels?**
   - Each lease term and subsequent reversion clause for improvements made, will be based on the size, scope, and investment of the project. Typical ground lease terms are from 20-30 years.
2. **Can we run a business out of these hangars? (i.e. Aircraft Tug or maintenance facility)**
   - Potentially - Each business or service provided would have to be authorized by the Authority, based on the service being offered, and must comply with the Airport Authority's Rules and Regulations, as well as, Minimum Standards for Operators of Aeronautical Activities at John C. Tune Airport.
3. **Can we have access to the road with an address for deliveries?**
   - Yes – Hangars may have a unique hangar number or an address. Deliveries would require a dedicated security gate and modification of the AOA fence. Any modifications would require coordination and approval by the Authority and would be the responsibility of each developer to coordinate a 911 certified address.
4. **Can we attach offices to these hangars, such as Hanger 2 and 3 at John Tune?**
   - Yes – Construction of office space will be allowed inside the hangar.
5. **What is a standard ground lease rate?**
   - All ground leases will be subject to an appraised value obtained from a MAI certified appraiser, and rates will be no lower than what is determined from the Fair Market Value (FMV) report.
6. **What is a standard lease term? Is 40 year appropriate?**
   - Each lease term and subsequent reversion clause for improvements made, will be based on the size, scope, and investment of the project. Typical ground lease terms are from 20-30 years. 40 years would not be appropriate unless substantial improvements were made to most, or all of the parcels.

7. **Describe the elements of a typical submittal.**
    - Each proposal should be no longer that 20 pages total. Included in the proposal should be background information about all parties involved, projects completed in similar size and scope, proposed improvements including schematics, estimated capital investment amount and financing of such, intended use of the facility, construction timeline, and any terms or conditions the proposer would like to offer. All company financials will be reviewed internally prior to the execution of a lease.
8. **Is the Authority open to multiple developers per parcel?**
    - Yes – Developers can work together, or conversely if similar proposals are reflected on the same parcel, it may be determined, by the Authority, that the developers should work together towards a common goal of developing the parcel.
9. **Would there be an opportunity to construct a fuel farm?**
    - Potentially – Any consideration for a fuel farm would be for self-fueling purposes only, and would be located on the Tenant's leased premises. Furthermore, it would have to be approved by all departments within the Authority and comply with all Rules and Regulations, and the Minimum Standards for Operators of Aeronautical Activities at John C. Tune Airport, that the Authority has established.
10. **What size hangar could you get in the .5-acre space?**
    - We expect the constructed hangar to be no larger than 15,000/sf, depending on parking requirements for aircraft and personal vehicles.
11. **With regard to the 0.5-acre parcel, could you please provide the setbacks requirements from the buildings on the north and south?**
    - The parcel of interest is within John C. Tune Airport property and is not subject to Metro guidelines for setback requirements. However, the constructed Hangar will approximately have 30 feet setback on the north side, and 70 feet setback from the southside.
12. **Will the MNAA allow the proposer to operate an FBO on any of the properties, provided all minimum standards are met by the FBO operator?**
    - Recent solicitations did not produce an interest in a 2nd FBO and the Authority does not believe John C. Tune Airport is ready to support a 2nd FBO.

END OF ADDENDUM NO. # 1

ACKNOWLEDGEMENT OF ADDENDUM

Addendum No. _____ Dated _____ No. of Pages _____

Return this form with your submittal