

№	Question - EN	Answer
1	<p>It is specified in an answer to a previous question that Sofia Airport EAD has issued four acts for granting access to an airport ground handling facility to Swissport Bulgaria AD. In addition, lease contracts, executed with Swissport Bulgaria AD, as well as with other ground handling operators, are available in the Data room. Please explain the manner by which the Concessionaire should grant access to airport facilities to ground handling operators - with administrative acts or by executing lease contracts. Is the prior issuance of an administrative act a condition precedent for the execution of a lease contract, or are these alternative means? Does the type of the specific airport facilities determine the requirement of issuance of an administrative act, as per article 483 of the Civil Aviation Act?</p>	<p>With respect to the ground handling operators, the airport operator shall comply with the applicable regulatory framework, i.e., the provisions of art. 483 (h) of the Civil Aviation Act and art. 69 of ORDINANCE No. 20 of 24.11.2006 on the certification of the operational requirements of civil airports, airfields, ground service systems and equipment, on licensing of airport operators and ground service operators and on the access to the ground services market at airports, issued by the Minister of Transport, promulgated in State Gazette, issue No. <a href="#">101</a> of 15.12.2006, effective as of 1.01.2007, latest amendment and supplementing in State Gazette, issue No. 53 of 26.06.2018, as the legislator has specified in these provisions, that the access to the airport facilities, as well as the allocation of the available space for ground handling, shall be based on a written act of the airport operator, which constitutes an administrative act and is subject to appeal, pursuant to the provisions of the Administrative Procedure code.</p> <p>With view of the above, and considering the fact that for the ground handling operators, the need of access to the airport facilities and the ground handling space, is fully dependent on the dynamics of their respective operations, it is within concessionaire's power to establish the manner, by which he shall develop his legal relations with the ground handling operators, based on the regulatory framework and in accordance with the specific indicated need, taking also into consideration the available space from airport's capacity.</p>
2	<p>A list of the ground handling operators, performing activities of ground handling at Sofia Airport, is available in the Tender Documentation (page 42). However, there are no lease contracts with each one of the specified operators available in the Data room. Specifically, lease contracts executed with DHL Express Bulgaria EOOD, TNT Bulgaria EOOD are absent. Please clarify the manner under which these ground handling operators perform activities at Sofia Airport - do they use their own facilities for the specific ground handling activities or the use of airport facilities is not required for their activities, or there are other reasons?</p>	<p>There are no lease contracts signed with DHL Express Bulgaria EOOD, TNT Bulgaria EOOD with respect to any premises or areas.</p> <p>DHL uses its own premises and facilities to carry out warehouse and X-ray processing of cargos. Sofia Airport EAD is a ground handling operator of the apron. TNT Bulgaria uses its own premises and facilities to carry out warehouse processing of cargos. The X-ray processing and apron services are provided by Sofia Airport EAD. These do not require any leased premises.</p>
3	<p>A list of the ground handling operators, performing activities of ground handling at Sofia Airport, is available in the Tender</p>	<p>Global Maintenance OOD is a ground handling operator, licensed by GD CAA at the Ministry of Transport</p>

	Documentation (page 42). However, there are lease contracts, available in the Data room, with ground handling operators which are not included in the list in the Tender Documentation. Specifically, there are contracts executed with Global Maintenance OOD. Please specify whether the list in the tender Documentation is not exhaustive or there are other reasons for the exclusion of some ground handling operators, performing activities at Sofia Airport from this list.	Information Technologies and Communications ( <i>see the website of the GD CAA – Ground Handling Operators</i> ). All the technical service providers, according to IATA's Standard Agreement, are holders of international ICAO licenses and do not need licensing by the CAA. Nevertheless, Global Maintenance has a ground handling license. An up-to-date list can be found on GD CAA's website, and the list is updated on a daily basis.
4	A list of lease contracts is applied to Appendix 3.4 in the Physical data room. ARINC INCORPORATED is specified in said list, but is not recored in the register of ground handling operators, kept by the CD CAA. Please clarify the status of said company.	The agreement with ARINC INCORPORATED refers to the lease of 2 sq.m. in a technical room, used to install communication equipment, necessary for its operations for dispatching services for flight operations, which constitutes a ground handling activity. The company is not licensed as a ground handling operator by GD CAA.
5	Please specify whether the term of contract 100-d-142/22.08.2016, executed with Swissport Bulgaria AD has been extended.	Contract 100-d-142/22.08.2016, signed with Swissport Bulgaria AD is for the lease of service room No. M07. Annex No. 1 was signed for extending that contract – Annex No. 100-ДC-221/29.09.2017. Annex No. 2 has just been sent to Swissport Bulgaria AD for extension of the contract until 01.09.2019. Annexes No. 1 and 2 are available in the Virtual Data Room – <b>Appendix No. 13.3.1.</b>
6	Deviation Acceptance and Action Documents (DAAD), as per Regulation 139/2014, are applied to Certificate BGLBSF-001 of 29.12.2017, issued in the name of Sofia Airport EAD. Sofia Airport EAD has undertaken obligations for actions, part of which with a deadline of 2018. Please specify whether such obligations have been fulfilled, respectively what progress has been made on them.	Actions have been undertaken for elimination of the deviations - Deviation Acceptance and Action Documents (DAAD), within the meaning of Regulation 139/2014, and the deadline for their completion is the end of 2018.
7	You have specified in an answer to a previous question, dated 23.08.2018, that the simultaneous existence of more than one airport operator license is not possible. In this relation, please specify whether such restriction is applicable to the following documents: aerodrome operational fitness certificate under Ordinance No 20 of 24.11.2006 and ground lighting system operational fitness certificate (AGL).	The ground lighting system operational fitness certificate (AGL) may be issued to a single airport only, and to a single ground lighting system.