

№	Question	Отговор
1	Concession Agreement-6.5-Please share the details of current arrangement of utilities such as electricity, water, Sewer drain, telephone, voice and data communications. The present agreements, statutory approvals and load sanctions/ capacities of utility infrastructure may be provided.	The requested information is available for review in Bulgarian only in the Virtual Data Room and in the Physical Data Room in the form of drawings, layouts and sketches. It is not possible to provide this information in another language.
2	Concession Agreement-8.2-Please provide existing Environmental and Social Management System (ESMS) documents / details.	<p>Sofia Airport EAD has implemented Integrated Quality and Environmental Management System (IMS) in May 2012, based on the international standards ISO 9001:2008 and ISO 14001:2004, which is certified, according to the said standards, by RINA. The certificates were issued under the international accreditation of Italy – ACCREDIA. In May 2015 the IMS was re-certified for another three-year period.</p> <p>In the beginning of 2018 the integrated system was updated, in accordance with the new versions of the standards ISO 9001:2015 and ISO 14001:2015 and on 16.05.2018 it was successfully certified for compliance with the said standards, for another three-year period, expiring on 19.05.2021. The validity of the certificates for the said period is subject to annual; supervisory audits, scheduled for May 2019 and May 2020.</p> <p>The certificate for compliance with ISO 14001:2015 is available in the Virtual Data Room – Appendix 4.6. The certificate for compliance with ISO 9001:2015 is available in the Virtual Data Room – Appendix 4.7;</p> <p>Sofia Airport EAD does not have an implemented and certified Health and Safety Management System. The Healthy and Safe Working Conditions Programme is prepared on an annual basis, for each calendar year, according to the requirements of the Health and Safety at Work Act and Ordinance No. 3 of 27.07.1998 on the functions and tasks of the officials and specialized services at the enterprises, for the organization of the performance of the activities, related to the protection against professional risks and the prevention of such risks (Title Amended in State Gazette, no. 102 of 2009, effective as of 1.01.2010):</p> <p>The Healthy and Safe Working Conditions Programs for 2017 и 2018 are available in the Virtual Data Room – Appendix 7.31</p>
3	Concession Agreement-25.1-The 5 months duration for submitting the Initial master plan after concession award	We consider the period for submitting the Initial Master Plan, as specified in the Draft Concession Agreement, sufficient.

	is less. The Authority may consider extending the duration to 12 months.	
4	Concession Agreement--The drawings provided in the Data room do not appear to be the latest ones (particularly T2). Latest as built drawings shall be provided.	The as-built drawings of the buildings are provided in the Physical Data Room. The implementation of the project: “Construction and installation works for expanding the check-in and security area, level +5,25, Terminal 2, Sofia Airport“ was completed in September 2018. The relevant information is available for review in the Virtual Data Room – Appendix 8.6.
5	Concession Agreement--The age and capacities of mechanical and electrical plant and systems shall be provided. Eg. Boilers, Chillers, AHUs, Fire protection systems, transformers, Electrical Switch gears, AGL systems (fixtures, CCRs, ILMS, control systems etc.)	<p>I. External power supply grids (outside the perimeter of the airport):</p> <ol style="list-style-type: none"> 1. Terminal 1 at Medium Voltage (6 and 10 kV), built 25-30 years ago. There is significant electrical input capacity provided by the electricity supplier (pursuant to signed annexes). 2. Terminal 2 at Medium Voltage (20 kV), - built in 2006. There is significant electrical input capacity provided from “Iskar Industry” Sub-Station (based on a signed annex). To the outlet from unit 6 of BULATSA – the necessary electric capacity is provided. 3. Fuels and Lubricants Unloading Area - Low Voltage (0,4 kV), built 40 years ago. Without any power capacity. <p>II. Internal power supply grids (within the airport):</p> <ol style="list-style-type: none"> 1. Terminal 1 - LV (0,4 kV), built more than 40 years ago, with partial refurbishment in 2000. No extra electrical capacity of the internal electrical systems. 2. Terminal 2 - Low Voltage (0,4 kV), built in 2006. No extra electrical capacity. 3. Fuels and Lubricants Unloading Area - Low Voltage (0,4 kV), built more than 40 years ago, with partial refurbishment in 2000. No extra electrical capacity. 4. AGL system at Medium and Low Voltage, built in 2006. No extra electrical capacity.. <p>The new airport expansion programme shall require the design and analysis of the electrical capacities and the respective investments for the expansion of the existing sub-stations – in terms of buildings, equipment and grids.</p> <p>III. Heating, Ventilation, Air-Conditioning and Gasification /HVACG/ systems outside the perimeter of the airport:</p>

1. Gas line, supplying the Terminal 2 area at the Sofia Airport and the BULATSA – commissioned in 1999 and with a capacity, corresponding to the following specifications – dimensions $\Phi 219 \times 6$ mm and operational pressure 0,6 MPa.

IV. HVACG systems inside the airport:

1. Gas pipeline supplying the area of Terminal 2 of the Sofia Airport – commissioned in 2006 and with a capacity, corresponding to the following specifications – dimensions $\Phi 76,1 \times 4$ mm and operational pressure 0,6 Mpa.

2. Boilers, providing heating medium for Terminal 2 – 2 pcs. commissioned in 2006 with a capacity of 2,5 MW each. Under normal operational conditions, 1 is operational and the other - 100% backup.

3. Boilers, providing heating medium for Terminal 1 – 3 pcs. commissioned in 2000 with a capacity of 1,1 MW each. Under normal operational conditions, 2 are operational and the third one - 100% backup.

4. Chiller system - commissioned in 2006 with a total capacity of 3,5 MW (3 pcs. chillers with a capacity of 1,5 MW each). In normal operational mode, 2 of the chillers are operational, and the third - 100% backup.

5. Air-Conditioning system of Terminal 2 commissioned in 2006, consisting of 47 air-conditioning chambers with varying cooling, heating and electrical capacity (depending on the needs of the building) and a number of pumping units, fittings, controls etc. Under normal operating conditions, approximately 80% of the machinery and equipment are in operation.

6. Air-Conditioning system of Terminal 1 commissioned in 2000, consisting of 14 pcs. air-conditioning chambers with varying cooling, heating and electrical capacity (depending on the needs of the building) and a number of pumping units, fittings, controls etc. Under normal operating conditions 100% of the machinery and equipment are in operation.

V. Fire-signalling and fire-extinguishing systems (FSS, FES).

1. FSS and FES of Terminal 2 - commissioned in 2006, and the software configuration was upgraded twice.

The FSS and FES, of Terminal 1 were commissioned in 2000, as the software configuration has not been upgraded yet.

6	Concession Agreement-5.1-Appendix 7 is not available in the documents provided. Please provide the same.	Appendix 7 (Concession Site) of the Draft Concession Agreement is identical to Schedule 2 of the Tender Documents (Description of the Concession).
7	Concession Agreement-25.3-Domestic / Potable water source and Storage tank capacities including fire water storage tanks to be provided.	<ul style="list-style-type: none"> • From pipe wells PW 1 and PW 2 for 2017 – a total of 18187 m³ • Capacity of the technical and fire water storage tank– 156,16 m³
8	Concession Agreement-25.3-The Sewage treatment plant capacity to be provided.	The Sofia Airport has no Sewage treatment plant
9	Concession Agreement-The Office area requirement and type of facility for each of the Sovereign functions may be provided location wise.	Art. 3.7. of the Draft Concession Agreement specifies the methods and conditions, under which the Concessionaire must consult the Governmental Users, during the transition period, on the areas and premises, required by the Government Users
10	Tender Documentation-Schedule 5-Bulgarian adherence to Schengen agreement - Time period may be provided. Please clarify on adherence to Schengen agreement for Terminal 2. If concessionaire has to consider the same, Please provide the target date to achieve the same.	No target/expected date of Bulgaria's accession to the Schengen Agreement can be specified. In case additional works/CAPEX is necessary in this regard, which was not specified in Concessionaire's Initial Investment Program, the respective Five-Year Investment Plan may be amended, pursuant to Clause 18.4 of the Draft Concession Agreement.
11	Tender Documentation-Schedule 5-G. Utilities Drainage Discharge capacity up to 1:1000 year storm and flood events. The above requirement and the related specifications are very stringent which will have huge implications in the design and the cost. Kindly clarify if the discharge capacities can be planned as per the relevant codes prescribed in FAA etc.	Yes, the discharge capacities shall be planned as per the relevant codes prescribed in FAA and the rest of the regulatory framework.
12	Tender Documentation-Schedule 5-The editable version of as-built drawings of all utilities may be provided.	This information is available in the Virtual Data Room – Indexes 5.7.5 and 10.1 . It is not possible to provide editable versions of the as-built drawings.
13.	Tender Documentation-Schedule 5-As built drawings and details of fuel farm shall be provided along with declared capacities of the tanks. The condition assessment of the fuel farm, if any carried out may be provided.	<ul style="list-style-type: none"> - There are 8 tanks, intended for the storage of jet fuel JET A-1 – This information is available in the Virtual Data Room - Appendix 11.16 - Tanks for drained jet fuel in the fuels and lubricants storage facility – This information is available in the Virtual Data Room - Appendix 11.16 - Diesel fuel storage – four underground tanks – This information is available in the Virtual Data Room - Appendix 11.16 - Avgas storage – tanker truck, capacity 10 m³. - Storage of A95H gasoline – a single underground tank with a 52 m³ capacity. Waste fuel storage – two underground tanks, with a total capacity of 30 m³ each.

<p>14 Tender Documentation-Schedule 5-Support Accommodation</p> <p>The requirement is very subjective and not clear as to what needs to be provided. The minimum areas requirement for each facility and guidelines to be followed may be provided.</p>	<p>Each bidder must determine their own minimum areas requirement, based on their traffic estimates and in particular – the peak intervals for the passenger traffic in the terminal, as well based on their expertise and experience. Additional areas are to be provided for accommodation of employees and Governmental Users, as each bidder shall decide how to provide this area (e.g. some maintenance offices can be established in separate buildings with lower expenses, if necessary).</p>
<p>15 Tender Documentation-The Countour drawings of the concession site shall be submitted.</p>	<p>This information is available in the Virtual Data Room – Index 8.</p>
<p>16 Tender Documentation--Authority to provide meteriological data such as</p> <ul style="list-style-type: none"> * Depth of frost penetration for the last 10 years * Rainfall intensity for the last 1000 years (IDF Curves) * Wind data for the last 10 years 	<p>The provision of information, regarding the „Depth of frost penetration“ is not subject of measurement by the Sofia Airport’s monitoring systems and therefore we are unable to provide the data requested.</p> <p>The rainfall intensity is not measured by the weather monitoring systems of the airport, either. Due to the specificities of this element and the need to apply a hydrometeorological approach in the calculation of the IDF curves, the relevant data can be obtained from the hydrology and meteorology department of the National Meteorology and Hydrology Institute of the Bulgarian Academy of Science.</p> <p>As for the wind data, attached you can find the document: „Aerodrome climatological summary – Sofia, 1996-2017”, which can be used to obtain the full set of processed statistical data for the period until March 2017. The document is a weather report for the Sofia Airport and it has been prepared in accordance with ICAO’s requirements and rules.</p> <p>This information is available for review in the Physical Data Room in accordance with the rules and conditions, set out in clause 5.1. of the Tender Documents – Appendix 30.7.</p>
<p>17 Tender Documentation-Schedule 2, Part 1-On page 35 of the Tender Document, in the "Other Equipment" section it is mentioned that "Sofia Airport has a number of other facilities, in particular such related to the technical infrastructure, described in details in part B (Description of the Concession site)." How ever there is no mention of the details of the "Technical Infrastructure" to cover available IT Infrastructure else where in the tender document. Please furnish the same along with the IT Concept / Schematic Network Diagram</p>	<p>This question is unclear. Please, see the answers in the Q&A section, regarding the available IT assets.</p>
<p>18 Tender Documentation-Schedule 5, MTR, Category D, Asset "All buildings"-MTR 1, b) states that "Provide all the necessary and upgradeable technology, as in</p>	<p>The answer to this question can be found in file Q&A_26.09.18_5</p>

	<p>international airports of similar size within the EU market.... Information & Communication Technology (ITC)</p> <p>Please provide the existing ITC schema / concept diagram with details of installed / available IT solutions</p>	
19	<p>Tender Documentation-Schedule 5, MTR, Category D, Asset "Check-In"-MTR 6 , clause (a) requires that "Within the first two (2) years after Concession Commencement Date, upgrade to common user technology to increase current capacity."</p> <p>Please provide the existing check-in solution details.</p>	<p>This information has already been provided in the file Q&A_11.10.2018_1, item 8.</p>
20	<p>Tender Documentation-Schedule 5, MTR, Category G, Asset "Telecommunications and control network"- Requirement (b) states that "Expand and modernise automated control and monitoring capabilities (e.g. full system control and monitoring, Man-Machine-Interface, SCADA, PLC, I/O systems and sensors, CCTV, network connections, radio and communications systems, etc.) of the entire Airport and provide a single state-of-the-art control centre."</p> <p>Please provide the details of existing control and monitoring capabilities, control centre.</p>	<p>The access control system uses the "HONEYWELL" software. There are two object control rooms – for T1 and T2</p> <p>No single control access and CCTV centre has been established so far.</p>