

№	Question	Answer
1	Please provide information on the assets contained in Appendix 9, and the rights of Sofia Airport EAD to them; and if there are any third party rights (including in respect of license rights granted to Sofia Airport EAD) or encumbrances.	The question will be clarified through an amendment to the relevant appendix to the draft Concession Agreement.
2	Please provide information/overview of the IT systems, platforms, other software and hardware, used by Sofia Airport AD as an airport operator and ground services operator and the respective agreements (which have not been provided so far).	Aircraft handling system (AHM) Commercial activity automation system (SATIS) Finance and accountancy software (Sonita) Human resources management system (Omeks) Document management system (EVENTIS) Flight information display system (FIDS) Terminal equipment system for access to baggage and passengers check-in systems (SITA CUTE) Aviation noise monitoring system (B&K) Aircraft navigation lighting system Load control system – DCS (SITA DCS) Baggage handling system (EFACEC) Building automation system (Honeywell) Access control system (Honeywell) Video surveillance system Training system at aviation training center (CASRA) Operational online messages exchange system (SITATXT). ALCATEL telephone system (Alcatel OmniPCX 4400). TETRA digital radio system (TetraNode Exchange Entry Level (TNX-EL)). Hardware platforms: Servers: HP ProLiant DL380 (G6,G7,G9) HP ProLiant DL385 G8 Storage System:

		<p>HP EVA P6300 Workstations – HP dc5750, HP ProDesk 600</p> <p>Virtualization platform: MS Hyper-V 2008R2, 2012R2 VM Ware ESXi 6.5</p> <p>Software platforms: Server Operating Systems – Microsoft 2008 Server, Microsoft 2008R2 Server, Hyper-V 2012 R2 Server, Exchange Server 2010, MS SQL Server 2008R2</p> <p>Workstations – MS Windows XP, MS Windows 7, MS Office 2010</p>
3	<p>Please provide any documents related to the inspections of the existence of asbestos and polychlorinated biphenyls (PCBs).</p>	<p><u>Asbestos:</u> There have been no surveys on the existence of asbestos at Sofia Airport. Currently the airport has no register or management plan in relation to asbestos.</p> <p><u>PCBs:</u> In June 2006 there was an inventory of equipment (4 power transformers) which could contain polychlorinated biphenyls – there is a record of internal inventory dated 30 June 2006. Samples from the oils of the 4 power transformers were taken in September 2006 by an accredited laboratory – there are official documents on the taking of samples dated 28 September 2006. The samples were submitted for analysis to the Environment Executive Agency (EEA) with a letter with outgoing number 100-14301/02.10.2006. An equipment inventory list was submitted to the RIEW-Sofia with a letter with an outgoing No 100-19517/22.12.2006. The test results for the 4 samples – Protocol No 1553/07.05.2007 issued by the accredited laboratory of EEA – were submitted to Sofia Airport EAD with a letter with outgoing number No 100-3302/06.03.2009 for which the</p>

		Regional Inspectorate for Environment and Water (RIEW)-Sofia for which RIEW-Sofia was informed with a letter with outgoing No. 100-3442/10.03.2009. There is no follow-up correspondence on this issue with the supervising authorities. The information is available for review in the virtual data room – Appendix 27.
4	Please provide us any information related to the radiological exceedances at Sofia Airport – conducted measurements, as well as the control measures in place.	Regular work environment measurements (every six months). There are no radiological exceedances. The information is available for review in the virtual data room – Appendix 28.
5	Please provide updated information for the amount of the proceeds of airport fees which Sofia Airport EAD accounts to the Ministry Transport, Information Technology and Communication under the Agreement for the terms and conditions of operation of Sofia Airport dated 10 September 2016.	The proceeds from airport charges which Sofia Airport EAD accounts to the Ministry of Transport, Information Technology and Communications under the Agreement on the terms and conditions of operation of Sofia Airport dated 10 September 2016 are the following: for 2016 – BGN 36,434 thousand; for 2017 – BGN 100,604 thousand; for the period 1 January 2018–31 July 2018 – BGN 66,149 thousand. Please note the other essential clarifications in relation to this question provided as part of other answers. Please note that the specified amounts remain fully at the disposal of Sofia Airport EAD which does not transfer these amounts to the Ministry.
6	Please provide the agreement between Sofia Airport EAD and IATA pursuant to which IATA is a beneficiary of a guarantee (provided in appendix No. 2.3.7 in the physical data room).	The information is available for review in the virtual data room – Appendix 2.3.7.1.
7	Please provide the two agreements concluded pursuant to Financial Agreement between the Republic of Bulgaria, European Investment Bank and Sofia Airport EAD in respect of financing of the reconstruction and expansion project of Sofia Airport (published in the State Gazette No 6/16.01.1998), namely: 1. Agreement for lending loan amounts, and 2.	The agreements have expired and are irrelevant to the Object of the Concession. Please refer to the answer to this question in the Q&A.

	Agreement for management, both made between Sofia Airport and the Ministry Transport, Information Technology and Communication.	
8	Please confirm the current total number of employees in Sofia Airport. According to Table Number of Personnel uploaded on 16 August, the employees are 2376. According to other information (category work/education) the total number of employees is 2338. Please confirm the actual number of employees.	‘Number of Personnel’ by departments, uploaded on 16 August 2018, which contains the number 2376, includes all existing positions at Sofia Airport. 2338 is the number of working employees.
9	Please confirm what is the total number of occupational rehabilitees in Sofia Airport. According to approved list date 12 February 2018 for the places suitable for occupational rehabilitees there are 219 occupied places for occupational rehabilitees. According to a list of occupational rehabilitees there are 208. Please confirm the actual number of occupational rehabilitees.	According to Approved list dated 12 February 2018 of the designated places suitable for occupational rehabilitees there are 219 such places (jobs), all of which are occupied – this information is correct. According to List of occupational rehabilitees, the total number is 208. According to List of protected employees, the number of protected ones under item 2 and item 3 of Article 333 of the Labor Code is 208 in total – correct information. The information in both lists is correct. The submitted information for 208 persons refers to a specific date and may vary. During this period there are persons in respect of whom decisions of the Territorial Expert Medical Committee (TEMC) have expired with no new ones received. As of today the occupational rehabilitees are 215, and more expert decisions by TEMC in respect of such persons are expected due to the fact that TEMC does not work in August at all.
10	As regards the unpaid annual leave accrued as at the Start Date of the concession, our understanding is that on the grounds of Article 9.1.4 of the Concession Agreement, both the remunerations for paid leave under Article 177 of the LC and the compensations for unused paid annual leave under	Your understanding as regards these liabilities towards employees which have arisen prior to the change of employer is correct. We once again draw your attention to the fact that the concessionaire and the current operator shall be jointly liable towards employees.

	Article 224 of the LC shall be borne by the current operator. Please confirm that our understanding is correct.	
11	Please provide the agreements with companies using the same working site for mutual ensuring of health and safety conditions on the grounds of Art. 18 of the Health and Safety at Work Act entered into with Ekspress Lift Service, Gastech, Technoterm Service.	We provide agreements with enterprises using the same site, working premises or equipment, working site for mutual ensuring of health and safety at work on the grounds of Article 18 of the Health and Safety at Work Act as Express Lift Service, Gastec BG, Technoterm Service. The information is available for review in the virtual data room – Appendix 3.60.
12	In Decision 264/12.04.2016 of the Council of Ministers it is specified that the right of use of the properties, enlisted there and established in favour of Sofia Airport EAD is terminated upon granting a concession for Sofia Airport EAD – is it meant a concession for Sofia Airport instead of Sofia Airport EAD?	What is meant is granting a concession for civil airport for public use Sofia, not the company.
13	Please advise if there are certain land plots, building or facilities, which comprise the Object of the Concession and are currently held unlawfully by third parties?	There are no land plots, buildings and/or facilities which comprise the Object of the Concession and are currently held unlawfully by third parties.
14	Regarding paragraph 15 of Q&A-3 dated 24 August 2018 would you please: (i) provide us with all respective decisions of the Sofia City Court (only one decision of Sofia City Court has been provided); (ii) Also, pursuant to the expropriation orders, the area of expropriated territories is 870 decares, but in the lists of paid compensations the area is much smaller. Would you please clarify the difference? Would you please confirm if the compensations for all expropriated areas have been paid?	The Regional administration of Sofia region was a party in the court proceedings, not Sofia Airport EAD or the Ministry of Transport, Information Technology and Communications. We do not have the decisions of Sofia City Court, only information about them received by the Regional administration. Part of the territory on which Sofia airport expanded were plots that were state and municipal property, for which no compensations were paid. The specified compensations were paid only to private parties. All private owners which have proven themselves as such have been paid compensations.

15	Regarding paragraph 8 from Q&A dated 31 August 2018 would you please respond to the third question and provide evidence of the establishment of easement rights relating to the relevant infrastructure in favour of Sofia Airport/the State.	The documents will be requested and provided in a timely manner in accordance with the established procedure.
16	Regarding paragraph 9 from Q&A dated 31 August 2018 would you please clarify what type of technical infrastructure of BULATSA is located within the concession site and provide more specific details of its exact location; please also provide information on the route of the 20 KV cable line.	<p>The information is available for review in the virtual data room – Appendix 5.7.5.6. (file Appendix 16.1 – drawing with underground cadastre – DWG, including:</p> <ol style="list-style-type: none"> 1. The route of the optical cable of the Air Traffic Control (ATC) center. 2. The route for power supply from substation Vrazhdebna to the ATC center. <p>File Appendix 16.2 – drawing with underground cadastre – PDF, including:</p> <ol style="list-style-type: none"> 1. The route of the optical cable of the ATC center. 2. The route of power supply from substation Vrazhdebna to the ATC center.
17	Regarding paragraph 10 from Q&A dated 31 August 2018 would you please clarify what is the development on the proceeding initiated by a claim that is registered in the Real Estate Register under No. 29247/20.11.2008 and provide information regarding the property affected by the claim ?	<p>The proceedings initiated by the claim registered in the Real Estate Register under No. 29247 of 7 July 2009 have been terminated in compliance with court ruling of the Sofia District Court, Civil Division, 34th of 17 July 2010 on civil case No. 37924/2008, effective as of 28 September 2010. The legal dispute concerned land plot with cadastral No. 130. Part of this property is included in the Object of the Concession, with identifier 68134.709.65 under paragraph 1.4 of the Documentation for the concession.</p> <p>The information is available for review in the physical data room in compliance with the terms and procedure under Clause 5.1. of the Documentation for the concession – Appendix 14.3. (court ruling of the Sofia District Court, Civil Division, 34th of 17 July 2010 on civil case No. 37924/2008).</p>

18	<p>Regarding paragraph 12 and 13 of the Q&A dated 23 August 2018 would you please provide copies of the relevant documents – in particular Minutes dated 01 November 2001 documenting the lawful completion of archaeological investigations within the Sofia Airport and Letter dated 12 November 2001 from the Director of the National Institute for Cultural Monuments for write-off of late ancient villa rustica as a declared monument. Would you please clarify on which property is located Subject 3, specified in the provided documents under paragraphs 65.1 and 65.2 of Appendix 10 of the Q&A dated 08 August 2018.</p>	<p>Minutes dated 1 November 2001 documenting the lawful completion of archaeological investigations within the Sofia Airport – available for review in the virtual data room since 8 August 2018 – Appendix 65.3 to Appendix 10.1.</p> <p>Letter dated 12 November 2001 by the Director of the National Institute for Cultural Monuments to write-off a villa rustica of late Antiquity as a declared cultural monument – available for review in the virtual data room since 8 August 2018 – Appendix 65.4 to Appendix 10.1.</p> <p>Object 3 is located south of the approach lighting of the runways for take-off and landing. It is outside the airport fence, it not located on land which is public state property, and outside the concession area – as evident from page three of Appendix 65.1 to Appendix 10.1.</p>
19	<p>Regarding paragraph 19 of Q&A dated 23 August 2018 please provide a copy of the Letter 100-16188/02.08.2018. mentioned in the response.</p>	<p>With Letter 100-16188/02.08.2018 Sofia Airport EAD has submitted to the Ministry of Transport, Information Technology and Communications the necessary information for answers to questions concerning the concession process, published as Q&A-7 of 23 August 2018. The data from the letter is available in the published answers.</p> <p>In item 19, second paragraph (second indent) it is specified that the building with identifier 68134.709.469.17 is to be demolished as per Order of the National Construction Control Directorate which is available for review in the virtual data room – Appendix 29.</p>
20	<p>Regarding real estate 68134.709.430 (North apron) – please clarify whether the order for the joint use of the property dated 4 December 2000 issued by the Minister of Defence and the Minister of Transport and Communications is still in force and has not been amended or revoked? Second, given that there are State Property Acts issued both to the Ministry of Transport and Communications and to the Ministry of Defence would please clarify whether the property has been granted for management only to the Ministry</p>	<p>The order for the joint use of the property dated 4 December 2000 issued by the Minister of Defence and the Minister of Transport and Communications is still in force and as of this date has not been amended or revoked.</p>

	of Transport, Information Technology and Communications and will accordingly be deregistered as property managed also by the Minister of Defence?	
21	Regarding paragraph 1 from Q&A dated 24 August 2018 it is pointed that “The underground facilities and infrastructure supplying the concession assets were built in the years before 2006 on state-owned sites”, and in paragraph 8 from the Q&A dated 31 August 2018 you point out that the better part of the technical infrastructure which are connected to the operation and activity of Sofia Airport pass through privately owned property. Does your second respond relate to the infrastructure constructed after 2006? Would you please specify which is the approved zoning plan/scheme providing for the construction of the relevant infrastructure?	We would like to clarify that all elements of the technical infrastructure owned by Sofia Airport EAD were built before 2006.
22	In relation to paragraph 23 from Q&A dated 08 August 2018, would you please provide State Property Act for power substation 6 with identification 68134.709.493.22? Is the cadastre identification number correct because we can not find a building with that number. Would you please provide building permits, Act 16 and use permits for the buildings, specified in paragraph 23.	There has been a change in the cadastral map and cadastral registers. The building has a new identifier – it is now building 68134.709.506.22, building for power generation, number of storeys - 1, built-up area - 147 sq. m. The building is privately owned, the facilities within it are public state property.
23	With reference to Agreement for the Terms and Procedure of Use of a Civil Airport for Public Use Sofia under Art. 43e of the Civil Aviation Act, would you please clarify whether the assets provided for use by Sofia Airport EAD under the Agreement are used/assumed for use by state users in accordance with Art. 3.1.6 of the Agreement.	Part of the assets provided for use by Sofia Airport EAD as per the Agreement for the Terms and Procedure of Use of a Civil Airport for Public Use Sofia under Art. 43e of the Civil Aviation Act are used in accordance with Article 3.1.6 of the said Agreement by the following state users – DG Border Police and DG Fire Safety and Civil Protection of the Ministry of Interior.
24	Regarding paragraph 1.6 of the description of the Concession site (property 68134.709.469) the Tender documentation specifies that in the Concession site will include part of the property described in Public State Property Act No. 09139 dated 14 May 2016 together with the buildings and facilities built	We will clarify the information as necessary and respectively, provide additional information.

	thereon. Please confirm that the relevant part would be separated into a separate property ? If that physical separation into a separate regulated plot is not possible, would you please specify how the relations related to the use of the relevant part of the property by the concessionaire and the respective state authority will be settled?	
25	Regarding the facilities specified in paragraphs 4.1.7, 4.1.8 of the description of the properties excluded from the Concession site in the Tender Documentation, would you please clarify if the remaining ½ undivided interest in the relevant facilities is within the scope of the concession? If it's included how is the relationship with the co-owner of the facilities settled?	<p>4.1.7 – Paragraph 2.4. of the Documentation for the concession is the relevant provision as regards the ½ undivided interest in the gas pipeline diversion provided with Decision of the Council of Ministers No. 475 of 26 June 2006.</p> <p>Agreement 473/28.11.2017 between State Enterprise Air Traffic Control (SE ATC) and Sofia Airport EAD is available for review in the physical data room in compliance with the terms and procedure under Clause 5.1. of the Documentation for the concession – Appendix 5.3.7.</p> <p>As regards the ½ undivided parts of the embankment of the Iskar river, the properties on which the facility is situated are outside the area of the Concession site. The construction of the facility was co-funded by SE ATC and Sofia Airport EAD. The maintenance of the facility ensures the safety in the area adjacent to T2 and of the landscape. There is no agreement on the joint use and maintenance of the facility.</p> <p>The information in relation to paragraph 4.1.8 is available for review in the virtual data room – Appendix 5.6.5.1.9.</p> <p>The remaining ½ undivided interest in the said facilities is not included in the Concession site.</p>
26	Would you please clarify if the kerosene pipeline goes through private properties, and if it does – would you please provide information and documents on the establishment of the respective rights for its construction?	The kerosene pipeline goes through private properties. There is no explicitly established right of way for the kerosene pipeline. It was built in 1973 and passed through state-owned land. After the restitution of the agricultural lands through which the kerosene pipeline passes to their former owners, the properties became privately owned. It is considered an existing, i.e. 'as is', situation.

		<p>The underground kerosene pipeline with ϕ 159/4.5, with a working pressure of 0.96 MPa and a test pressure of 1.2 MPa, is public state property, with management rights granted to Sofia Airport EAD. The kerosene pipeline is operational and supplies fuel to the fuel and lubricants (FL) warehouse of the airport. The pipeline is in regular non-stop 24-hour operation.</p> <p>Currently, as per Article 62 of <i>Ordinance No. 7 of 2003 on the rules and standards for the planning in the separate types of territories and development areas</i>, the protection zones, strips and passages and the restrictive regimes for the construction and use of the land plots in relation to the construction of pipelines for petroleum and petroleum products are determined by the Ordinance under Article 200, paragraph 3 of the Energy Act (<i>Ordinance on the planning and safe operation of petroleum and petroleum products transmission pipelines adopted with a Decree of the Council of Ministers No. 312/2004, amended as published in the State Gazette, issue 4 of 9 January 2018</i>).</p> <p>In this case an applicable ordinance is also <i>Ordinance No. 16 of 9 June 2004 on the easements of energy sites</i> (issued by the Minister of energy and energy resources, the Minister of agriculture and forestry and the Minister of regional development and public works, promulgated in the State Gazette, issue No. 88 of 8 October 2004, amended and supplemented in issue No. 75 of 29 September 2015).</p>
27	<p>Would you please provide details of or copies of the respective Decisions of the Council of Ministers by operation of which the properties part of the Concession site are provided for use to the Ministry of Transport Information Technology and Communications (other than Decision of the Ministry of Councils 264 dated 12 April 2016)?</p>	<p>In addition to Decision of the Council of Ministers (DCM) No. 264 of 12 April 2016 with which the properties and sites that are part of the concession site are provided for use to the Ministry of Transport Information Technology and Communications, another relevant decision is DCM No. 662 of 6 August 2012.</p>