

No.	QUESTIONS	ANSWERS
1	<p>Are there any windows needed for the technical premises on the ground floor (in the room programme there are mentioned rooms with total area ~875m²)?</p> <p>Which mentioned rooms would require separate doors in the facade to service equipment?</p>	<p>Technical rooms do not need windows.</p> <p>Depending on the architectural solution doors from technical premises should be orientated towards the closed inner yard. Doors orientated towards the yard should be foreseen for the following rooms:</p> <ul style="list-style-type: none"> - Rack Room base - UPS room - Switch Gear room - Battery room - Air-conditioning room - Air-conditioning room
2	<p>We have a question regarding the Brief - the requirement for an Expert, Clause 3.4.7.1:</p> <p>Our team has considerable experience of Air Traffic Control tower design. However, we are unsure if the below would be sufficient to qualify. Could you please confirm?</p> <p>ATC 1 - all design stages (35m height) - completed 2002. 2,400m runway.</p> <p>ATC 2 - all design stages (57m height) - completed 2005. 2,500m runway.</p> <p>ATC 3 – all design stages (46m height) - completed 2007. 2,300m runway.</p> <p>ATC 4 - competition entry placed second overall (44m height) in 2013. 3,300m runway.</p> <p>ATC 5 - scheme & detail design (101m height) in 2010-11. 4,400m runway</p> <p>ATC 6 - competition entry placed second overall (95m height) – in 2015. 3,700m runway.</p> <p>ATC 7 - concept design (44m height) – 2016. 3,000m runway</p>	<p>According to the Competition brief Clause 3.4.7.1., the expert's experience in the design and construction of at least 2 (two) ATC towers should meet all mentioned requirements:</p> <ul style="list-style-type: none"> - height of at least 45 m, - an airport runway length at least 3 000 m, - this design and implementation has taken place in the past 10 (ten) years.
3	<p>1. Service (cargo) elevators: please specify – are service (cargo) elevators necessary? If yes, then for which levels and for which parts of the programme.</p> <p>2. Should all parking spaces be interpreted as outdoor parking spaces in the territory landscaping? Is it possible to solve parking spaces in one level or multi level parking construction? Would it be possible to integrate parking in the new building volume or would it be not desirable for the commissioner?</p>	<p>1. According to the DFS paragraph No.9.1., there are needed two lifts - one for employees, one for the service. In our case there would be enough to design one bigger elevator, sufficient both for employees and for service. The elevator should be foreseen up to the floor of the 6th level.</p> <p>2. Parking spaces should be considered in the context of the architectural concept. According to the Designing Programme Clause 8.1.7., parking spaces should be separated.</p> <p>LGS guest parking spaces could be located also along the Museum street, changing the zoning and the territory landscape.</p> <p>Parking spaces could be arranged also in levels, according to the architectural design.</p> <p>To locate parking spaces in the underground level is not recommended.</p> <p>Parking spaces in the new building volume could be integrated.</p>

No.	QUESTIONS	ANSWERS
4	Please specify whether the minimum/or desirable height of the ceiling in the tower control and operator premises is defined for the 2nd, 3rd, 4th, 5th and 6th levels?	The minimum free height of the ceiling is 2.70m. Due to the technical equipment of the operator's working places in the 5th and 6th level, the ceiling height could be higher, it will be specified in the technical specification of the building construction design.
5	<p>1. The location of the LGS service transport in the territory. Does the LGS service transport provide free access to the airport territory or outside the LGS and airport territory?</p> <p>2. Will the new ATC tower, conference rooms and surrounding territory be publicly accessible, or will the existing access principle will be maintained through a single security control for the entire territory? And, in this case, should a separate control room be foreseen in each building or the security controlle will be organized for the entire territory?</p> <p>3. Visitor's parking. Should the visitor' s parking be publicly accesible or should it be specialized closed area for authorized/invited guests?</p>	<p>1. LGS service transport is not required to provide free access to the airport territory. Service transport should be provided in the closed/secure area.</p> <p>2. Safety control should be foreseen through a single security control.</p> <p>3. LGS parking is foreseen only for LGS visitors, the entrance is marked with a traffic limitation sign. LGS guest parking spaces could be located also along the Museum street, changing the zoning and the territory landscape.</p>