	Question	Answer
1.	Could you please provide us with the State Service Level Agreements standards for all Government users space and facility requirements referred to in item A.3.d) on page 145 of the MTR?	According to Clause 3.7.1, "During the Transition Period, the Concessionaire shall consult with the representatives of each Government User with regard to: … d) requirements of Government Users in terms of space, utilities supply and equipment and material resources which costs shall be borne by the respective Government User." The State Service Level Agreement with each relevant Government User shall be drafted after these consultations.
2.	Can you please provide us with an electronic copy of the 3D model of the existing terminal 2 in order that we can reflect it on the CGI's/renders that we shall prepare reflecting our proposed expansion of Terminal 2 and our proposal for the new Terminal 3?	**We have provided an electronic copy** of the 3D model of the exterior and interior of the existing Terminal 2 – available for review in the Electronic Section of the Data Room – **Attachment 8.4.** The 3D model attached is part of the documentation for the project "Reconstruction, development and expansion of the Sofia Airport, LOT B 1 – New building of the passenger terminal and adjacent infrastructure" and was not reflected in the expansion and reconstruction of the Sofia Airport Terminal 2 gallery performed in 2013 in accordance with the European regulations concerning the application of the Schengen Agreement and commissioned by virtue of Certificate of Occupancy No.CT – 05-1824 of 14.10.2013.
3.	Could you please provide us with your planned maintenance programme for all existing assets including any replacement for any of the existing systems that are planned to take prior to the signing of the concession agreement?	The maintenance of all existing concession assets is to be performed pursuant to the Maintenance Instructions issued by the manufacturer of each respective machine, facility, system, etc. No replacement of any of the existing systems is planned to take place prior to the signing of the Concession Agreement.
4.	Could you please provide us with all geotechnical investigation and any testing that may have been carried out to determine any rehabilitation or improvement work that has been carried out/planned for any of the existing structures?	The investigations carried out were published for review in the Electronic Section of the Data Room – Attachment No. 5.5, on 16.07.2018.
5.	Will it be acceptable to maintain the existing Terminal 1 to serve for specific commercial flights as well as general aviation after 2029?	Economic operators are to substantiate their proposals in this regard, but in all cases they shall take into account the current passenger traffic through the Sofia Airport as well as the most recent trends of development of the so-called general

		aviation, including but not limited to the appropriate opportunities for that within the Sofia Airport.
6.	Will it be acceptable to renovate the existing Cargo buildings rather than creating a new Cargo village referred to in item F.1. on page 160 of the MTR?	The cargo terminal and the forwarding facilities (Part F of the MTR) are not required to be built anew, as long as the renovated facilities meet the standards laid down in the Minimum Technical Requirements.
7.	Can you please confirm the spare capacity of all existing utility and if the existing electrical sub-station has sufficient capacity to support the new airport expansion programme ?	The new airport expansion programme requires the design and analysis of the spare capacity of all types of utilities (water, electricity, gas, etc.). For the two main substations: SS1 - Terminal 2 and the Master Distribution Substation of Terminal 1, the electricity supplier currently provides sufficient input power.
8.	Please confirm that we are able to relocate the secondary radar within the park area east of the existing terminal 2 should it be affected by the new airport expansion programme.	Existing facilities may be moved at the expense of the entity initiating/requesting such move, provided that the need and expedience of such move are proven in the Master Plan.
	Questions linked to the documents available on the Data Room	
9.	Please provide CAD (or PDF) drawings of the Airport AGL and Signs installation.	The information is available for review in the Electronic Section of the Data Room – **Attachment 5.15.**
10.	Please provide the most demanding products in the airport.	This question was answered on 23.08.2018 in the file Q&A_23.08.18_2. Please see Attachment 2.13 in the Electronic Section of the Data Room.
11.	Please advise if biannual or yearly Insulation Resistance tests are conducted on the AGL primary cables? If so, will it be possible to make the test data available of the last test?	In accordance with the AGL technical operation daily routine, the insulation resistance of primary power cables is tested on a daily basis based on CCR data and any failures are fixed on the spot. A copy of the failure reporting and analysis logbook is available for review in the Electronic Section of the Data Room - **Attachment 5.15.1.**
12	Please advise if biannual or yearly photometric test are conducted on runway 09-27 AGL luminaires? If so, will it be possible to make the test data available of the last test?	Every year, for the purpose of issuance of the Operability Certificate for the lighting system (AGL), an air inspection of the system is conducted by a specialised BULATSA aircraft laboratory - FALCON 2000 reg. LZ-OOI. Copies of the air inspection reports are available for review in the Electronic Section of the Data Room - **Attachment 5.15.2.**
13.	Please clarify which of the following Navigational equipment is part of the concession:	The equipment you refer to is not part of the concession site.

	a) Runway 09-27 ILS (incl. low power DME)	
	b) DME (high power)	
	c) DVOR	
	d) Old Radar	
	e) New radar (radome)	
	f) Surface movement radar	
	g) Meteorological equipment	
14.	Please also advise who will be responsible for the maintenance of the above Navigational equipment?	The Air Navigation Services Provider (ANSP) is responsible for the maintenance of the above air navigation equipment.
15	Please advise which of the AGL luminaires can be monitored (part of the addressable control AGL control system) (only runway, only taxiway centreline, only stop bar & lead-on lights, etc.?)	All LMS-controlled luminaries can be monitored from the control system. In particular: 1. On the runway: - Threshold 09 and Threshold 27; - End lights 09 and 27 (END); - The Runway Centreline (RCL). 2. On the taxiways: - The stop lines of Taxiways – A, B, C, D, S, H and F; - Part of the centreline lighting of Taxiways A, B, C, D, S, H and F – from the stop lines to the Runway. The microwave detectors of some of the Taxiways – A, B, S and H – do not work properly. We have notified the official representative of ADB Safegate for Bulgaria, we have performed joint measurements in accordance with the manufacturer's instructions and we are expecting the relevant follow-up. The AGL system constructed with elements manufactured by ADB Safegate has been in operation since 2006 and its warranty has expired.
16.	Please advise if all the stop bar and runway microwave detectors are operational?	The microwave detectors of some of the Taxiways – A, B, S and H – do not work properly. We have notified the official representative of ADB Safegate for Bulgaria, we have performed joint measurements in accordance with the manufacturer's instructions and we are expecting the relevant follow-up. The AGL system constructed with elements manufactured by ADB Safegate has been in operation since 2006 and its warranty has expired.

17.	Please advise if the monthly loading test are conducted on the AGL substation emergency generators? If so, can test data please be made available?	The emergency generators for the AGL system are installed in Transformer Substation 2, Transformer Substation 3, Transformer Substation 4, Complete Transformer Substation East (КТП „Изток") and Complete Transformer Substation West (КТП „Запад"). These are subject to preventive and diagnostic maintenance on a quarterly basis, tested in test mode, and, if necessary, the settings are adjusted in operational mode by an external company under a subscription maintenance contract. The technical staff on duty at the Master Distribution Substation visually inspect the facilities on a daily basis and test them in test mode twice per month. Test reports are available for review in the Electronic Section of the Data Room - **Attachment 5.15.3.**
18.	Please provide any pavement investigation reports.	No information available
19.	Please provide any ground investigation reports.	A geological survey report for the airfield is available for review in the Electronic Section of the Data Room - **Attachment 5.5.3.**
21.	Please provide any Pavement Classification Index (PCI) or other pavement surveys.	Detailed information has been published on the AIP website.
22.	Please provide any previous runway calibration friction tests.	The Runway friction index is tested by the shift lead on duty at the Operational Centre using a specialised vehicle, SFT Saab 9-5 Station Wagon, as required and as the shift lead may decide. The test logs from the specialised vehicle are stored at the Operational Centre. The test data are notified to the air traffic controller on duty at the Sofia Airport Control Tower. The technical condition of the specialised vehicle's measurement equipment is inspected on an annual basis by the supplier of the vehicle, the company DC Spezialfahrzeuge GMBH, and any current tests and setting adjustments are performed by staff of the Operational Centre certified by the same company**.**
23.	Please provide specifications for recent asphalt resurfacing or repairs.	The information is available for review in the Electronic Section of the Data Room - **Attachment 5.5.4.** The specifications of a project already completed have been enclosed.
24.	Please provide details of recent pavement maintenance expenditure and any warranties that are in place.	The information is available for review in the Electronic Section of the Data Room - **Attachment 5.5.4.1.**

25.	Please provide specifications of all Airfield Rescue & Fire Fighting (ARFF) appliances based at the ARFF Station including age, top speed, water capacity, foam concentrate specification/capacity and discharge rate of foam solution/minute.	**MERCEDES ACTROS (2 vehicles)** Base chassis: Mercedes Benz 3358A Water tank: 10 000 l Foamer tank: 1,200 l Powder tank: 250 kg, Pump: LK6000 – 5,500 l/min. Turret (cabin): 5,000 l/min. Jet length: 75 m Turret (bumper): 1,200 l/min. Jet length: 55 m Foam proportioning system: for 3% and 6% Max. speed: 140 km/h Year: 2007 **ZIEGLER Z6 Attack** VIN: **VF9VM36165E036007** / Gross vehicle mass/GVW: 39 tons Output: 6,000 l/min WATER TANK: 12,000 l FOAMER TANK: 1,450 l TURRET: Roof turret with an output of up to 6,000 l/min Bumper turret with an output of up to 2,200 l/min Foam proportioning system: for 3% and 6% Max. speed: 140 km/h Year: 2016 **MERCEDES UNIMOG 1500L** Water tank: 1000 l Foamer tank: 100 l Water output: 3000 l/min. at a pressure of 10 bar Speed 1: up to 10 bar Speed 2: up to 40 bar Turret: from 800 l/min. to 1600 l/min. Jet length: from 45 m to 65 m Foam proportioning system: for 3% and 6% Max. speed: 140 km/h Year: 1990 **TATRA CAS 32** Pumping height: 7.5 m Mixer maximum output: 200 l/min. Turret jet: 28.8 l/s Pump: - Water – 3200 l/min. at a pressure of 8 bar

		3300 l/min. at a pressure of 10 bar Water tank: – 8,000 l Foam tank: 800 l Foam proportioning system: for 3% and 6% Max. speed: 130 km/h Year: 1995
26.	Please provide location and quantity of all Emergency Water Supply tanks located airside for the purposes of firefighting.	The quantity of all Emergency Water Supply tanks for firefighting is: 12 pc X 50 m3 = 600 cubic metres of water, plus 61 hydrants.
27.	Please provide location and capacity (maximum flow rate) of all surface water oil interceptors.	**Interceptor No. 1 (Cleanser/Degreaser No.1) –** treating the Terminal 1 apron flow Location: along the service road (between Taxiway C and Taxiway J); BENE AERON G 550 – V = 135,4 m^3 – in the airfield Treatment capacity: 550 l/s; Maximum flow: 2180 l/s; **Interceptor No. 2 (Cleanser/Degreaser No.2) –** treating the Terminal 2 apron flow Location: along Taxiway K; BENE AERON G 750 – V = 178,4 m^3 – in the airfield Treatment capacity: 750 l/s; Maximum flow: 2730 l/s; **Interceptor No. 3 (Cleanser/Degreaser No.3) –** treating the water flowing from the open parking spaces and the underground parking lot as well as the roof of Terminal 2 Location: east of the parking lot of Terminal 2, in the area of the former Old Silos quarry („Стари силози“); BENE AERON G 100 – V = 26,9 m^3 Treatment capacity: 100 l/s; Maximum flow: 847 l/s; **Cleanser/Degreaser „Oleopator“ K; NS100** treating apron rainwater flowing west of Terminal 1 – discharges into the urban sewerage system of the water utility company Sofiyska voda AD through a Ø 1000 sewer shaft. **Treatment facility – kerosene separator (Cleanser/Degreaser) –** located before the point of discharge of water flowing from the fuel and lubricant storage facility into the urban sewerage system. Location: fuel and lubricant storage facility**.**

		Two-threshold gravitational and filtration treatment system. Total volume of gravitational capture section: approx. 85 m3 The filtration capture section consists of two subsections with two cartridges of perlite each and a median chamber with a total volume of 10 m³, of which 5 m³ of perlite. The information is available for review in the Electronic Section of the Data Room - **Attachment 5.15.4.** – scheme.
28.	Please provide the following information for the existing fuel farm:	
	a. Number of fuel storage tanks	The information is available for review in the Physical Data Room subject to the conditions and procedure laid down in Clause 5.1. of the Tender Documentation, **Attachment 11.12. - a.b.d.**
	b. Capacity of fuel storage tanks	The information is available for review in the Physical Data Room subject to the conditions and procedure laid down in Clause 5.1. of the Tender Documentation, **Attachment 11.12. - a.b.d.**
	c. Age of fuel storage tanks	More than 30 years
	d. Current serviceability of each fuel tanks	The information is available for review in the Physical Data Room subject to the conditions and procedure laid down in Clause 5.1. of the Tender Documentation, **Attachment 11.12. - a.b.d.**
	e. Record of daily and annual fuel usage	The information is available for review in the Physical Data Room subject to the conditions and procedure laid down in Clause 5.1. of the Tender Documentation, **Attachment 11.12. - e.**
	f. Record of weekly/monthly/annual tests and certification	In accordance with the JIG (Joint Inspection Group) Aviation Fuel Quality for Airport Depots & Hydrants
	g. Details of recent maintenance and expenditure relating to the fuel system	Current repair of 2 tanks in 2016 – Tank No. 4 and Tank No. 7 for storage of Jet A-1, worth a total of BGN 499,852.00 exclusive of VAT. Calibration of 2 vertical tanks – Tank No. 4 and Tank No. 7: BGN 20,000 Current repair of 2 tanks in 2017 – Tank No. 5 and Tank No. 6 for storage of Jet A-1, worth a total of BGN 496,024.00 exclusive of VAT. Calibration of 2 vertical tanks – Tank No. 5 and Tank No. 6 – BGN 1,600 exclusive of VAT. Calibration of 3 vertical JET A-1 tanks – Tank No. 2, Tank No. 3, and Tank No. 8 – BGN 3,300 exclusive of VAT.

		Cleaning and calibration of 5 underground tanks for vehicle and heating fuels with a capacity of 50 m³ - Tanks Nos. 28, 29, 30, 31 and 33. The cost of the service was BGN 6,950.00 exclusive of VAT.
	h. Pump rate between fuel reception facility (rail tankers) and fuel tanks	JET A-1 kerosene pump rate at the fuel reception facility: 1. From the fuel unloading site to the storage facility: 1,500 l/min 2. From the tanks to the hydrant: 1,200 l/min
	i. Frequency of replenishment from (rail) tankers	In 2017, about 2500 tank-cars were unloaded through 8 manoeuvring tank-cars, with equal distribution.