

Section 6 Hungary



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Abbreviations

A/C	Aircraft	IATA	International Air Transport Association
ADF	Aircraft De-icing Fluid	ICAO	International Civil Aviation Organisation
AFIS	Aeronautical Flight Information Services	IFR	Instrument Flight Rules
AIP	Air Information Pamphlet	IFRS	International Financial Reporting Standards
AMSL	Above Mean Sea Level	ILS	Instrument Landing System
ANS	Air Navigation Services	Intl	International
ANSP	Air Navigation Service Provider	ISPA	Instrument for Structural Policies for Pre-Accession
AOC	Air Operator Certificate	LCC	Low-Cost Carrier
APP	Approach Control Service	LLZ	Localizer
ATC	Air Traffic Control	LRI	Air Traffic and Airport Administration
ATM	Air Traffic Movements	LT	Local Time
BIP	Border Inspection Control	MIL	Military
BOT	Build, Operate and Transfer	MPPA	Million Passengers per Annum
CAA	Civil Aviation Authority	MTOM	Maximum Take-Off Mass
CASB	The Civil Aviation Safety Bureau Hungary	MTOW	Maximum Take-Off Weight
CCTV	Closed-circuit television	NCASP	National Civil Aviation Security Programme
CF	Cohesion Fund	NDB	Non Directional Beacon
CTA	Control Area	NG	New Generation
CTR	Control Zone	PaPi	Precision Approach Path Indicator
CUTE	Common Use Terminal Equipment	PAX	Passengers
DCS	Departure Control System	PCN	Pavement Classification Number
DGCA	General Directorate of Civil Aviation	PRM	Persons with Reduced Mobility
DME	Distance Measuring Equipment	RET	Rapid Exit Taxiways
Dom	Domestic	RWY	Runway
EBRD	European Bank for Reconstruction and Development	SITA	Internationale de Télécommunications Aéronautiques
ECAC	European Civil Aviation Conference	SMR	Surface Movement Radar
EIA	Environmental Impact Assessment	SRA	Segregated Restricted Area
EIB	European Investment Bank	TMA	Terminal Maneuvering Area
EPNdB	Effective Perceived Noise Decibel	TWR	Tower
GA	General Aviation	TWY	Taxiway
GH	Ground Handling	VDF	UTC Coordinated Universal Time [Greenwich Mean Time]
GND	Ground	VFR	Visual Flight Rules
GP	Glide Path	VOR	VHF Omnidirectional Range
GPU	Ground Power Unit	WCHC	Wheelchair for Cabin
GSE	Ground Support Equipment	WTMD	Walk Through Metal Detectors
GYR	Green/Yellow/Red		
HBS	Hold Baggage Screening		
HC	Hungarocontrol		
HgCAA	The Civil Aviation Authority of Hungary		

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6.1 General Introduction

6.1.1 Background

Hungary is a landlocked country and has borders with seven countries, Croatia and Serbia & Montenegro to the south, Romania to the east, Ukraine and Slovakia to the north, and Austria and Slovenia to the west. The terrain is mostly flat to rolling plains, with hills and low mountains on the Slovakian border.

Hungary has been an integral part of Europe for the last 1000 years. Although Hungary was a monarchy for nearly 1,000 years, its constitutional system preceded by several centuries the establishment of Western-style governments in other European countries. Following the defeat of the Austro-Hungarian alliance at the end of World War I, Hungary lost two-thirds of its territory and population. Hungary fought in most of World War II as a German ally, and fell under communist control at the end of the war from 1945, and from 1948 to 1953 the economy was reorganised according to the Soviet system. A failed revolution against the strict Soviet regime eventually led to a reduction in some of the excesses of the Soviet style government control. By the early 1980's lasting economic reforms had occurred and limited political reform and foreign trade had been established.

Free Elections and a Democratic Hungary

The first free parliamentary elections were held in May 1990, and a center-right coalition government was formed. The successive coalition governments have created a functioning parliamentary democracy, a free market economy and have pursued a policy of integration with Western institutions, which culminated in joining NATO in 1999 and the EU in 2004.



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6.1.2 Economic Overview

Although Hungary enjoyed one of the most liberal and economically advanced economies of the Eastern bloc, its economy began to suffer from a lack of investment in the 1970s, and Hungary's net foreign debt rose significantly -from \$1 billion in 1973 to \$15 billion in 1993. In the face of economic stagnation, Hungary passed a joint venture law, reinstated income tax, and joined the International Monetary Fund (IMF) and the World Bank. By 1988, Hungary had enacted significant corporate legislation which paved the way for the ambitious market-oriented reforms of the post-communist years.

In 1994, however, the costs of government overspending and hesitant privatisation had become clearly visible. With high inflation and unemployment rates and an increasing debt burden the government introduced a program of austerity program and aggressive privatisation. This program worked and by 2004 the private sector accounted for over 80% of GDP. Foreign ownership of and investment in Hungarian firms is widespread, and cumulative foreign direct investment has totaled more than \$23 billion since 1989 (Hungary has attracted over one-third of all FDI in central and eastern Europe, including the former Soviet Union.) Hungarian sovereign debt was upgraded in 2000 and together with the Czech Republic, Hungary holds the highest rating among the Central European transition economies. Inflation has declined, from 14% in 1998 to 2.6% in 2004. Unemployment has persisted around the 6% level. Germany is by far Hungary's largest economic partner. Future policy challenges include cutting the public sector deficit to 3% of GDP by 2008, and reducing interest rates without sparking capital outflows.

Hungary Economic Statistics	
Population	10,092,000 (2004)*
Population Growth	-0.03% (2004)*
Surface area of country	92,340 sq km (2005)**
Population density	110.3 (1999)**
Urbanization	65% (1999)#
GDP	€80.3billion (2004)**
GDP per head	€ 7,960(2004)**
GDP growth rate	9.7% (2004)**
Unemployment rate	7.1% (2003)*
Inflation rate	2.6% (2004)*
Imports	€55.1billion (2004)**
Exports	€52.1billion (2004)**
External Debt	€38.9billion (2003)#
Internet hosts	383,071 (2004)***
Internet users	1.6million (2002)***

Source : *Hungarian Central Statistical Office ** Eurostat ***US Central Intelligence Agency factbook

OECD, IMF and World Bank

Figure 1

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6.2 Main issues in the Air Transport sector

6.2.1 Malév Hungarian Airlines Ltd

The national airline of Hungary, Malév (MA) is currently 99% owned by the Hungarian state. Malév remains the largest single carrier at Budapest Airport, with a share of scheduled capacity of over 38%.

Malév recorded a strong growth in 2004 of 28% and carried a record number of passengers (3m). Additionally in 2004 the airline completed a fleet renewal program which saw the replacement of its older generation B737 fleet with New Generation (NG) B737 aircraft (see below for details).

The company had registered capital of €14m in 2003 with a turnover of €455.2m.

The state is currently entering a privatisation process to sell a 99.95% stake in Malév to private investors. After a failed tender process in December 2004, in which potential bidders did not meet privatisation tender requirements, the state has entered into negotiations with firm bidders and is soliciting other bids. Complications with Budapest Airport access and fees (exclusive use of terminal T2A and a debated possible €12m bill) will complicate the privatisation and it is unclear when it will be completed.

6.2.2 Government policies

The government's main focus currently is on the privatisation of both Budapest Airport and Malév Hungarian Airlines. It is likely that the privatisation of the airport will be achieved in 2005. The privatisation of Malév Hungarian Airlines is expected to be more difficult due to the poor profitability of the airline, the likelihood of staff industrial unrest, and the complexity of its structure. There is a possibility that the privatisation of the airport will be affected by the slow progress of the airlines' privatisation. The two companies were once part of the same entity and the remaining links could complicate the privatisation process.

The government will hold a single-round, invitation-only tender for the sale Budapest Airport it was reported at the end of October 2005. The state will sell a 75%-minus-one-share stake in Budapest Airport, the company that operates Budapest Ferihegy International Airport. It is the second tender the government has called this year. A Hungarian court canceled the first tender following a challenge from trade unions. The five finalists from the original tender will be invited to bid again. The Budapest Airport sale is expected to fetch about \$2 billion, a record for a Hungarian state asset.

6.2.3 Civil Aviation Administration studies

The privatisation of the state airline and Budapest Airport are the main focus of the Civil Aviation Administration. Due to the commercially sensitive nature of the current process no further details could be provided.

6.2.4 Low cost airline market penetration

Low Cost Carriers accounted for 28% of scheduled capacity at Budapest airport in March 2005. The top two carriers being EasyJet and Wizz Air who accounted for over half of the low cost capacity. From Budapest Low cost carriers fly to 29 destinations, with the most popular destinations being London, Berlin, Rome and Milan. There is a low cost airline competing directly with Malév on 23% of Malev's routes, and low cost carriers operate on 29 of the total of 122 destinations offered by airlines from Budapest.

Considering the strength of the Hungarian economy, the attractiveness of Budapest as a tourist destination and the lack of alternative airports, low cost airline capacity will undoubtedly grow further at Budapest.

Currently there are no low cost carriers flying to any other airports in Hungary.

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The following table presents name, ownership and aircraft type of all Hungarian registered carriers.

Air Carrier	Aircraft Type	Ownership Status
Malév Hungarian Airlines Ltd.	5x F70, 6 x 737-600, 7 x 737-700, 5 x 737-800, 2 x 767-200	99.95% state owned
Malév Express	4 x CRJ-200	Subsidiary of Malev
SkyEurope Airlines Hungary	1 x 737-500	Private
Travel Service Kft	1 x 737-400	Private
Wizz Air	6 x A320-200	Private

Source: JP airline-fleets-international 2004/05 and the Civil Aviation Authority of Hungary.

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Airline capacity shares in Hungary (scheduled flights)

Airline	code	Country	Share of scheduled capacity (Mar 05)
MALEV Hungarian Airlines	MA	Hungary	38.2%
Lufthansa German Airlines	LH	Germany	8.3%
easyJet	U2	United Kingdom	7.5%
Wizz Air	W6	Hungary	7.1%
SkyEurope Airlines Hungary	5P	Hungary	5.2%
Air Berlin	AB	Germany	4.3%
British Airways	BA	United Kingdom	3.3%
Air France	AF	France	2.5%
Alitalia	AZ	Italy	2.3%
Czech Airlines	OK	Czech Republic	1.7%
germanwings	4U	Germany	1.7%
SAS Scandinavian Airlines	SK	Sweden	1.7%
Austrian	OS	Austria	1.4%
Swiss	LX	Switzerland	1.3%
easyJet Switzerland SA	DS	Switzerland	1.1%
Jet2.com	LS	United Kingdom	1.0%
Aeroflot Russian Airlines	SU	Russian Federation	0.9%
Turkish Airlines	TK	Turkey	0.9%
Finnair	AY	Finland	0.9%
KLM-Royal Dutch Airlines	KL	Netherlands	0.8%
EL AL Israel Airlines	LY	Israel	0.8%
SN Brussels Airlines	SN	Belgium	0.8%
Moldavian Airlines	2M	Moldova Republic of	0.7%
Aerosvit Airlines	VV	Ukraine	0.6%
LOT - Polish Airlines	LO	Poland	0.6%
Aer Lingus	EI	Ireland Republic of	0.6%
TAP Air Portugal	TP	Portugal	0.5%
Hainan Airlines	HU	China	0.5%
Norwegian Air Shuttle	DY	Norway	0.4%
Carpatair	V3	Romania	0.4%
Sterling	NB	Denmark	0.4%
Air Europa	UX	Spain	0.4%
Luxair	LG	Luxembourg	0.3%
Tarom	RO	Romania	0.3%
Egyptair	MS	Egypt	0.2%
Pulkovo Aviation Enterprise	FV	Russian Federation	0.2%
Tunis Air	TU	Tunisia	0.1%

Source: OAG

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6.2.5 Airports

Hungary Airports Summary:

4 x International Airports

	Budapest Ferihegy	FlyBalaton	Debrecen	Gyor-Per
IATA Code	BUD	SOB	DEB	QGY
ICAO Code	LHBP	LHSM	LHDC	LHPR
Use	Commercial	Commercial	Commercial	Commercial
City Population	1,886,000	1,800 (region = 249,000)	207,000	130,000
Annual Passengers (2004)	6,456,983	21,077	14,476 (mainly charter)	7,778
Annual Freight (tonnes) (2004)	79,273	-	-	-
Annual ATM (2004)	11,753	2,952	2,510	1,365
Ave. Departures per day (2004)	16	4	3	2
Total Revenues (€m) (2004)	134.1	0.288	n/a	0.238
Annual Terminal Capacity (2004)	8,500,000	300,000	n/a	n/a
No. of scheduled destinations (2005)	122	3	2	0
No. of Airlines (2005)	69	7	6	0
Runway 1 Length (m) and Width (m)	3010x45	2500x60	2500x40	1450x30
Runway 2 Length (m) and Width (m)	3700x45	-	-	-
Elevation (metres)	151	124	109	129

6 x General Aviation Aerodromes (with asphalt / concrete runways)

ICAO Code	LHFM	LHPR	LHKV	LHPP	LHUD	LHNY
Use	Public	Public	Public	Public	Public	Public
Asphalt Runway Length (m)	985	1350	620	1530	1500	1000

6.3 Civil Aviation Structure

6.3.1 Aviation Safety Regulation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> Organisation responsible for the following activities: </div>	
<div style="background-color: #e0e0e0; padding: 5px; margin-bottom: 10px;"> “Flight safety of civil airline operations” </div> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<div style="border: 1px solid black; padding: 10px;"> The Civil Aviation Authority of Hungary (HgCAA) From the budget of the Ministry of Economy and Transport Ministry of Economy and Transport </div>
<div style="background-color: #e0e0e0; padding: 5px; margin-bottom: 10px;"> “Civil aircraft approved design, production and maintenance organisations” </div> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<div style="border: 1px solid black; padding: 10px;"> The Civil Aviation Authority of Hungary (HgCAA) From the budget of the Ministry of Economy and Transport Ministry of Economy and Transport </div>
<div style="background-color: #e0e0e0; padding: 5px; margin-bottom: 10px;"> “Flight crew and engineer licensing; Control of aircraft registration” </div> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<div style="border: 1px solid black; padding: 10px;"> The Civil Aviation Authority of Hungary (HgCAA) From the budget of the Ministry of Economy and Transport Ministry of Economy and Transport </div>

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<p>“Airworthiness of commercial and general aviation aircraft”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Authority of Hungary (HgCAA)</p> <p>From the budget of the Ministry of Economy and Transport</p> <p>Ministry of Economy and Transport</p>
<p>“Regulation of Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Authority of Hungary (HgCAA)</p> <p>From the budget of the Ministry of Economy and Transport</p> <p>Ministry of Economy and Transport</p>
<p>“Licensing and Certification of Aerodromes”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Authority of Hungary (HgCAA)</p> <p>From the budget of the Ministry of Economy and Transport</p> <p>Ministry of Economy and Transport</p>
<p>“Regulation of environmental standards (emissions and noise policies)”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Ministry of Economy and Transport and The Civil Aviation Authority of Hungary (HgCAA)</p> <p>From the budget of the Ministry of Economy and Transport</p> <p>Ministry of Economy and Transport for the HgCAA and the government for the Ministry of Economy and Transport.</p>

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<p>“Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>HungaroControl</p> <p>State budget and also en route navigation fees.</p> <p>The Ministry of Economy and Transport and The Civil Aviation Authority of Hungary (HgCAA) via the following legislation:</p> <p>Joint Ministerial order on the designation of Hungarian Airspace for air navigation (14/1998. (VI.24) KHVM-HM-KTM), latest amendment by Ministerial order 27/2005/ (V.5)GKM-HM-KvVM.</p> <p>Ministerial order on the Rules of Air within the airspace and aerodromes of the Republic of Hungary (14/2000. (XI.14.) KoViM) Appendix 1. Latest amendment by Ministerial order 10/2004/ (11.12.)GKM.</p> <p>Ministerial order on the rules and procedures of the Air Traffic Control Services (16/2000. (XI.22.) KoViM) Appendix 1. Latest amendment by Ministerial order 10/2004/ (11.12.)GKM.</p>
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6.3.2 Air Navigation Services

<p>Organisation responsible for the following activities:</p> <p>“Provision of air navigation services for airfields”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>For controlled Airports: HungaroControl</p> <p>For uncontrolled aerodromes Aerodrome Flight Information Services (AFIS) are provided by AFIS units.</p> <p>For HungaroControl: State Budget and en route charges</p> <p>For AFIS units: Local government and airport charges</p> <p>For HungaroControl: The Ministry of Economy and Transport and The Civil Aviation Authority of Hungary (HgCAA)</p> <p>For AFIS units: The Civil Aviation Authority of Hungary (HgCAA)</p>
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<p>“Provision of en-route Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>HungaroControl</p> <p>State Budget and en route charges</p> <p>The Ministry of Economy and Transport and The Civil Aviation Authority of Hungary (HgCAA)</p>
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6.3.3 Economic Regulation

<p>Organisation responsible for the following activities:</p>	
<p>“Regulation of airport charges, including;</p> <ul style="list-style-type: none"> • Landing / Use of runway • Parking and Handling • Passenger Charge” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of Economic and Transportation of Hungary.</p> <p>State budget.</p> <p>Government.</p>
<p>“Regulation of ATM terminal charges”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>HungaroControl – These charges are not yet levied, but preparation for the implementation of these charges is currently underway.</p> <p>State budget and en route charges.</p> <p>The Ministry of Economy and Transport and The Civil Aviation Authority of Hungary (HgCAA).</p>
<p>“Regulation of en-route charges”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>HungaroControl. The EUROCONTROL route charge system has been published as a Ministerial order (13/2002. (IX.5.) GKM)</p> <p>State budget and en route charges.</p> <p>The Ministry of Economy and Transport and The Civil Aviation Authority of Hungary (HgCAA).</p>

<p>“The issue of tour operator licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Hungarian Trade Licensing Office (Magya Kereskedelmi Engedelyezesi Hivatal) issues tour operator licenses.</p>
<p>“The issue of travel agency licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Hungarian Trade Licensing Office (Magya Kereskedelmi Engedelyezesi Hivatal) issues tour operator licenses.</p>
<p>“The issue of air operator licences and air operator certificate”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Authority of Hungary (HgCAA).</p> <p>From the budget of the Ministry of Economy and Transport and charges for procedures.</p> <p>Ministry of Economy and Transport.</p>
<p>“The issue of ground-handling licences or approvals”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ground Handling service companies are professionally licensed by the HgCAA to issue licences and approvals</p> <p>From the budget of the Ministry of Economy and Transport</p> <p>HgCAA via the ground handling companies</p>

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6.3.4 Air Transport Facilitation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>Organisation responsible for the following activity:</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>“Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to;</p> <ul style="list-style-type: none"> • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>Ministry of Economy and Transport.</p> </div> <p>State Budget.</p> <div style="border: 1px solid black; padding: 5px;"> <p>The Civil Aviation Authority of Hungary (HgCAA) on behalf of the Ministry of Economy and Transport supervises the implementation of these policies. The Ministry of Economy and Transport is supervised by the government.</p> </div>
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6.3.5 Air Transport Security

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>Organisation responsible for the following activity:</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>“Regulation of aviation security with respect to;</p> <ul style="list-style-type: none"> • Airports • Airlines • Airspace” </div> <div style="margin-top: 10px;"> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? </div>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>Regulation is organised in the following way:</p> <ol style="list-style-type: none"> 1. ICAO, ECAC, EC – annexes, regulations 2. State of Hungary- sets Laws, government decrees and ministerial decrees 3. Ministry of Economy and Transport – General Directorate of Civil Aviation (DGCA) – Supervision and preparation of law 4. Civil Aviation Authority of Hungary (HgCAA) – Supervision of Implementation and monitoring of laws etc. </div> <p>These activities are funded by the State budget.</p> <p>Supervision is as below:</p> <ol style="list-style-type: none"> i) HgCAA is supervised by the DGCA ii) The DGCA is supervised by the Ministry of Economy and Transport. iii) Ministry of Economy and Transport is supervised by the government iv) The government is supervised by the parliament.
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6.3.6 Air Accident Investigation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> Organisation responsible for the following activity: </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> "Air Accident Investigation" </div> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<div style="border: 1px solid black; padding: 5px;"> <p>The Civil Aviation Safety Bureau (CASB) Hungary – founded 1st January 2002 to comply with EU directive 94/56/EC. The national legislation covering accident investigation is: Joint Ministerial Order no. 13/2000 (V.31.) of the Minister of Transport (KHVM-HM-EGM)</p> <p>The Bureau is state funded.</p> <p>CASB reports to the Ministry of Economy and Transport. The CASB is functionally independent of the HgCAA. The CASB is also functionally independent of the judicial authorities. However if crime is suspected, on special written request it is obliged to provide the judicial authorities with any documentation. The reverse of this process also applies, and the judicial authorities are also obliged to provide any necessary information.</p> </div>
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Section 6 - Budapest Ferihegy Airport	

6.4 Budapest International Airport

6.4.1 Basic Airport Information

Airport Name	<input style="width: 95%;" type="text" value="Budapest Ferihegy Airport"/>		
Airport Address	<input style="width: 95%;" type="text" value="Pf. 53
H-1675 Budapest/Ferihegy
Hungary"/>		
Website Address	<input style="width: 95%;" type="text" value="www.bud.hu"/>		
IATA Code	<input style="width: 45%;" type="text" value="BUD"/>	ICAO Code	<input style="width: 45%;" type="text" value="LHBP"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mr Dr Janos Harskuti"/>		

IATA Slot Coordination Level	<input style="width: 60%;" type="text" value="Level 2"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

<u>Air Traffic Control & Navigation</u>	
ATC Coverage (local or area control, who provides service)	<input style="width: 95%;" type="text" value="Full coverage supplied by Hungarocontrol (HC)"/>
NDB	<input style="width: 45%;" type="text" value="Yes"/>
DME	<input style="width: 45%;" type="text" value="Yes"/>
VOR	<input style="width: 45%;" type="text" value="Yes"/>
Other	<input style="width: 45%;" type="text" value="Hungarocontrol"/>

<u>Fire Fighting</u>	
Fire Fighting Category	<input style="width: 95%;" type="text" value="Cat 8 (A330 size)"/>
Maximum Aircraft Size	<input style="width: 95%;" type="text" value="B747, An 124"/>

Section 6 - Budapest Ferihegy Airport

Key airport contacts

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6.4.2 Airport Ownership and Management**Current ownership structure of the airport**

Budapest Airport Plc was established on September 20th 2001. The legal predecessor of Budapest Airport Plc was the Air Traffic and Airport Administration (LRI). The establishment was based on the Decree No. 45/2001 (XII. 20.) KöViM on the termination of Air Traffic and Airport Administration (LRI) and the establishment of HungaroControl and Budapest Airport Plc. According to the above mentioned Decree Budapest Airport Plc has an exclusive license for the operation of Budapest Ferihegy International Airport.

The 100% owner of Budapest Airport Plc is the Hungarian state.

According to Section 35 (2) of Act XXIII. of 2002 from 1st January 2003 the Hungarian Privatization and State Holding Company exercises the ownership rights of the name on behalf of the Hungarian state.

Budapest Airport Plc shares are not traded publicly on the stock exchange.

Current management structure at the airport

The Board of Directors of Budapest Airport Ltd is responsible for the management of the company; certain decisions require the approval of the Hungarian Privatisation and State Holding Company acting as the General Assembly of the company.

Number of employees working for the airport operator

Year end 2004: 2,172 employees

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Ground handling service provision at the airport
<p>Service providers are: The Ground handling department of Budapest Airport Plc - as part of airport operator Malév Hungarian Airlines Ltd. – as airline self-handler and third party handler</p> <p>Ground handling functions: Both providers provide a full range of ground handling functions.</p>

Brief history of the airport, highlighting major events
<p>Construction of the airport at the present location started in the early 1940's, but the facility suffered heavy damage during WW2 before it was completed. The Airport first opened to traffic in 1950, and handled 50,000 passengers in the first year of operation.</p> <p>Between 1950 and 1972, the Airport belonged to a monolithic MALÉV, where everything connected to civil air transport (airline, airport, ATC, CAA) was called MALÉV.</p> <p>In 1973, airport, ATC and CAA functions were taken out of MALÉV by establishing the Air Traffic and Airport Administration (in Hungarian: LRI), a first in the "Comecon" countries.</p> <p>In the early 1980's, the independent CAA was established.</p> <p>In 2001, the then government agency LRI was transformed: the ATC functions were removed into the newly established HungaroControl, the Hungarian Air navigation Service Provider and the airport operator was corporatised. Budapest Airport plc is run as a private company, but is fully owned by the State of Hungary.</p> <p>When Ferihegy Airport was first opened in 1950 it had one runway, a terminal building and a hangar. The runway and the terminal building were extended in the early 1970's.</p> <p>In the early to mid 1980's a new parallel 3700m runway, a control tower, hangars, infrastructural facilities and the new Terminal 2 were added.</p> <p>The next terminal unit, T2B was inaugurated in 1998.</p> <p>With the opening of the fully refurbished T1 later in 2005, Budapest Ferihegy will have a total terminal capacity of 8 million annual passengers.</p>

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6.4.3 Financial Issues

Financial performance		
	2004	
	HUF('000)	EUR('000)
<i>Aeronautical revenues</i>	23,315,330	92,705
<i>Non-aeronautical revenues</i>	10,429,899	41,471
Net sales revenues	33,745,229	134,176
Trading/operating result	5,926,456	23,564
Operating profit before tax	12,100,126	48,112
Net profit	9,863,188	39,217

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User charges		
<p>The current charges are published in the AIP for Hungary (see below). The charges are not regulated. Only the Noise charge is regulated by the 18/1997.(X.11.) KHVM-KTM decree (regulated by the Hungarian CAA).</p>		
<p>Landing Charges: Up to 30 tonnes = EUR 10.3/tonne MTOW From 30 to 200 tonnes = EUR 9.2/tonne MTOW Over 200 tonnes = EUR 7/tonne MTOW (Discount for new flights, 50% for the first year and 25% for the second year).</p>		
<p>Parking Charges: At off gate positions = EUR 2.18/24hours/tonne MTOW At air bridge positions =</p>		
MTOW	Fee for first hour/aircraft	Fee for each additional hour/aircraft
0 upto 25 tonnes	EUR 54.64	EUR 27.32
From 25 tonnes upto 100 tonnes	EUR 87.42	EUR 43.71
From 100 tonnes upwards	EUR 109.27	EUR 54.64
<p>Note positioning at air bridges exceeding 3 hours between 2200 and 0600 are considered as night parking and charged according to the following:</p> <p>Fee for the first hour (as in table above) + night parking fee (EUR 2.18 x MTOW/24 hours) + fee for each additional hour (as in above table).</p> <p>There is a parking fee discount for airlines based at Budapest Ferihegy. 6-10 aircraft = 10% discount 11-20 aircraft = 20% discount 21-30 aircraft = 30% discount Over 30 aircraft = 40% discount</p>		
<p>Passenger charges: At terminal 2/A and 2/B EUR 13.35 per departing passenger EUR 3.34 per transfer passenger At terminal 1 EUR 3.5 per departing passenger</p>		
<p>Security charges: At terminal 2/A and 2/B EUR 3.5 per departing passenger EUR 1.5 per transfer passenger At terminal 1 EUR 3.5 per departing passenger</p>		

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Noise Charges:

Noise charges are calculated using the following formula: $Z = A \times K \times N \times M$

Where A is the basic fee of EUR 13/movement

K is the aircraft category factor,

N is the time of day factor

M is the movement factor

K the aircraft category factor is as follows:

Cat I = 0.4, Cat II = 1, Cat III = 1.8, Cat IV = 3

N the time of day factor is as follows:

0600-2200 = 1.0, 2200-2400 = 1.5, 0500-0600 = 1.5, 2400-0500 = 10

M the movement factor is as follows:

Take off = 0.91, Landing = 1.1

The noise categories for aircraft are as below:

(Aircraft in the bonus column pay 50% of the noise charge if the movement is in a daytime period.)

This would result in a charge range from EUR 7.1 for a daylight A320 landing to EUR 429 for a B744 at night.

Zajkategóriák/ Noise categories				
I. kategória category	II. kategória category	III. kategória category	IV. kategória category	Bonus
AT43	A318	A306	AN12	A318
AT44	A319	A308	B742	A319
AT45	A320	A310	B744	A320
C500	A321	B732	IL62	A321
C501	AN26	B734	IL76	A306
C525	AT72	B753	L101	A308
C550	B462	B762	T134	A310
C551	B463	B763	T154	B733
C56X	B733	B772	YK42	B734
CL60	B735	C130		B735
CRJ1	B736	L188		B736
CRJ2	B737	MD80		B737
D328	B738	MD81		B738
DH8C	B752	MD82		
DH8D	C560	MD82		
E120	C550	MD87		
E145	CRJ7	UK40		
GLF5	F100			
LJ31	F27			
LJ35	F50			
LJ45	F70			
LJ55	F900			
LJ60	FA20			
SB20	FA50			
SF34	GLF4			
SW4	L410			
	MD90			
	RJ1H			
	RJ85			
	SW3			

6.4.4 Airport Traffic

Airport traffic history				
Historic Traffic				
year	movements	passengers	Transfer passengers	freight (t)
1995	56,634	2,934,978	-	23,221
1996	63,716	3,314,020	-	23,354
1997	68,104	3,619,074	-	27,175
1998	70,594	3,940,867	-	31,708
1999	75,428	4,324,713	-	37,938
2000	80,747	4,696,752	-	43,491
2001	81,166	4,594,875	359,823	45,211
2002	77,941	4,482,695	390,600	46,476
2003	88,471	5,022,538	530,067	65,884
2004	111,753	6,456,983	595,505	79,273

Source: Airport

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Current Flight Programme

2005 Scheduled Flights:

Airline	Destination Airport	Dest	Weekly Frequency
KLM-Royal Dutch Airlines	Amsterdam	AMS	7
MALEV Hungarian Airlines	Amsterdam	AMS	27
SkyEurope Airlines Hungary	Amsterdam	AMS	7
MALEV Hungarian Airlines	Stockholm Arlanda Apt	ARN	7
SAS Scandinavian Airlines	Stockholm Arlanda Apt	ARN	8
MALEV Hungarian Airlines	Athens Intl Apt	ATH	8
MALEV Hungarian Airlines	Beirut	BEY	2
SkyEurope Airlines Hungary	Milan Orio al Serio Apt	BGY	7
Wizz Air	Milan Orio al Serio Apt	BGY	4
MALEV Hungarian Airlines	Bologna	BLQ	6
easyJet	Bristol	BRS	7
MALEV Hungarian Airlines	Brussels National Airport	BRU	14
SN Brussels Airlines	Brussels National Airport	BRU	9
Wizz Air	Paris Beauvais-Tille Airport	BVA	4
Egyptair	Cairo	CAI	2
MALEV Hungarian Airlines	Cairo	CAI	3
Air France	Paris Charles de Gaulle.apt	CDG	20
MALEV Hungarian Airlines	Paris Charles de Gaulle.apt	CDG	18
germanwings	Cologne/Bonn K.A. Apt	CGN	7
Wizz Air	Rome Ciampino Apt	CIA	4
Carpatair	Cluj	CLJ	12
MALEV Hungarian Airlines	Copenhagen Apt	CPH	12
SAS Scandinavian Airlines	Copenhagen Apt	CPH	7
Sterling	Copenhagen Apt	CPH	2
Wizz Air	Brussels South Charleroi	CRL	4
MALEV Hungarian Airlines	Damascus	DAM	3
easyJet	Dortmund	DTM	7
Aer Lingus	Dublin	DUB	4
MALEV Hungarian Airlines	Dublin	DUB	7
Air Berlin	Dusseldorf Airport	DUS	7
Lufthansa German Airlines	Dusseldorf Airport	DUS	11
MALEV Hungarian Airlines	Dusseldorf Airport	DUS	5
Alitalia	Rome Fiumicino Apt	FCO	7
MALEV Hungarian Airlines	Rome Fiumicino Apt	FCO	12
SkyEurope Airlines Hungary	Rome Fiumicino Apt	FCO	7
Lufthansa German Airlines	Frankfurt International Apt	FRA	35
MALEV Hungarian Airlines	Frankfurt International Apt	FRA	14
easyJet	Geneva	GVA	1
easyJet Switzerland SA	Geneva	GVA	7
MALEV Hungarian Airlines	Geneva	GVA	12
Air Berlin	Hamburg Fuhlsbuettel Airport	HAM	4
MALEV Hungarian Airlines	Hamburg Fuhlsbuettel Apt	HAM	14
Finnair	Helsinki	HEL	6
MALEV Hungarian Airlines	Helsinki	HEL	6

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Airline	Destination Airport	Dest	Weekly Frequency
MALEV Hungarian Airlines	Istanbul	IST	6
Turkish Airlines	Istanbul	IST	6
MALEV Hungarian Airlines	New York Apt	JFK	3
Aerosvit Airlines	Kiev Borispol Apt	KBP	5
MALEV Hungarian Airlines	Kiev Borispol Apt	KBP	5
Moldavian Airlines	Chisinau	KIV	14
MALEV Hungarian Airlines	Krakow	KRK	4
MALEV Hungarian Airlines	Larnaca	LCA	3
Pulkovo Aviation Enterprise	St Petersburg Pulkovo Apt	LED	1
easyJet	London Gatwick Apt	LGW	7
British Airways	London Heathrow Apt.	LHR	21
MALEV Hungarian Airlines	London Heathrow Apt.	LHR	14
TAP Air Portugal	Lisbon	LIS	3
MALEV Hungarian Airlines	Ljubljana	LJU	7
Wizz Air	Liverpool	LPL	3
easyJet	London Luton Apt	LTN	14
Wizz Air	London Luton Apt	LTN	14
Luxair	Luxembourg	LUX	6
MALEV Hungarian Airlines	Lyon Saint Exupery Apt	LYS	7
Air Europa	Madrid Barajas Apt	MAD	2
MALEV Hungarian Airlines	Madrid Barajas Apt	MAD	6
Jet2.com	Manchester International Apt	MAN	7
Tunis Air	Monastir	MIR	1
Wizz Air	Malmo Sturup Apt	MMX	4
Air Berlin	Munich International Airport	MUC	4
Lufthansa German Airlines	Munich International Airport	MUC	49
MALEV Hungarian Airlines	Munich International Airport	MUC	10
Alitalia	Milan Malpensa Apt	MXP	14
MALEV Hungarian Airlines	Milan Malpensa Apt	MXP	11
easyJet	Newcastle	NCL	7
Air Berlin	Nuremberg Apt	NUE	5
Wizz Air	Stockholm Skavsta Airport	NYO	3
MALEV Hungarian Airlines	Odessa	ODS	6
SkyEurope Airlines Hungary	Paris Orly Apt	ORY	8
Norwegian Air Shuttle	Oslo Airport	OSL	3
MALEV Hungarian Airlines	Bucharest Otopeni Apt	OTP	11
Tarom	Bucharest Otopeni Apt	OTP	3
Hainan Airlines	Beijing Capital Apt	PEK	2
Czech Airlines	Prague	PRG	20
MALEV Hungarian Airlines	Prague	PRG	14
TAP Air Portugal	Prague	PRG	1
MALEV Hungarian Airlines	Pristina	PRN	7
MALEV Hungarian Airlines	Sarajevo	SJJ	7
MALEV Hungarian Airlines	Thessaloniki	SKG	5
MALEV Hungarian Airlines	Skopje	SKP	7
MALEV Hungarian Airlines	Sofia	SOF	7
MALEV Hungarian Airlines	Split	SPU	1
MALEV Hungarian Airlines	London Stansted Apt	STN	6
SkyEurope Airlines Hungary	London Stansted Apt	STN	9

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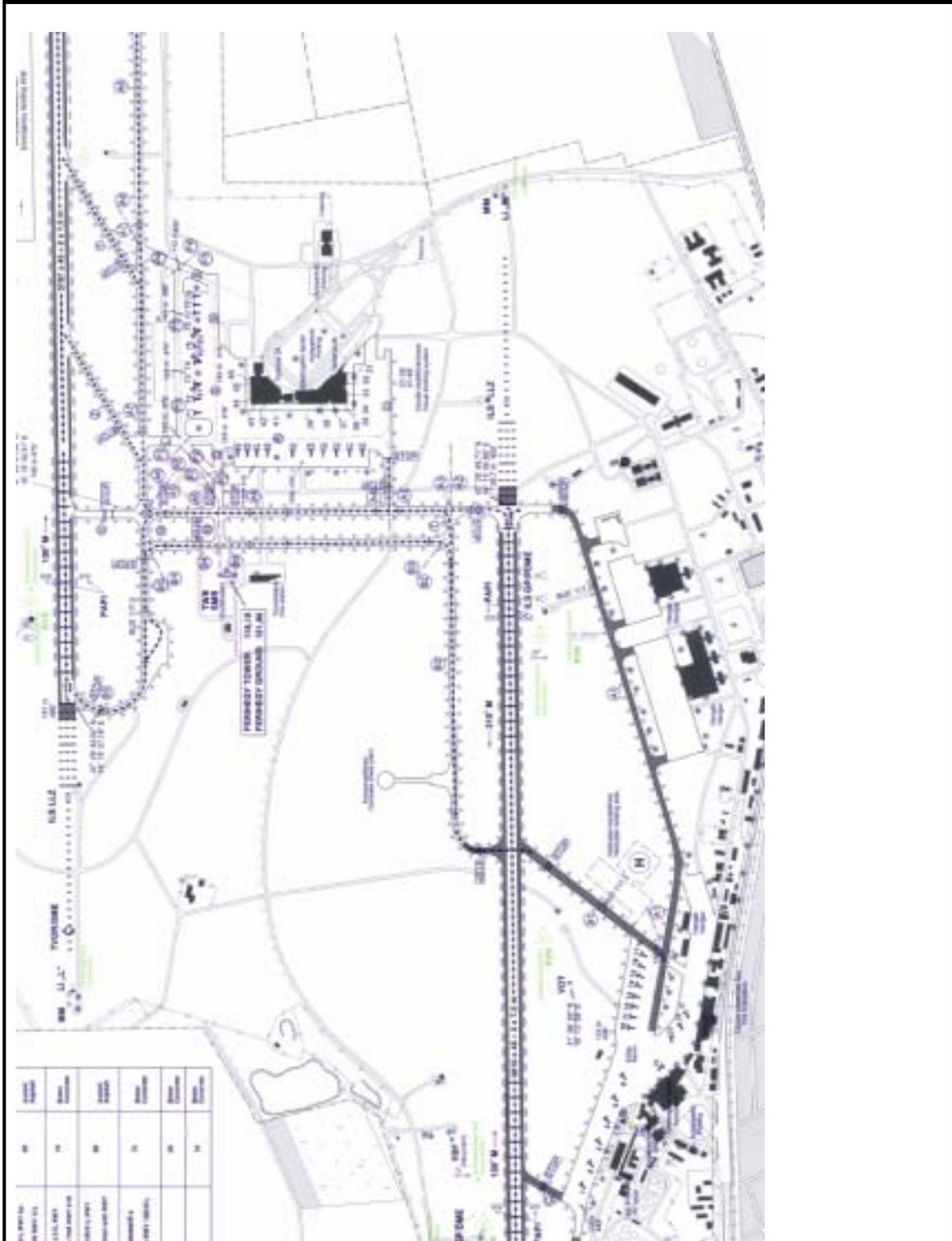
Airline	Destination Airport	Dest	Weekly Frequency
SkyEurope Airlines Hungary	London Stansted Apt	STN	9
germanwings	Stuttgart Echterdingen Apt	STR	5
MALEV Hungarian Airlines	Stuttgart Echterdingen Apt	STR	7
Aeroflot Russian Airlines	Moscow Sheremetyevo Apt	SVO	7
MALEV Hungarian Airlines	Moscow Sheremetyevo Apt	SVO	7
easyJet	Berlin Schonefeld Apt	SXF	7
MALEV Hungarian Airlines	Tirana	TIA	11
MALEV Hungarian Airlines	Tripoli	TIP	2
EL AL Israel Airlines	Tel Aviv International Apt	TLV	5
MALEV Hungarian Airlines	Tel Aviv International Apt	TLV	7
MALEV Hungarian Airlines	Timisoara	TSR	7
Air Berlin	Berlin Tegel Apt	TXL	7
MALEV Hungarian Airlines	Berlin Tegel Apt	TXL	13
MALEV Hungarian Airlines	Varna	VAR	2
MALEV Hungarian Airlines	Venice Marco Polo Apt	VCE	7
SkyEurope Airlines Hungary	Venice Marco Polo Apt	VCE	7
Austrian	Vienna	VIE	21
LOT - Polish Airlines	Warsaw	WAW	7
MALEV Hungarian Airlines	Warsaw	WAW	7
MALEV Hungarian Airlines	Toronto Lester B Pearson Intl Apt	YYZ	3
MALEV Hungarian Airlines	Zagreb	ZAG	16
MALEV Hungarian Airlines	Zurich Airport	ZRH	14
Swiss	Zurich Airport	ZRH	14

Source: OAG

Future Traffic Forecast

Not available

6.4.5 Runway information



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Current Runway Capacity

	<u>Runway 1</u>	
Designation	13R/31L	13L/31R
Length (m)	3010	3700
ILS CAT	Cat II.	Cat II/Cat IIIa
Number of Peak Hour Departures	40 movements per hour (arrivals and departures) over both runways. (i.e. 20 movements per runway)	40 movements per hour (arrivals and departures) over both runways. (i.e. 20 movements per runway)
Number of Peak Hour Arrivals	40 movements per hour (arrivals and departures) over both runways. (i.e. 20 movements per runway)	40 movements per hour (arrivals and departures) over both runways. (i.e. 20 movements per runway)
Hourly Capacity Under IFR Flight Rules	24 for both runways combined	
Average Movement Delay Rate (mins)	n.a	n.a.
Annual Movement Capacity	277,400 (both runways combined)	
Runway Operating Hours	Restrictions 2400-0500	Restrictions 2300-0500

Multi-runway operating procedures

Main take-off runway: 31L; main landing runway: 31R.
 Take-offs from the R runways and landings on the L runways are limited for noise reasons.
 Fully independent usage is prevented by noise-related restrictions.

Factors limiting Runway capacity

ATC procedures
 Noise restrictions
 Airspace restrictions in Terminal Manoeuvring Area (TMA)
 Lack of rapid exit taxiways

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6.4.6 Terminal and cargo facilities

Terminal Capacity

Name of Terminal	Terminal		
	Terminal 1	Terminal 2A	Terminal 2B
Departing Passengers per hour	700 (after reopening)	1000	1400
Arriving Passengers per hour	700 (after reopening)	1000	1400
Transfer Passengers per hour	none	n.a.	n.a.
Annual Capacity	2-2.5 mppa	3.5 mppa	2-2.5 mppa

Methodology for calculation of terminal capacity

IATA Airport Terminals Reference Manual.

Excess capacity

T1 is not yet open; T2A is close to full at peak hours; T2B is at full capacity in peak hours until T1 reopens later this year.

Main bottlenecks for terminal capacity

T1 (after reopening) “reservoir” areas (check-in hall, airside waiting area, baggage claim area)
T2A: aircraft stands
T2B: check-in counters, bus gates, aircraft stands, departure baggage sorting area

Terminal Facilities (Passenger)

Name of Terminal	Terminal		
	T1	T2A	T2B
Terminal Total Floor Area	22,000	23,600	30,200
Number of Check in desks	19	24	30
Number of Self Service Check in machines	0	0	5
Number of Passenger Security Screening Positions	3	4	4
Number of Baggage Belts	1	2	2
Number of Departure Gates	10	11	9
Number of Loading Bridges	0	6	7
Number of Inbound Passport / Immigration Positions	10	12	12
Number of Baggage Claim Units	4	4	4
Number of Commercially Important Passenger Lounges	0	1	3

Number of parking stands

T2A+B: 32 in total, of which 2 stands are E (B747size), 4 are D (B757 size) and 26 are C (B737 size) size. Of the above 32, 14 are served by air bridge, the rest are served by coach.

T1: (current situation) 18 stands in total; of which 1 stand is E (B747size), 7 are D (B757size), 8 are C (B737size) and 3 B (BAe146 size). The airport can also accommodate a number of light aircraft at the expense of the stands above. All T1 stands are served by coach.

Retail Facilities

Airside	T2A	T2B	T1 (under refurbishment)
Food & beverages	1	2	3
Duty Free	3	3	2
Souvenirs		2	2
Newspapers		1	2
Currency exchange	2	5	3
Glass and crystal ware		3	1
Jewellery-watches		1	1
Sportswear		1	1
Tourist information		1	

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Landside	T2A	T2B	T1 (under refurbishment)
Food & beverage	2	2	3
Post office	1		1
Newspapers	1	1	1
Gifts, souvenirs		1	
Rent a car		6	Not yet decided
Bank		1	Not yet decided
Accommodation, tourist services	3		2
Drugstore		1	1
Flower machines	1	1	
Currency exchange	1	1	1

Further detail on terminal passenger facilities

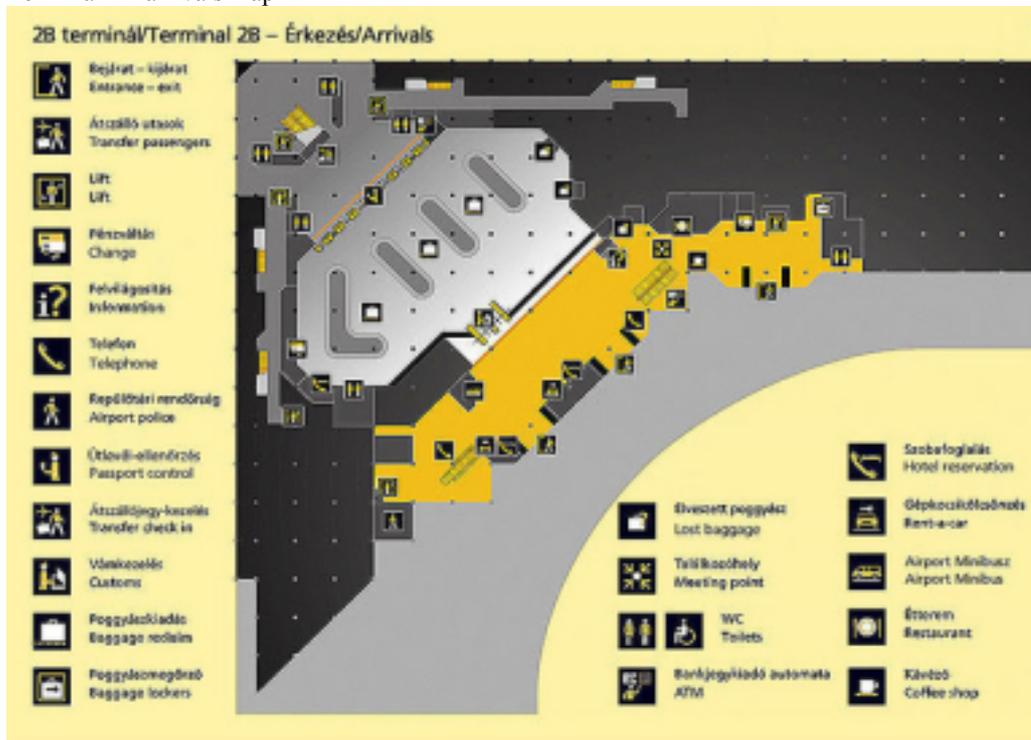
Terminal 2A Arrivals map



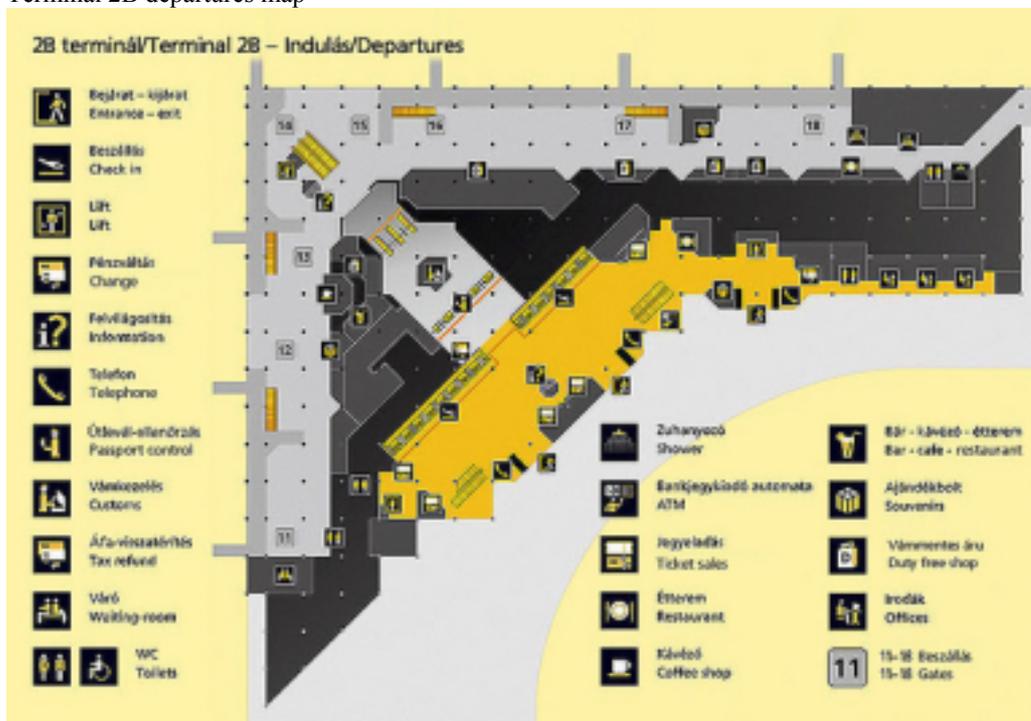
Terminal 2A departures map



Terminal 2B arrivals map

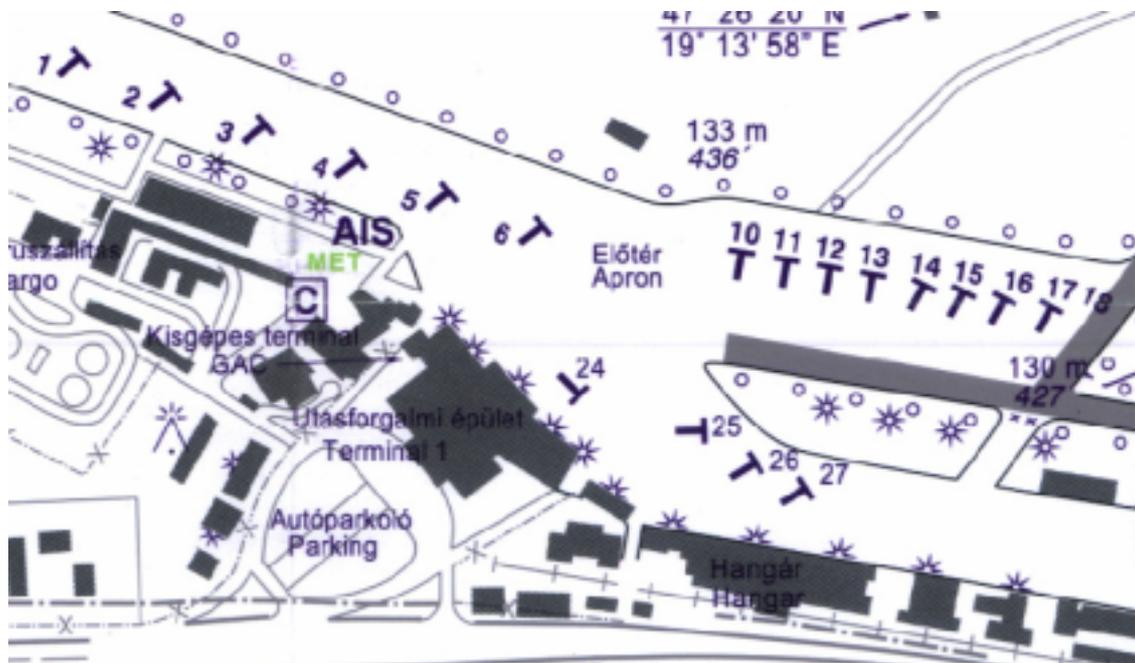


Terminal 2B departures map

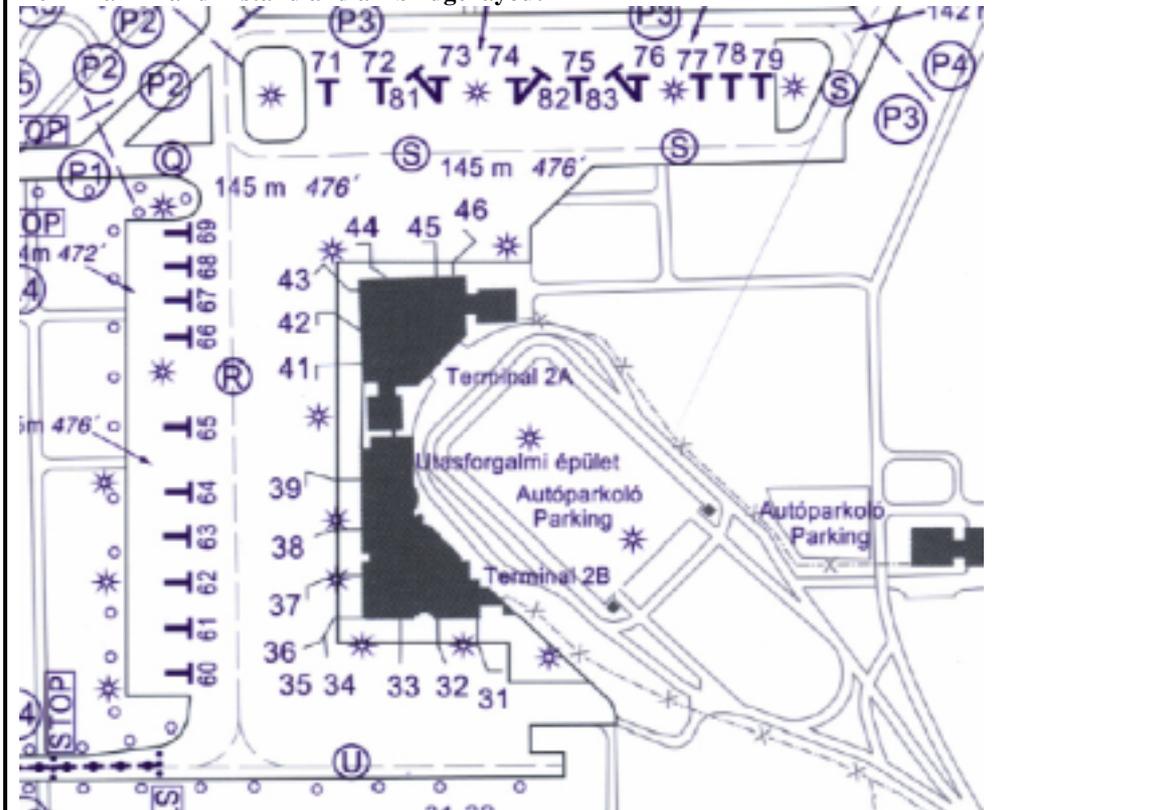


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Terminal 1 stand layout (note lack of air bridges)



Terminal 2A and B stand and air bridge layout



Cargo Capacity

Name of Cargo Facility	<input type="text" value="None"/>	<input type="text"/>	<input type="text"/>
Description	<input type="text"/>	<input type="text"/>	<input type="text"/>
Annual Cargo Capacity (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual inbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual outbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Share carried on cargo aircraft (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total domestic cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total international cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
4 Hangar halls for D – size aircraft (B757); two rented by Aeroplex of Central Europe, two by Lufthansa Technik Budapest.
Refuelling facilities
Fuel farm: fuel to aircraft by tanker trucks, no hydrant system AvGas, Jet A-1 available.
Winter Operating facilities
2 x Friction tester 10 x Compact Jet Sweeper 8 x Runway Sweeper 7 x Snow Cutter-Blower 2 x Airport Spreader 10 x Sweeping Spreader with Snow Plough 3 de-icing units, 2 more are expected by the end of 2005.

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6.4.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years
T2A: provision of 100% Hold Baggage Screening, summer 2003; EUR 6 million.
Future Approved works
No future projects have yet been approved.
Long term development plan (master plan) for the airport
A land use plan is currently being approved by the relevant local municipalities. Developing it into a Master plan will be carried out following this approval.

6.4.8 Environment

Environmental Policy

Budapest Airport Plc. takes a long- term view in the *sustainable development* of its operation and related businesses. This includes the responsibilities to the worldwide communities that the company serves, and recognition that a fundamental requirement of the Company's operations is to observe the rules of safety- and environmental protection.

For the Company environmental issues are linked in many ways, but there are two main aims:

- to ensure Company *conforms to international- and national standards* on environmental issues.
- to ensure Company adopts industry *best practice* on these issues.

The *ISO 14001:2004 Environmental Management System* standards provide the framework for the company's environmental improvement program.

NOISE

Noise continues to be one of the most important environmental aspects for both the community and the airport. The company has a well- established *noise monitoring system and noise complaint management system*. With the noise complaint management system the company operates 24-hour *green phone* customer service.

The following procedures are designed to avoid excessive noise in the areas adjacent to the airport and in the areas over- flown during take-off and landing:

- preferential runway system, night time- and holiday restrictions, continuous descent approach procedure, ground noise mitigation techniques.

The costs for noise prevention set up by the aerodrome operator are recovered from aircraft operators as a *noise surcharge*. The Noise surcharge is implemented as a separate charge and determined annually.

Separate revenues originating from noise charges have been assigned by the Hungarian authority for the following rights, in 2005 :

- for runway reconstruction / high speed taxi-way building investment,
- for passive acoustical protection,
- for the planning of a run-up test area.

Hungarian zoning laws concerning the designation of noise contours around the Hungarian Budapest Ferihegy International Airport have been decreed by Hungarian Civil Aviation Authority.

Currently the authority's decree for the noise contours is not valid, but it is undergoing authorization, and one of the most important aspects of it will be a *noise insulation program* in local homes.

WASTE

Waste *reduction and waste recycling* continue to be a significant aspect of the airport's waste management strategy. The airport operation produces a number of different waste streams. According to the *Waste Management Plan*, in the operation area of the airport the waste is graded by types. Communal waste is taken away by an external refuse collection firm directly with containers, and the waste disposal method is incineration. The separated reusable wrapping waste, from communal waste is delivered to a specialised firm for processing. Hazardous waste management is undertaken by a specialised firm.

AIR QUALITY

Budapest Airport Plc has a programme for detailed air quality monitoring.

There are three principal sources of air emission in the airport: emissions from aircraft, road traffic, ground service vehicles and emissions associated with energy generation and consumption.

Emission measurements have been carried out for many years at the major sources in the operation area. All measured sources were well within the air pollution emission limits set by legislation

One of the significant targets for the future is to build up a record of air quality based on the equipment in

use. In this way, *using best available techniques*, any future changes may be compared for effectiveness.

WATER QUALITY

The water-supply for the airport facilities, the water requirement for the fire-service and other water necessities of the airport are provided from the airports own wells. Waste water is pre-processed and then channelled through the public sewage network.

In case of an environmental pollution event the rules of action are directed by the Water *Quality Protection- and Damage Prevention Plan*. Waste water emissions are evaluated with self-tests four times annually.

SURFACE ACCESS

The airport currently has a network of bus, coach, and taxi services to a range of national and local destinations. Future strategy aims to provide enhanced infrastructure on site for these services and to explore all options for network improvements to complement future rail links. There is a programme of road improvement in the vicinity of the airport.

The future program is actively encouraging employees and users of the airport to switch to the various modes of public transport servicing the airport, when possible, in order to lessen the dependency on the use of private cars and to reduce congestion.

CLIMATE CHANGE

The Company sources of CO₂ are typically: on-site power and heating, vehicles involved in the day-to-day operation of the airport airside and landside, aircraft in the air and on the ground.

The green-house gases (GHG) emissions are monitored regularly at the airport. The serious challenge for the Company is the reduction of the level of GHG emissions.

ENERGY CONSUMPTION

Operating an airport is an energy intensive business. In 2004, at Budapest Airport Plc the site totalled more than 50 thousands megawatt hours. Major energy users at the airport are: Budapest Airport Plc, MALEV Hungarian Airlines Plc, Lufthansa Technics Plc, AEROPLEX (ACE) Ltd. Main energy sources and products used at the airport include: electricity, followed by energy for heating and cooling, natural gas and oil.

As an innovative, environmentally-conscious company, we are committed to ensuring that airport operations have as little impact on the environment as possible.

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6.4.9 Accessibility

Road Access (private vehicle)
A separate one-lane road leads to the city, which is 15 km from Terminal 1 and 20 km from Terminal 2.
Car Parking
<p><u>T -1</u></p> <ul style="list-style-type: none"> - Short term : 300 places. - Long term: 0 places. <p><u>T -2</u></p> <ul style="list-style-type: none"> - Q – term: 185 places - Short term: 925 places. - Long term: 300 places. <p><u>Staff parking: 1100 places</u></p> <p><u>Parking fees</u></p> <p>Q- Term: EUR 1.92/hr Short Term EUR 1.2/hr Long Term: EUR 14.4/ 1 - 2 days EUR 11/ 3 – 8 days EUR 8.8/ 9 - 14 days EUR 6.0/ + 15 days</p>
Public Transport Access - Rail
None currently
Public Transport Access – Bus and Coach
<p>Budapest Airport operates a ‘shuttle service’ called as ‘Airport Minibus’. Passengers are driven to the requested address by minibuses with 8-11 seats by multi-language speaking drivers.</p> <p>Budapest Airport is relatively well accessible by public transport. A direct bus service operates from Terminals 1 and 2, called “Airport Bus”, and passengers are taken by bus 93 from Terminal 1 to Kőbánya-Kispest Metro Station. By the 'blue' (2) Metro you can reach Deák Ferenc Square in the city in 20 minutes. Public transport fares are: one-way through-ticket costs HUF 160 (50 cents).</p>
Public Transport Access - Taxi
Taxis are available at the arrival level of Ferihegy Airport 2A and 2B Terminals, but preferred taxi companies will arrive at the Terminal within 5 minutes of request. According to current regulations, any taxi operator is allowed to provide airport services.

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Access for Persons of Reduced Mobility
<p>All terminals have full access for PRMs. Changes of level are served with lifts at every strategic location. Public lavatories are fully compliant. Access to aircraft through air bridges or manually assisted by specifically retained, trained paramedic personnel.</p>

6.4.10 Key Issues

Key issues for the airport over the next 5 years
<p>Budapest Airport Plc. (the operator company) is being privatised during 2005.</p>

Note: Due to the privatisation process, no access was granted by the airport authorities to discuss the returned survey with the management or to take photographs of arrival and departure areas. The quality of the following photographs has been affected as a result of this.

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Section 6 - Budapest Ferihegy Airport	

6.4.11 Airport photographs



Entrance road leading to terminals 2A and 2B



Car park between terminal 2A and 2B

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Departures level, looking from terminal 2A to terminal 2B



Terminal 2A check in area

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Section 6 - Budapest Ferihegy Airport	



Check in area terminal 2B

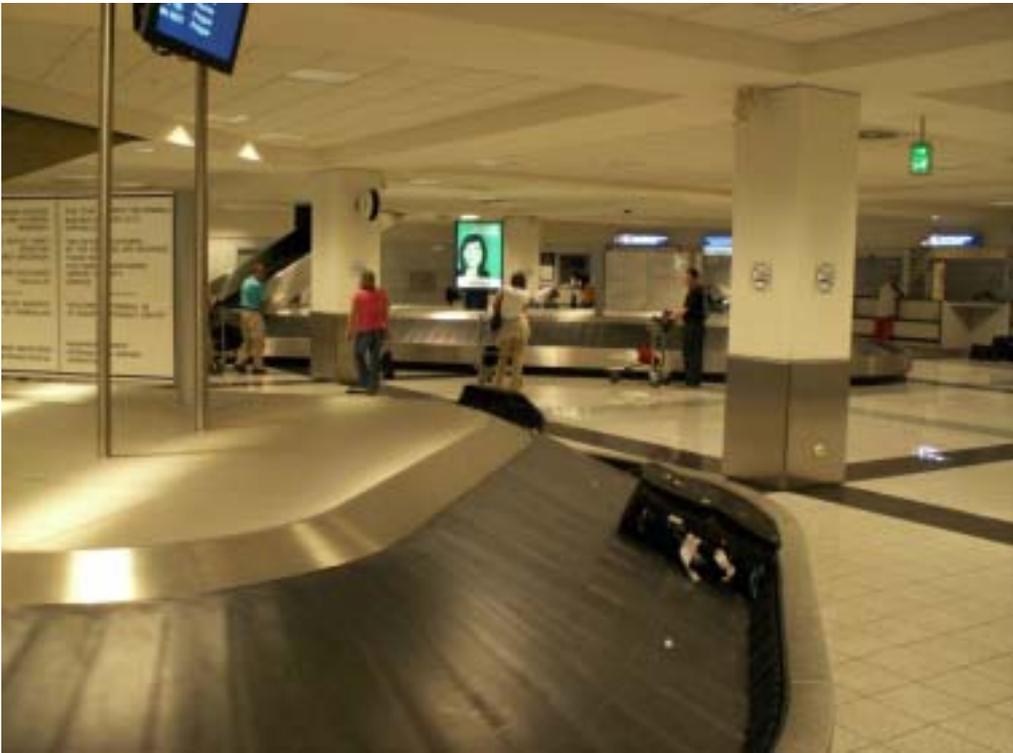


Typical Departure gate area

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Arrivals passport control



Arrival baggage reclaim area

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Arrivals exit – terminal 2B



Taxi and Bus pickup areas – terminal 2B

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Section 6 - FlyBalaton Airport	

6.5 FlyBalaton Airport

6.5.1 Basic Airport Information

Airport Name	<input style="width: 95%;" type="text" value="FlyBalaton Airport"/>		
Airport Address	H-8391 Sármellék, P.O.Box: 4. Hungary		
Website Address	<input style="width: 95%;" type="text" value="www.fly-balaton.com"/>		
IATA Code	<input style="width: 45%;" type="text" value="SOB"/>	ICAO Code	<input style="width: 45%;" type="text" value="LHSM"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mr Agoston Gubicza"/>		

IATA Slot Coordination Level	<input style="width: 40%;" type="text" value="1"/>
(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)	

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Section 6 - FlyBalaton Airport	

<p>Air Traffic Control & Navigation</p> <p>ATC Coverage (local or area control, who provides service) <input type="text" value="No"/></p> <p>NDB <input type="text" value="Yes"/></p> <p>DME <input type="text" value="Under installation"/></p> <p>VOR <input type="text" value="Under installation"/></p> <p>Other <input type="text"/></p>	<p>Fire Fighting</p> <p>Fire Fighting Category <input type="text" value="CAT 5. (BAe 146 size)"/> <input type="text" value="From Feb. 2006. CAT 7. (B757 size)"/></p> <p>Maximum Aircraft Size <input type="text" value="A310"/></p>
---	---

<p>Key airport contacts</p> <p>Mr. Agoston Gubicza Managing Director H-1052 Budapest Deák Ferenc street 10. Hungary Tel: 00 36 70 33 99 750 E-mail: agoston.gubicza@fly-balaton.com</p> <p>Mr. Dr. Richard Richter Development director, legal advisor H-8391 Sármellék Repülőtér/ Airport Hungary Tel: 00 36 70 33 99 754 E-mail: richard.richter@fly-balaton.com</p>

6.5.2 Airport Ownership and Management

<p>Current ownership structure of the airport</p> <p>40 % Hungarian 60% Irish</p> <p>The company is a limited company, not on the stock market.</p>

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Section 6 - FlyBalaton Airport	

Current management structure at the airport
<p>Managing Director – Mr. Ágoston Gubicza</p> <ul style="list-style-type: none"> - Sales- and Marketing Director – Mr. S-P O'Mahony - Operation Director – Mr. Istvan Zóka - Development Director – Mr. Richard Richter

Number of employees working for the airport operator
55 in 2005 (+ 50 subcontracted staff not working directly for the airport).

Ground handling service provision at the airport
<p>FlyBalaton – Cape Clear Aviation Kft.</p> <ul style="list-style-type: none"> - Passenger Handling - Baggage Handling - Aircraft cleaning - Catering - Refuelling - Ground transport - Ramp Service

Brief history of the airport, highlighting major events
<p>1953-1990 – Soviet Air Base 1991-2002 - State owned 2002-2004 – Owned by the Zalavár and Sarmellek Municipalities 2004. (December) Privately owned by Cape Clear Aviation Kft.</p> <p>Construction of the airport commenced in 1951 with flying operations starting in 1953. Due to its geo-strategic position, the airport was a highly important air base for the Russian army, hosting over 6,000 Russian military personnel. The Soviet Air Force unit left the airport in 1990, but removed all navigation equipment and lighting. The electricity, water, and heating systems were partly dismantled and there was pollution from a partly disassembled fuel station.</p> <p>On 30th of November in 1990 the state authority announced a tender for civil operations at the airport, but this was unsuccessful. The authority then let the airport by long-term rental to Mikromatika Holdings. The airport was then reconstructed to enable civil operations to commence. The apron was resurfaced and an old military building was converted to serve as the terminal building. The control tower was also reequipped to a minimum level.</p> <p>The airport opened for civil operations in July 1991. In 1994 the pollution from ex-Soviet fuel system was isolated and certified as safe by the state authority.</p> <p>In 1995 the contract with the Mikromatika Holdings was cancelled and ownership transferred to the two</p>

Hungary	6
Section 6 - FlyBalaton Airport	

local municipalities.

Traffic levels were low from 1995 through to 2004 and the local municipalities were unable to invest in the airport significantly. The airport was highly dependent on charter traffic organised by a local hotel company.

In 2004, with the accession to the EU, significant increases in operating costs and infrastructure were required to meet the new security regulations. The local municipalities did not have sufficient funds to meet these requirements and a 99 year lease was agreed with Cape Clear Aviation.

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Section 6 - FlyBalaton Airport	

6.5.3 Financial Issues

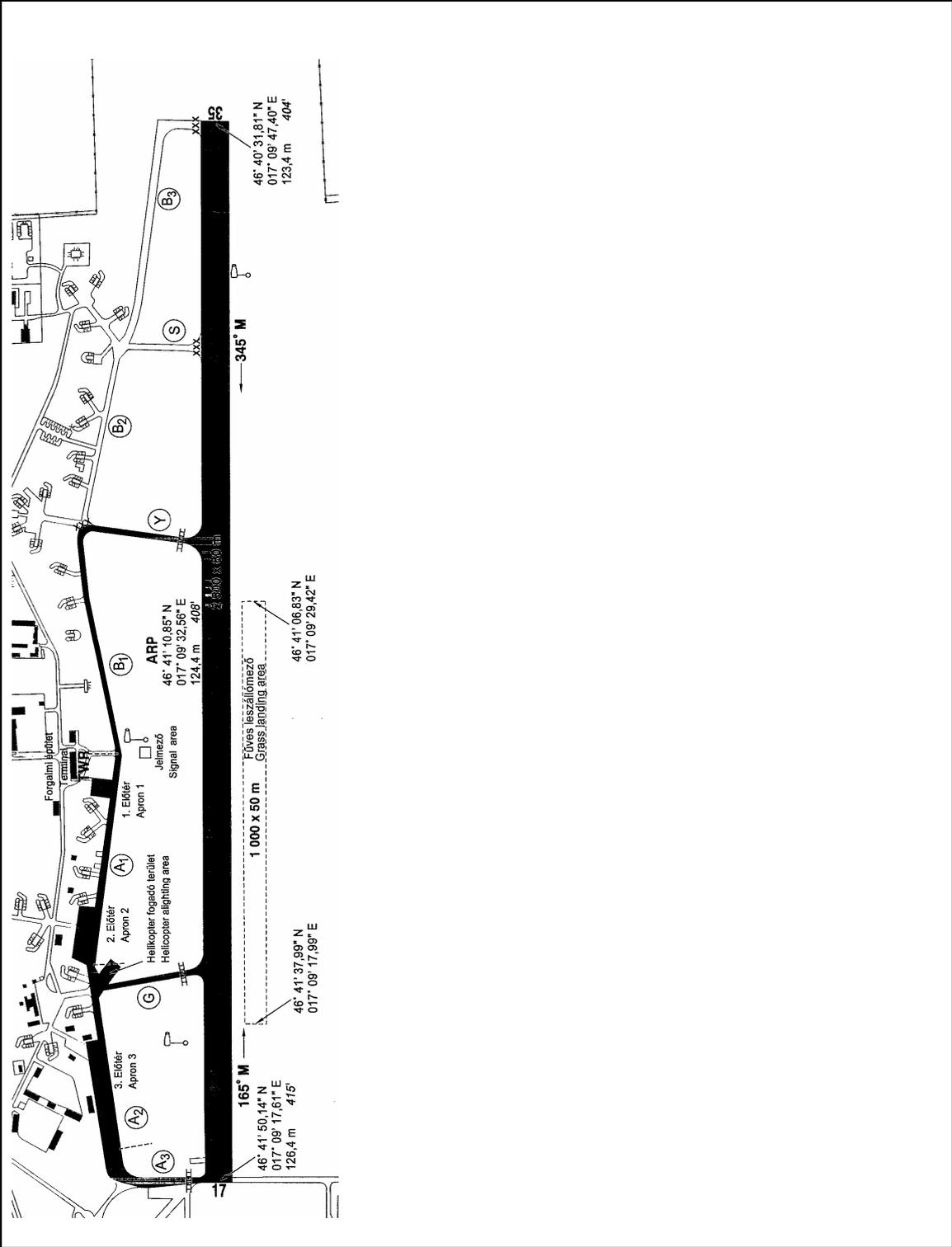
Financial performance
<p>2004</p> <p><u>Turnover:</u></p> <ul style="list-style-type: none"> - Aeronautical: € 232,000 - Non aeronautical: € 56,000 <p><u>Operating profit before tax:</u></p> <ul style="list-style-type: none"> - minus € 120,000 <p><u>Net profit:</u> ----</p>

User charges
<p>Charges are set by the airport operator. Discounts are offered.</p> <p>Landing fees: 10 EUR/1000 kg over 6000 kg 12 EUR/1000 kg Handling fees: 10 EUR/1000 kg over 6000 kg 12 EUR/1000 kg Parking: 3 EUR/1000 kg/day Airport tax: 10 EUR/person</p>

6.5.4 Airport Traffic

Airport traffic history		
Historic Traffic		
	Movements	Passengers
1991	703	1 100
1992	2 458	3 991
1993	2 272	6 478
1994	940	4 527
1995	504	2 600
1996	1 355	8 503
1997	646	8 013
1998	642	7 359
1999	1 360	7 068
2000	1 786	10 081
2001	1 609	12 449
2002	2 065	15 273
2003	2 981	21 668
2004	2 952	21 077
Source: Airport		
Current Flight Programme		
2005 Scheduled Flights:		
MALEV : Stuttgart (1 x weekly), Munich (1 x weekly)		
HELVETIC : Zurich (1 x weekly)		
2005 Charter Flights:		
BALATON AIR : Berlin, Dusseldorf, Hamburg, Leipzig		
EVA TOURS : Billund, Copenhagen,		
EUROMDE/ZALATOUR: Berlin		
SALOMON REISEN: Leipzig		
MUTSCH UNGARN REISEN: Frankfurt		
Source: Airport		
Future Traffic Forecast		
	Passenger	Freight
2005	45,000	800 tonnes
2006	100,000	3,000 tonnes
2008	300,000	10,000 tonnes
Source: Airport		

6.5.5 Runway information



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Section 6 - FlyBalaton Airport	



View of runway from terminal building. Apron visible in far right of picture. (Apron in foreground of picture not used for commercial flights).

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Section 6 - FlyBalaton Airport	

Current Runway Capacity

Runway 1		
Designation	4641 10,85 N / 01709 32,56 E	
Length (m)	2500 m	
ILS CAT	ICAO I.	
Number of Peak Hour Departures	1	
Number of Peak Hour Arrivals	1	
Hourly Capacity Under IFR Flight Rules	10-15	
Average Movement Delay Rate (mins)	5-15	
Annual Movement Capacity	40,000	
Runway Operating Hours	Currently 08.00 – 20.00	

Multi-runway operating procedures
None
Factors limiting Runway capacity
Terminal capacity is currently limiting runway departures and arrivals to one per hour. With an increase in terminal capacity the next limiting factor is the apron area that can only accommodate four aircraft at any one time. If the apron area were increased, the next limiting factor would be the taxiway which is currently not wide enough and needs resurfacing.

6.5.6 Terminal and cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	FlyBalaton		
Departing Passengers per hour	180		
Arriving Passengers per hour	180		
Transfer Passengers per hour	180		
Annual Capacity	Current max. 300,000		

Methodology for calculation of terminal capacity.
Based on being able to handle one aircraft per hour and best estimates.
Excess capacity
There is excess capacity due to the low volume of traffic currently at the airport.
Main bottlenecks for terminal capacity
The physical size of each room in the terminal building restricts the passenger throughput to approximately 180 passengers per hour. (The terminal building was originally built as office accommodation for the military, and is thus a series of relatively small rooms).

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Section 6 - FlyBalaton Airport	

Terminal Facilities (Passenger)

Name of Terminal	Terminal		
	FlyBalaton	Planned to start construction in second half of 2005	
Terminal Total Floor Area	2000 m ²	2360 m ²	
Number of Check in desks	0	4	
Number of Self Service Check in machines	0	0	
Number of Passenger Security Screening Positions	1	2	
Number of Baggage Belts	0	1	
Number of Departure Gates	1	2	
Number of Loading Bridges	-	0	
Number of Inbound Passport / Immigration Positions	1	2	
Number of Baggage Claim Units	0	1	
Number of Commercially Important Passenger Lounges	0	1	

<p>Number of parking stands</p> <p>B-737 category – 3 Regional aircraft category – 5 General Aviation aircraft category – max. 20 Access to terminal by foot.</p>
<p>Retail Facilities</p> <p>Café, a travel agent, a money change position, a coach transfer operator and 2 rental car offices.</p>
<p>Further detail on terminal passenger facilities</p> <p>The new terminal will be 2000 m² with 400 m² of offices, and have four check-in desks. The terminal will meet Schengen regulations.</p>

Cargo Capacity

Name of Cargo Facility	<input type="text" value="None"/>	<input type="text"/>	<input type="text"/>
Description	<input type="text"/>	<input type="text"/>	<input type="text"/>
Annual Cargo Capacity (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual inbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual outbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Share carried on cargo aircraft (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total domestic cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total international cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Further detail on cargo facilities			
Cargo facilities are currently being planned for 2006.			

Other Facilities

Aircraft Maintenance / Engineering Facilities
None
Refuelling facilities
AvGas – 7000 l capacity JET- A1 – 60,000 l capacity New fuel station currently being planned.
Winter Operating facilities
One snowplough unit available. (The airport is planning to purchase a new unit.) De-icing will be available from October 2005.

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Section 6 - FlyBalaton Airport	

6.5.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years
None
Future Approved works
<p>June 2005. – Runway lights and ILS installed. Cost €1.6m June 2005. – Security fence around the airport area. Cost €300,000 November 2005. – New terminal. Cost €1.6m November 2005. – New parking area. Cost €1.0m</p>
Long term development plan (master plan) for the airport
<p>Currently being discussed and will be subject to the successful implementation of the new terminal and the anticipated subsequent increase in traffic. If the traffic increases beyond 300,000 per year, an additional terminal (in 2009) and apron area (in 2007) will be planned.</p>

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Section 6 - FlyBalaton Airport	

6.5.8 Environment

Environmental Policy
<p>Noise is measured frequently. The airport is currently not subject to any noise constraints.</p> <p>With the low passenger throughput waste management is not currently an issue.</p> <p>The new parking area is planned with an oil filter, and rainfall will be also be collected and filtered.</p> <p>A drinking water pipeline is under construction in preparation for the new terminal.</p> <p>Water for fire fighting comes directly from wells on site.</p> <p>It is planned in the long-term to install as many solar cells as financially viable. Energy consumption is currently low.</p> <p>A de-icing area with a 100% environmental protection will be installed in 2005.</p> <p>The new terminal building will be air-cooled. There will be no air conditioning; the air-cooling will be provided 25% with coolers, 75% with ventilation.</p>

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Section 6 - FlyBalaton Airport	

6.5.9 Accessibility

Road Access (private vehicle)
<p>Keszthely: 16 km – single lane road Hévíz: 12 km – single lane road Zalakaros 25 km – single lane road Zalaegerszeg 40 km – single lane road Nagykanizsa 36 km – single lane road</p> <p>By 2006 the E71 highway which runs close to the airport will be completed. By 2007 it is planned to have a 2 lane road connection from the highway to the airport.</p>
Car Parking
<p>Currently 100 car spaces By the end of 2005 there will be 500 car spaces</p> <p>Public 500 car Staff 80 car</p> <p>Until the end of 2006 car parking will be free of charge.</p>
Public Transport Access - Rail
None
Public Transport Access – Bus and Coach
<p>Bus – Zala Volan scheduled</p> <p>Coach – Fly-Car Transfer Service at airport - Fox Autorent at airport</p> <p>National auto rent at airport.</p>
Public Transport Access - Taxi
Available from the nearby towns.
Access for Persons of Reduced Mobility
No access currently in the existing terminal.

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Section 6 - FlyBalaton Airport	

6.5.10 Key Issues

Key issues for the airport over the next 5 years
<p>Repairing the environmental damage from the Soviet army's use of the airport. In particular the damage from leaking fuel bunkers.</p> <p>To promote the area as Europe's largest spa region and to attract more flights to the airport. Furthermore, to promote Hungary's second biggest airport as a regional airport and as a new destination.</p>

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Section 6 - FlyBalaton Airport	

6.5.11 Airport photographs



Airport viewed from airside – entrance to departures from landside on far right of building. Exit from departures to airside to the right of the control tower. Entrance to arrivals from airside to the left of control tower.



Departures room: Check in desk (to left of picture) and passenger metal detector screening.

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Section 6 - FlyBalaton Airport	



Departures room: Passport control and passenger baggage x- ray



Departures lounge

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Section 6 - FlyBalaton Airport	



Arrivals entrance viewed from airside



Arrivals area with baggage table against far wall

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Section 6 - FlyBalaton Airport	



Arrivals baggage table – (accessed through window from airside).

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Section 6 - Debrecen Airport	

6.6 Debrecen Airport

6.6.1 Basic Airport Information

Airport Name	<input style="width: 95%;" type="text" value="Debrecen Airport"/>		
Airport Address	<input style="width: 95%;" type="text" value="Airport – Debrecen Kft.
H-4002 Debrecen Pf. 187"/>		
Website Address	<input style="width: 95%;" type="text" value="www.airportdebrecen.hu"/>		
IATA Code	<input style="width: 45%;" type="text" value="DEB"/>	ICAO Code	<input style="width: 45%;" type="text" value="LHDC"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Jenei Zoltán"/>		

IATA Slot Coordination Level	<input style="width: 45%;" type="text"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

<u>Air Traffic Control & Navigation</u>	
ATC Coverage (local or area control, who provides service)	<input style="width: 95%;" type="text" value="Provider:
HUNGAROCNTR
AFIS service"/>
NDB	<input style="width: 45%;" type="text" value="Yes"/>
DME	<input style="width: 45%;" type="text" value="Yes"/>
VOR	<input style="width: 45%;" type="text" value="No"/>
Other	<input style="width: 95%;" type="text" value="ILS Cat I. system to
threshold 05"/>

<u>Fire Fighting</u>	
Fire Fighting Category	<input style="width: 95%;" type="text" value="CAT 2 (Piper Aztec).
On request up to
CAT 7 (B757-200)"/>
Maximum Aircraft Size	<input style="width: 45%;" type="text" value="A310"/>

Hungary	6
Section 6 - Debrecen Airport	

Key airport contacts
<p> Managing Director: Mr. Zoltán Jenei Tel: +36 52 520-810 Fax: +36 52 520-820 office@airportdebrecen.hu www.airportdebrecen.hu </p> <p> Secretary: 4030 Debrecen, Mikepércsi út 0493/24 hrsz. 4002 Debrecen, Pf. 187. Tel: +36 52 520-810 Fax: +36 52 520-820 office@airportdebrecen.hu marketing@airportdebrecen.hu www.airportdebrecen.hu </p> <p> Financial Director: Mrs. Kulcsárné Bodó Irén Financial Department 4030 Debrecen, Mikepércsi út 0493/24 hrsz. 4002 Debrecen, Pf. 187. Tel: +36 52 520-810 Fax: +36 52 520-820 office@airportdebrecen.hu www.airportdebrecen.hu </p> <p> Operations Director: Mr. András Farkas Operational Department 4030 Debrecen, Mikepércsi út 0493/24 hrsz. 4002 Debrecen, Pf. 187. Tel: +36 52 520-810 Fax: +36 52 520-820 office@airportdebrecen.hu www.airportdebrecen.hu </p>

Hungary	6
Section 6 - Debrecen Airport	

6.6.2 Airport Ownership and Management

Current ownership structure of the airport
Owner: 100 % - Local Authority of Debrecen Not traded on a stock exchange

Current management structure at the airport
Airport operator: Airport Debrecen Ltd

Number of employees working for the airport operator
52 employees in 2005.

Ground handling service provision at the airport
Ground Handling company: Airport Debrecen Ltd. (airport operator) Handling functions: passenger handling; baggage handling; ground transport; ramp services Refuelling: RÚK Ltd. (former MALÉV) No aircraft cleaning or catering services.

Brief history of the airport, highlighting major events
<p>The history of Debrecen Airport goes back to the early 20th century. The first official regular flight carrying mail took off in 1930. Subsequently the airport served sport and military purposes. During World War Two it was the base of a Hungarian bombing squad. Following the war the Soviet air force controlled the airport up until 1990.</p> <p>From 1930 domestic flight between Debrecen and Budapest as well as to other major cities in Hungary. From 1946 to 1968 Debrecen Airport subsequently functioned as an emergency airfield for Budapest Airport.</p> <p>The political transition in Hungary after 1990 brought revival of the airport in international civil traffic was launched together with sports aviation. In May, 1991, Soviet troops vacated the airport and handed it over to the Hungarian State. In 1994 Debrecen Municipal Government realized the need to develop the airport and included it in its development plan. The city purchased the airport and since developed it. In 1997 the airport company "Airport Debrecen Ltd" was established and the company has since been responsible for the airport operation and development.</p> <p>As a result of the development throughout the 1990's the Hungarian Government approved the airport as a commercial airport in 2001 open for both domestic and international flights.</p>

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Section 6 - Debrecen Airport	

6.6.3 Financial Issues

Financial performance
N/A

User charges
<p>Basic taxes:</p> <p>Landing tax up to 15,000 kg 6 EUR/t (MTOW)</p> <p>Landing tax over 15001 kg 8 EUR/t (MTOW)</p> <p>Airport tax (pax, by departing passenger) 6 EUR/passenger</p> <p>Parking fee No fee charged up to 3 hrs of parking, over 3 hrs counts as 24 hrs 2 EUR/ 24 hr /1000 kg</p> <p>Stand-by charge opening hours 100-200 EUR/hr</p> <p>High alert security charge (on request only) 3 EUR/ passenger</p> <p>Discounts are also offered.</p>

6.6.4 Airport Traffic

Airport traffic history

Historic Traffic

Airport traffic data for 2000 – 2004

Year	Number of operations		Total number of operations	Passengers traffic
	Int.	Nat.		
2000	165	970	1135	1883
2001	269	1301	1570	4435
2002	250	1098	1348	5922
2003	248	1378	1626	6122
2004	387	2123	2510	14476

Source: Airport

Traffic Breakdown
N/A

Passenger Traffic by destination
N/A

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Section 6 - Debrecen Airport	

Current Flight Programme
<p>2005 Scheduled Flights: Bremen, Munich</p> <p>2005 Charter destinations: Monastir, Antalya, Corfu, Leipzig</p> <p>2005 Airlines serving: Tunisair, OLT, Malev, MNG Airlines, Cavisair, Atlasjet</p> <p>Source: Airport</p>

Future Traffic Forecast
N/A – although it has been reported that Ryanair are interested in operating to the airport.

Current Runway Capacity

<u>Runway 1</u>		
Designation	<input type="text" value="05R/23L"/>	<input type="text"/>
Length (m)	<input type="text" value="2500m"/>	<input type="text"/>
ILS CAT	<input type="text" value="CAT 1"/>	<input type="text"/>
Number of Peak Hour Departures	<input type="text" value="1"/>	<input type="text"/>
Number of Peak Hour Arrivals	<input type="text" value="1"/>	<input type="text"/>
Hourly Capacity Under IFR Flight Rules	<input type="text"/>	<input type="text"/>
Average Movement Delay Rate (mins)	<input type="text" value="N/A"/>	<input type="text"/>
Annual Movement Capacity	<input type="text"/>	<input type="text"/>
Runway Operating Hours	<input type="text" value="08.00 – 20.00"/>	<input type="text"/>

Multi-runway operating procedures
None
Factors limiting Runway capacity
The runway is capable of a larger volume of traffic, but no more than 200 passengers can be handled at once. The main bottleneck is terminal capacity.

Hungary	6
Section 6 - Debrecen Airport	

6.6.6 Terminal and cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	Terminal 1		
Departing Passengers per hour			
Arriving Passengers per hour			
Transfer Passengers per hour			
Annual Capacity			

Methodology for calculation of terminal capacity
Excess capacity
Main bottlenecks for terminal capacity
The main bottleneck is the basic area of the terminal.

Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	Terminal 1	<input type="text"/>	<input type="text"/>
Terminal Total Floor Area	10000 m ²	<input type="text"/>	<input type="text"/>
Number of Check in desks	3	<input type="text"/>	<input type="text"/>
Number of Self Service Check in machines	0	<input type="text"/>	<input type="text"/>
Number of Passenger Security Screening Positions	1	<input type="text"/>	<input type="text"/>
Number of Baggage Belts	0	<input type="text"/>	<input type="text"/>
Number of Departure Gates	2	<input type="text"/>	<input type="text"/>
Number of Loading Bridges	0	<input type="text"/>	<input type="text"/>
Number of Inbound Passport / Immigration Positions	3	<input type="text"/>	<input type="text"/>
Number of Baggage Claim Units	1	<input type="text"/>	<input type="text"/>
Number of Commercially Important Passenger Lounges	0	<input type="text"/>	<input type="text"/>

Number of parking stands

(Category D: up to 5 if necessary)
 Category C: 3 positions
 Category B: 3 positions
 Category A: 5 positions

Retail Facilities

No space for retail facilities at present.

Further detail on terminal passenger facilities

Cargo Capacity

Name of Cargo Facility	<input type="text" value="None"/>	<input type="text"/>	<input type="text"/>
Description	<input type="text"/>	<input type="text"/>	<input type="text"/>
Annual Cargo Capacity (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual inbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual outbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Share carried on cargo aircraft (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total domestic cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total international cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Refuelling facilities
1 kerosene truck 60,000 litres. 1 AVGAS truck 5,000 litres.
Winter Operating facilities
2 snowploughs. De-icing: AVBL on parking stands on prior request.

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Section 6 - Debrecen Airport	

6.6.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years
<p>Modern navigation equipment and lighting system (ILS Cat I). Guarding and patrolling of the airport territory according to international safety standards. Adequate passenger flow due to the reconstruction of the terminal building. The installation of a modern computerised passenger and baggage handling, and screening system. High fire rescue category (Cat 9).</p>
Future Approved works
Long term development plan (master plan) for the airport

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6.6.8 Environment

Environmental Policy
Noise abatement procedures are designed to avoid excessive aircraft noise in the areas adjacent to the airport and in the areas overflown during take-off and landing.

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6.6.9 Accessibility

Road Access (private vehicle)
The airport is located 5km south west of Debrecen town, a 6 minute journey by car.
Car Parking
280 space car park outside the terminal.
Public Transport Access – Rail
No rail link at the airport.
Public Transport Access – Bus and Coach
Bus service from airport to city centre.
Public Transport Access – Taxi
Debrecen airport has a contract with Fonix Taxi Company allowing passengers a discount for travel to and from the airport.
Access for Persons of Reduced Mobility
On request the airport ground personnel provide a wheelchair if needed and personal assistance at the airport. PRM are advised to inform the airport in advance of their arrival.

6.6.10 Key Issues

Key issues for the airport over the next 5 years
Increasing scheduled services.

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6.7 Gyor-Per Airport

6.7.1 Basic Airport Information

Airport Name	<input style="width: 95%;" type="text" value="Gyor -Per Airport"/>		
Airport Address	<input style="width: 95%;" type="text" value="Hungary
9099 Per
Repuloter (Airport)"/>		
Website Address	<input style="width: 95%;" type="text" value="www.gyor-perairport.hu"/>		
IATA Code	<input style="width: 45%;" type="text" value="QGY"/>	ICAO Code	<input style="width: 45%;" type="text" value="LHPR"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mr. Laszlo Vadasz"/>		

IATA Slot Coordination Level	<input style="width: 60%;" type="text" value="Level 1"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

<u>Air Traffic Control & Navigation</u>	
ATC Coverage (local or area control, who provides service)	<input style="width: 70%;" type="text" value="Per Info"/>
NDB	<input style="width: 70%;" type="text" value="Yes"/>
DME	<input style="width: 70%;" type="text" value="Yes"/>
VOR	<input style="width: 70%;" type="text" value="Yes"/>
Other	<input style="width: 70%;" type="text"/>

<u>Fire Fighting</u>	
Fire Fighting Category	<input style="width: 70%;" type="text" value="Cat 4 (Saab 340 size)"/>
Maximum Aircraft Size	<input style="width: 70%;" type="text" value="Saab 340"/>

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Key airport contacts
<p>info@gyor-perairport.hu afis@gyor-perairport.hu</p> <p>Tel.: +36-96-559-200 Fax.:+36-96-559-202</p> <p>AFTN: LHPRZPZX Per Info: 129.9 Mhz</p>

6.7.2 Airport Ownership and Management

Current ownership structure of the airport
<p>Ownership 94% private 6% public foundation</p>

Current management structure at the airport

Number of employees working for the airport operator
<p>11 employees in 2004.</p>

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Ground handling service provision at the airport
<p>The following services are all supplied by the airport operator:</p> <ul style="list-style-type: none"> -passenger handling -baggage handling -aircraft cleaning -catering -ground transportation -cargo handling -GPU -De-icing <p>Refuelling is supplied by AVANT GmbH.</p>

Brief history of the airport, highlighting major events
<p>The airport was transferred from public to private ownership in June 2003.</p>

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6.7.3 Financial Issues

Financial performance
<p>Turnover = €238,000</p> <p>(Further details not available)</p>

User charges
<p>Landing charges: dependant on MTOW Up to 2000kg 5EUR/1000kg 2001-15000kg 8EUR/1000kg from 15001kg 10EUR/1000kg</p> <p>Passenger service charge = €6.5 per passenger</p> <p>Parking charges:</p> <p>€2 / 24hrs / 1000kg MTOW in open air €5 / 24hrs / 1000kg MTOW in hangar</p>

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6.7.4 Airport Traffic

Airport traffic history		
Historic Traffic		
	2003	2004
International Passenger traffic	2,387	6,620
Domestic passenger traffic	719	867
Total Passenger traffic	3,106	7,778
International ATM's	358	867
Domestic ATM's	307	497
Total ATM's	665	1,365
Source: Airport		
<p>Note; There are a number of large factories/ businesses in the immediate area and that has resulted in the large number of business jet operations into the airport.</p>		

Current Flight Programme
<p>2005 Scheduled Flights: none (the airport operates mainly private business jet flights)</p>

Future Traffic Forecast
<p>Planned to be 50% per year for the next 3 years. Source: Airport</p>

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Current Runway Capacity

	<u>Runway 1</u>	
Designation	<input type="text" value="12/30"/>	<input type="text"/>
Length (m)	<input type="text" value="1450"/>	<input type="text"/>
ILS CAT	<input type="text" value="-"/>	<input type="text"/>
Number of Peak Hour Departures	<input type="text" value="-"/>	<input type="text"/>
Number of Peak Hour Arrivals	<input type="text" value="-"/>	<input type="text"/>
Hourly Capacity Under IFR Flight Rules	<input type="text" value="6/hour"/>	<input type="text"/>
Average Movement Delay Rate (mins)	<input type="text" value="-"/>	<input type="text"/>
Annual Movement Capacity	<input type="text" value="6/hour"/>	<input type="text"/>
Runway Operating Hours	<input type="text" value="0800-1800 (other times by request)"/>	<input type="text"/>

Multi-runway operating procedures
Single runway.
Factors limiting Runway capacity
Runway capacity is limited by a single taxiway, the small apron size and approach lights on one side only.

6.7.6 Terminal and cargo facilities

Terminal Capacity

	Terminal		
Name of Terminal	<input type="text" value="None currently"/>	<input type="text"/>	<input type="text"/>
Departing Passengers per hour	<input type="text"/>	<input type="text"/>	<input type="text"/>
Arriving Passengers per hour	<input type="text"/>	<input type="text"/>	<input type="text"/>
Transfer Passengers per hour	<input type="text"/>	<input type="text"/>	<input type="text"/>
Annual Capacity	<input type="text"/>	<input type="text"/>	<input type="text"/>

Methodology for calculation of terminal capacity
Excess capacity
Main bottlenecks for terminal capacity

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Terminal Facilities (Passenger)

	Terminal		
Name of Terminal	<input type="text" value="None"/>	<input type="text"/>	<input type="text"/>
Terminal Total Floor Area	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Check in desks	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Self Service Check in machines	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Passenger Security Screening Positions	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Baggage Belts	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Departure Gates	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Loading Bridges	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Inbound Passport / Immigration Positions	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Baggage Claim Units	<input type="text"/>	<input type="text"/>	<input type="text"/>
Number of Commercially Important Passenger Lounges	<input type="text"/>	<input type="text"/>	<input type="text"/>

Number of parking stands
Six stands – access by foot.
Retail Facilities
Restaurant.

Further detail on terminal passenger facilities
There is no commercial passenger terminal; currently the airport only caters for general aviation and business aviation flights.

Cargo Capacity

Name of Cargo Facility	<input type="text" value="None"/>	<input type="text"/>	<input type="text"/>
Description	<input type="text"/>	<input type="text"/>	<input type="text"/>
Annual Cargo Capacity (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual inbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total annual outbound cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Share carried on cargo aircraft (%)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total domestic cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total international cargo (metric tonnes)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Small hangar available.
Refuelling facilities
Jet A1 and Avgas 100 are available.
Winter Operating facilities
1 x Snow plough, 1 x de-icing unit.

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6.7.7 Infrastructure development

Infrastructure Development

Major works in the last 5 years
Runway, taxiway and apron built.
Future Approved works
<p>The following is planned:</p> <p>Additional hangars, passenger terminal, ILS, runway extension, rail connection, additional taxiways, bigger apron, technical base for the aircraft, Baggage X-Ray, cargo terminal.</p>
Long term development plan (master plan) for the airport
<ul style="list-style-type: none"> -Runway extension to 1850m -ILS -Taxiways

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6.7.8 Security and environment

Environmental Policy
<p>There is a noise reduction wall at the village side of the airport. Departure and arrival procedures are conducted away from the village. Air and water quality is good and energy consumption is low. De – Icing is carried out in a specially marked area.</p>

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6.7.9 Accessibility

Road Access (private vehicle)
-To the local village less than 1km -Gyor city 15km -Highway to Vienna or Budapest 10km from the airport
Car Parking
-Public car park 40 spaces -VIP car park 24 spaces -all free of charge
Public Transport Access - Rail
None
Public Transport Access – Bus and Coach
There is a local bus stop 400m from the airport.
Public Transport Access - Taxi
Taxi services are available.
Access for Persons of Reduced Mobility
Access is good in most areas.

6.7.10 Key Issues

Key issues for the airport over the next 5 years
To grow the airport through increasing business links.

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6.7.11 Airport Photographs

(views from airports website)



Terminal Building from landside



Further detail of terminal building from landside

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Runway view showing single taxiway and apron area