

## **Corrections, supplements, or changes to the conditions of tender**

### **Supplementary information**

#### **GRF and SPWR-certification**

As should be familiar to all aircraft operators, new regulations concerning operations on contaminated runways came into effect in EU on the 12. August 2021. These are known as ICAO Global Reporting Format (GRF) and led to extensive changes in various regulations, among these Reg 139/2014 for Airports and Reg 965/2012 Air Operations.

Air operators are probably less familiar with the regulatory conditions under which an airport can achieve SPWR-certification (Specially Prepared Winter Runway). This certificate enables the airport operator to take measures to improve runway friction under certain conditions. The certification requires the airport to establish a contract with at least one aircraft operator that is capable of providing data to the airport. The aircraft operator must be able to measure and report actual friction value on a specially prepared runway. The airport reported friction and actual measured friction values must have a 95% correlation for the airport to become certified. The data delivery must continue as long as the airport holds the certification, not just during the initial certification process.

Avinor has applied for such certification for several of the airports that are covered by this tender. These are the airports: Honningsvåg, Berlevåg, Båtsfjord, Lakselv, Vardø, Stokmarknes, Mo i Rana, Mosjøen, Namsos, Vadsø, Sørkjosen, Leknes, Svolvær, Alta, Kirkenes and Tromsø

Some of the airports in the tender will have the PSO contract holder as the sole operator, as the Ministry of Transport gives exclusive rights to this operator. The tenderer must therefore be able to provide data as described above, or alternatively explain how the operator can meet the required production volume if the airport does not hold SPWR-certification.

In this explanation, the tenderer must be able to prove that the entire aircraft's capacity can be utilized by using all runways at the airports covered by the tender for the types of aircraft to be used. If the current type of aircraft cannot take off / land with full capacity utilization, the operator must limit sales so that passengers with reserved seats do not have to be rejected. The offered capacity shall then be calculated on the basis of the actual number of available seats in the aircraft.

#### **Establishment of a commercial route Lakselv–Oslo**

SAS started direct flights between Lakselv and Oslo in the spring of 2020. This could have consequences for the demand for the published PSO route Lakselv– Tromsø v.v., cf. route area 3, which is not taken into consideration in the historical traffic figures in Annex 5. We ask the tenderers to take this into account in the calculation of expected passenger revenues.

### **Q&A**

#### **Question 1:**

In the tender for Finnmark, there are seating capacity requirements in 4 places. It says, "The seat capacity offered shall be at least x seats per year to and from xxx". All other tenders' state: « The seat capacity offered shall be at least x seats per year in each direction». Should it then be understood that the seating capacity in Finnmark is the sum of the number of departures and arrivals, or is this also the required seating capacity in each direction?

**Answer:**

The requirement for seat capacity at the airports Alta, Hammerfest, Vadsø and Kirkenes applies both to and from the mentioned airports, which means that the total seat capacity requirements correspond to twice the stated sum. If you add up the seating requirements for the airports mentioned above, you get the total seating requirement for route area 1.

For the other route areas, most routes have a seat capacity requirement in each direction between two specified destinations, while at the airports in route area 1, the seat requirement includes all connections to and from the airports Alta, Hammerfest, Vadsø and Kirkenes. This is the background for a somewhat different formulated requirement for seating capacity in route area 1.

The distribution of seats to and from the various airports with connection requirements to and from Alta, Hammerfest, Vadsø and Kirkenes, is up to the operator to determine, but the sum must correspond to the required seat capacity both to and from these airports.

**Question 2:**

Can you confirm that the passenger revenue on the scheduled areas is net revenue, excluding taxes and fees?

**Answer:**

All passenger revenue figures given in Annex 5 are net figures, cf. excluding taxes and fees.