

	Question	Answer
1	We understand there was a commercial DD report prepared by SDG - when can we expect this to be released?	The report includes assumptions for different ways to develop the airport and will not be published, as each Bidder is responsible to present and justify their own vision for the development of the airport.
2	In relation to paragraphs 1-2 on page 10 of Appendix 6 KPI's - 1 of the Concession Agreement, this document states that T2 must participate in the ASQ Survey starting from the Concession Commencement Date and T3 must be included after its first year of operation. We understand that ACI only publish a single site wide ASQ score for participating airports while individual terminal scores can be provided to the airport company but are not published. Could you please confirm that the target scores/standards required will be measured against individual terminal scores and not against the single site ASQ scores?	According to Appendix 6, separate ASQ surveys are required for T2 and T3. The concept design proposed by the Concessionaire will determine whether this requirement can be applied, based on: a. sufficient passenger traffic volumes in each terminal to make the survey meaningful and reasonably cost effective b. terminals are sufficiently distinct that the surveys are genuinely separate
3	Please confirm the current status of each of the listed projects on pp. 1-4 from 'Larger investments in capital expenditure and routine repairs planned for 2018' with a VDR index '2.2.1.5. Capex' together with their expected status as at Dec 31st 2018.	The information is available for review in the electronic section of the Data Room - Annex 2.2.1.5.1.
4	In relation to paragraph 3 of page 15 of the Minimum technical requirements from Appendix 18 of the Concession Agreement, please confirm what anti-icing mediums are used on the runway/taxiway areas, what is the annual average usage of all mediums and are there any future legislative deadlines to prevent the use of Urea. Also, please confirm whether any feasibility studies have been undertaken into the future containment and disposal of surface (non aircraft) anti-icing run-off.	The de-icing products used on the runway/taxiway, apron areas are as follows: <ul style="list-style-type: none"> - Urea - an average of about 200-220 tons for the winter season; - Isomex (liquid) - an average of about 10,000-15,000 liters for the winter season; - NAAC (granulate) - an average of about 5 -10 tons for the winter season. We are not aware of any legislative deadlines to prevent the use of Urea. No feasibility studies have been undertaken into the future containment and disposal of surface (non-aircraft) de-icing run-off.