

№	Question	Answer
1	<p>In relation to a question which request legislative amendments given the lack of conformity with market and European practices of art. 21 para 5 and art. 63, para 3 of the Concessions Act regardless of the guidance of the Specialized Administration of the Council of Ministers, which would enable the project implementation.</p>	<p>We will duly and carefully review your proposal.</p>
2	<p>According to Art. 43b, paragraph 4 of the Civil Aviation Act “license for an airport operator” shall be issued to the Concessionaire after signing of the Concession Agreement within the time limits agreed therein, where the Concessionaire meets the licensing requirements, specified by this Act.” On the other hand, the draft Concession Agreement defines “Airport Operator” as a commercial entity who has been issued a Licence for an airport operator, and for the purposes of this Agreement “Airport Operator” also means the Concessionaire, unless these criteria are met by the Third Party Airport Operator.</p> <p>Our understanding is that the License for an airport operator as well as all other licenses and certificates referred to in point 1.7 of Annex 5 (Prerequisites) to the Concession Agreement should be issued in the name of the Concessionaire (Project Company), notwithstanding whether third parties’ capabilities have been used in order to meet licensing technical requirements. Please confirm if this understanding is correct</p>	<p>We confirm your understanding. It is in accordance with the Civil Aviation Act and the Concessions Act.</p>
3	<p>In Appendix 12 (Permitted Encumbrance) of the Concession Agreement, point 3, the term “Airport revenue” is used. The Concession Agreement does not contain such definition. Please clarify what revenues shall be includes in “Airport revenue”.</p>	<p>Appendix 12 (Permitted Encumbrance) will be amended accordingly - Airport revenues will be replaced by revenues from Airport Activities and Commercial Revenues.</p>