

№	Question	Answer
1	In respect of the 300 “protected” employees, please provide a list of these individuals including the business areas in which they work, their positions, years of service, and personalized compensation information.	The list of the 300 “protected” employees, including the business areas they work in and their positions, is available for review in the Virtual Data Room – Appendix 7.28. Prior protection is pursuant to Art. 333 of the Labour Code. Benefits are determined in accordance with Art. 52, Art. 53, items 1 and 2, Art. 54, item 1,2,3,4 and Art. 55. "Protected" employees can be dismissed only after permission for their dismissal is obtained from Labor Inspectorate.
2	A breakdown of employees over the age of 57 specifying their gender, their length of service and information on monthly remuneration per person.	The information is available for review in the Virtual Data Room – Appendix 7.29.
3	Information on areas of the business where workplace accidents occur.	The information on the number, positions, directorates and departments with workplace accidents registered for the period 2014 - 08.2018 is available for review in the Virtual Data Room - Appendix 30.3
4	Under the Bulgarian law, rental agreements are informal and could therefore also be concluded in oral form. In this regard, would you confirm that at the moment all existing legal rental relations with "Sofia Airport" EAD as lessor are based on written contracts, and that all such contracts are provided.	We confirm that all existing legal rental relations with Sofia Airport EAD as lessor are based on written contracts. All real estate rental agreements are listed in Folder 3.0 " <i>Contracts with third parties. Leasing of immovable property</i> " and copies thereof have been provided on paper in the Physical Data Room.
5	One contract could be amended several times with consecutively signed annexes, each of which makes various changes. In this regard, there could be an annex, preceding the last one signed to the relevant contract, which brings changes that are still in effect. Please confirm that all annexes to all types of rental agreements that make amendments which are currently in effect are provided. If they are not, please provide them.	We confirm that all annexes to all types of rental agreements that make amendments, which are currently in effect are provided in Folder 3.0 " <i>Contracts with third parties. Leasing of immovable property</i> " and copies thereof have been provided on paper in the Physical Data Room.
6	In reference to your answer number 7 from 14.08.2018_2, please provide an updated Certificate from the Central Pledge Registry covering a period of 10 years.	The information is available for review in the Virtual Data Room - Appendix 30.4. - Certificate № 1204136 / 29.8.2018, issued by the Central Pledge Register.
7	Article 34.1.6 provides a Rebalance/Compensation Event e.g. in case of “any material deviation between the quantum or condition of the Concession Assets as transferred on Concession Commencement Date and the quantum of the assets disclosed as of the Final Disclosure Date within	Amended draft of the Concession Agreement was published recently and no further amendments are currently foreseen.

	<p>Appendix 7 (Concession Site) and Appendix 8 (Moveable Assets);”</p> <p>Is the word “condition” missing intentionally or should the wording rather be as follows (insertion in red and underlined): “any material deviation between the quantum or condition of the Concession Assets as transferred on Concession Commencement Date and the quantum <u>or conditions</u> of the assets disclosed as of the Final Disclosure Date within Appendix 7 (Concession Site) and Appendix 8 (Moveable Assets);”</p>	
8	<p>Please provide a technical description, asset condition and system capacity for the following assets:</p> <p>T1 and T2 Baggage handling system T1 and T2 Check-in equipment</p>	<p>Baggage Handling System - Departure T1</p> <p>The baggage handling system - Departure T1 is composed of two parallel streams, which carry the checked baggage from the check-in counters in the Departure Hall to the collecting carousel platform in the baggage hall. If necessary, one of the two parallel streams is used, or both simultaneously. Oversized baggage is handled on a separate belt that delivers the baggage directly into the baggage hall (not on the carousel platform). In case of failure of the baggage system, the oversized baggage belt can be used as an emergency belt.</p> <p>Length of collecting belt check-in counters 1-4 Terminal 1 - 5,8 +0,4 meters; Length of collecting belt check-in counters 5-8 Terminal 1 - 7.0 +0.4 meters; Length of collecting belt check-in counters 9-16 Terminal 1 – 12,5 +0,4 meters; Length of collecting belt check-in counter 17 Terminal 1 – 2,2 +0,4 meters; Length of the sorting carousel in the baggage hall Departures Terminal 1 - 48.0 meters.</p> <p>The baggage handling system - Departure T1 is in good technical condition.</p> <p>There is no data on the design capacity of the baggage system at Departure Terminal 1.</p> <p>The Actual capacity of each of the two streams of the baggage system at Departure - Terminal 1 is determined by the capacity of X-ray system for checked baggage screening, as there is an X-ray for checked baggage screening integrated in each baggage stream. Therefore, the actual throughput of each stream is about 420 baggage pieces/ hour, respectively 840 baggage pieces/ hour of the whole system.</p>

Baggage Handling System - Arrival T1

The baggage handling system - Arrivals T1 is composed of two parallel feeding belts that carry luggage from the baggage hall T1 Arrivals to two parallel carousels for luggage claim in the Arrivals hall.

Total length of carousel 1 - Arrival Terminal 1 - 55.2 meters;

Total length of carousel 2 - Arrival Terminal 1 - 46.3 meters.

The baggage handling system - Arrival T1 is in good technical condition.

There is no data on the design capacity of the baggage system at Arrival Terminal 1 and there have been no measurements of the actual capacity of the system.

Baggage Handling System - Departure T2:

The baggage handling system - Departure T2 is composed of two parallel streams, which carry the checked baggage from the check-in counters and merge into one stream in the baggage hall at Departure T2. There the baggage passes security check of checked baggage and is sent through a vertical sorter to one of the two carousel platforms. There is also an emergency belt equipped with X-ray and roll conveyor that delivers luggage directly into the baggage hall (not on the carousel platform), and this emergency belt can only serve counters 1-24. The handling of oversized baggage is performed in a separate stream (not included in the baggage system capacity data), which is equipped with X-ray screening point. This stream delivers the luggage directly into the baggage hall without being connected to the collecting carousels.

In the baggage hall at Departures T2, there is also a stream for processing of transfer baggage, which joins into the merged stream from the check-in counters.

Length of collecting belt check-in counters 1-12 Terminal 2 – 21,8 meters;

Length of collecting belt check-in counters 13-24 Terminal 2 – 22,45 meters;

Length of collecting belt check-in counters 25-34 Terminal 2 – 19,5 meters;

Length of the sorting carousel №1 in the baggage hall Departures Terminal 2 - 83 meters;

Length of the sorting carousel №2 in the baggage hall Departures Terminal 2 - 83 meters;

		<p>The baggage handling system - Departure T2 is in good technical condition.</p> <p>The maximum design capacity of the luggage system - Departure T2 is 1,200 baggage pieces/hour, but due to the restriction for stable operation of the checkpoint X-ray baggage screening and scanning system, the actual capacity is limited to about 800 baggage pieces/hour.</p> <p>Baggage Handling System - Arrival T2: The baggage handling system - Arrivals T2 is composed of three T-carousel platforms and one L-carousel platform, their configuration is such that it allows loading of incoming baggage in the baggage hall - Arrivals T2 and baggage claim by the passengers in the Arrivals Hall in public area. Total length of T- carousel 1-3 – Arrivals Terminal 2 – 66 meters. Total length of L-carousel – Arrivals Terminal 2 – 56 meters. The baggage handling system - Arrival T2 is in good technical condition. There is no data on the design capacity of the baggage system at Arrival Terminal 2 and there have been no measurements of the actual capacity of the system.</p> <p>Check-in equipment at T1 and T2: The T1 check-in counters are equipped with weighing conveyors manufactured by “Teleflex Systems” - 19 pcs. They have been in operation since 1987. The T2 check-in counters are equipped with weighing conveyors manufactured by "Atrax"; model ABS-950 - 35 pcs. They have been in operation since 2005.</p> <p>(Check-in equipment of check-in counters) Check-in equipment T1 and T2: WS: HP8000 SFF (CPU E5800, RAM 4GB, Win7), Monitor HP17”, Printer IEF 400, KB Desco 5200</p>
9	Please provide a technical description of the current BRS installation in T1 and T2 confirming software version and asset age	<p>For the technical description of the T1 and T2 baggage handling systems, pls. see item 8 above.</p> <p>The baggage handling system control at Departure T2 is based on the following software: Simatic Manager Step7 S7/M7/C7 Version: V5.3+SP3 Revision Level : K 5.3.3.0 CP PTP Param Version: V 5.1 + SP13 Rev. Level : 5.1.13.0</p>

		<p>IE SOFTNET S7 Version: V3.3 build 1380 Simatic NET S7/SR OPC Server Version: V.22 build 1381 AutorsW Version: V2.3 Rev.Level 2.3.00 Automation License Manager Version: V2.1+HF2 Rev.Level : V 02.01.00.02</p> <p>Age of baggage handling systems: Baggage handling system – Departure T1: 1987 except the baggage carousel platform (2014); Baggage handling system – Arrival T1: 2000; Baggage handling system – Departure T2: 2005; Baggage handling system – Arrival T2: 2005.</p>
10	Please confirm for T2 hand baggage screening check, the number of images processed through one X-ray machine during a typical busy hour	For one shift of 20 minutes, under continuous loading conditions are screened between 40-50 baggage pieces per one X-ray machine. /for 1 hour 120-150 baggage pieces/
11	Please provide for T1 and T2 flight information display systems the following asset information: Model, year of installation, maintenance spend in the last 3 years by year and availability statistics	FIDS: manufactured by STEMCO, installed in 2014 at T1, extended to T2 in 2016. For the last 3 years, it has been under warranty maintenance and no maintenance costs have been incurred. There is no period of unavailability of service for the last 3 years.
12	Please confirm that all Security equipment installed for the purposes of passenger , staff or baggage screening and the standard operating procedure for their use are compliant with the requirements of EU Regulation 2015/1998	We confirm that all Security equipment installed for the purposes of passenger , staff or baggage screening and the standard operating procedure for their use are compliant with the requirements of EU Regulation 2015/1998.
13	Please provide detail of the maintenance budgets and actual spend in T1 and T2 for each of the last 3 years	Бюджетите за поддръжка и действителните разходи за T1 и T2 не се водят по терминали.
		Maintenance budgets and actual costs for T1 and T2 are not recorded by terminals.
14	For avoidance of doubt, please can you clarify that "climate neutral operations specifically includes the operations of third parties on and to and from the airport" are confined to ground transport and not air transport?	Your understanding is correct - the requirements for climate-neutral operations do not concern air transport operators.
15	Please kindly confirm that the technical infrastructure constructed by the current operator and/or the State and/or BULATSA in relation to the operation and the functioning of Sofia Airport (including the facilities related to supply of electricity, water and sewage, natural gas and fuel) has been constructed and put into operation in compliance with the applicable law, including the facilities of such technical infrastructure located in land plots owned by third parties. Please also confirm that the easement rights related to the construction of such infrastructure in land plots	<p>We confirm that technical infrastructure directly related to the operation and the functioning of Sofia Airport (including the facilities related to supply of electricity, water and sewage, natural gas and fuel) is constructed and put into operation in compliance with the applicable law at the time of construction and putting into operation.</p> <p>We confirm that easement rights related to the construction of such infrastructure in land plots owned by third parties are settled in compliance with the applicable law at the date of construction and commissioning.</p>

	owned by third parties have been duly created and arisen in compliance with the applicable law.	
16	<p>In point 12 of the answers published on 28.08.2018 (Q&A_28.08.18) you refuse to provide requested information with respect to the court decision of the Sofia Court of Appeal, rendered under civil case 3201/2016 (No.12 of the list with cases against Sofia Airport) with the argument that "<i>it concerns a real estate, which is not public state property and is not included in the concession site</i>". According to items 3.2.1 and 3.2.2 of the Concession Documents, though, two land plots, which are formed on the basis of the former RLP XVII, the title to which is the subject matter of the abovementioned court case, will be included in the concession area. Hence, parts of the former RLP XVII shall, although at a later stage, be subject of the concession, so the outcome of the dispute under the abovementioned court case is important for the concessionaire. Therefore, please kindly provide the requested information by confirming if the court decision of the Sofia Court of Appeal, rendered under civil case 3201/2016 has entered into force, and if yes - to provide a copy of the court decision with a stamp "entered into force", or, respectively, to provide information whether it has been appealed and by who.</p>	<p>The decision in question is not relevant to the concession site. With the implemented agreed divisions of property in former RLP XVII, the disputed area subject to the civil case 3201/2016 remains outside the concession site under item 1 (from II "Description of the Concession Site"). The property at issue also does not fall within the area of the land plots under items 3.2.1 and 3.2.2 of the Concession Documents.</p> <p>The decision of the Sofia Court of Appeal rendered under civil case 3201/2016 has not entered into force.</p>