

**Air**

# NAVIGÁTOR



**Sármellék** page 4



**Debrecen** page 5



**Pécs** page 7



**Szeged** page 13



**Börgönd** page 16



**Budapest Ferihegy 2A**

## AIRPORTS IN HUNGARY

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The aim of the UK Trade and Investment Team is to identify market opportunities for British companies. British technology and expertise could be useful in the development projects of Hungary's regional airports. We have listed the plans of the most promising Hungarian airports with the help of the Publicity Unit of UKTI, in order to give a detailed summary of the sector to British companies. This will enable them to make decisions in their business plans concerning Hungarian regional airports.

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Budapest

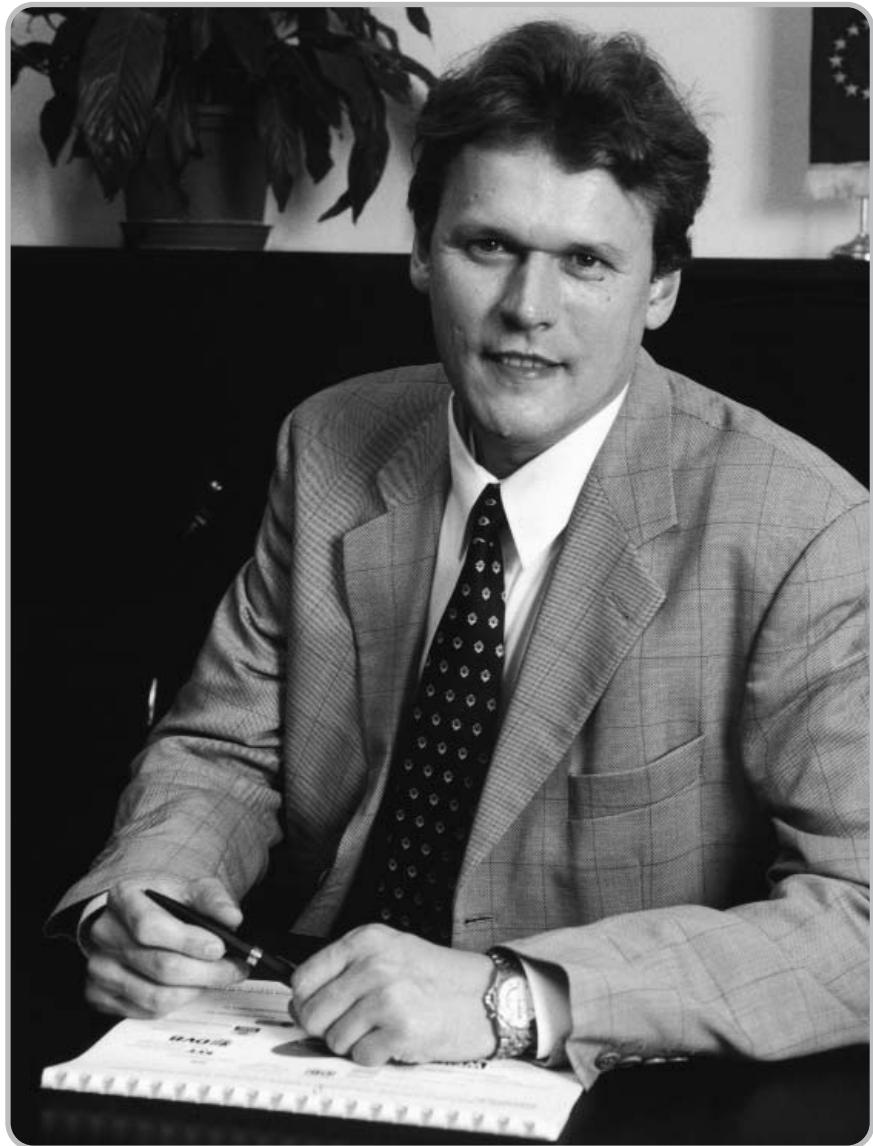
# Possibilities for air traffic in Hungary

**By Zsolt Csaba Horváth**

Air traffic in Hungary is a dynamically developing sector of the economy. Thanks to the political and economic changes, opportunities have been developed and market conditions have been created. At the same time, overly zealous military and state restrictions have been lifted and the civil aviation market liberalized. As a result, several airline companies and airport operators have been set up. Civil aviation is no longer a state monopoly in Hungary.

Our country has been a member of the European Union for one year. The Act on Aviation, passed by Parliament complies with EU regulations and Hungary's international obligations. The Hungarian government, in line with the spirit of the conception of the EU, supports the creation of a network of regional airports. Hungary is going to play an increasing role in international air traffic, due to its favourable geographical location in Central-Eastern Europe. The National Airline, Malév, and Ferihegy Airport are the two flagships of Hungarian air transport but, in addition, the already-operating regional airports are providing new opportunities for development. Each of them has its own particular advantages and circumstances, but they all employ high quality personnel. The network of regional airports serves not only to boost tourism but also to develop the economies of the provincial towns and cities.

The development of the airports has been undertaken in parallel with market liberalization. We have seen various initiatives by state and local authorities over the past 15



Zsolt Csaba Horváth, the Deputy Under-Secretary of State  
Ministry of Economy and Transport

years, but it is the present government that decided on the privatisation of the central international airport and the creation of the network of regional airports.

The characteristics of Ferihegy International Airport in Budapest make it suitable to be a hub for international air traffic in Central and Eastern Europe.

Debrecen, Nyíregyháza, Békéscsaba, Szeged, Pécs, Siófok, Taszár, Zalaegerszeg, Székesfehérvár, Győr, Sármellék, Tököl and

Budaörs are all further destinations for air traffic. All of them have been operating for many years, but they have only recently begun to be modernised with the creation of their own, independent business plans. The Hungarian government has provided substantial support to the development of regional airports in the last few years, but we are convinced that the participation of foreign investors in the further development and operation of the airports is essential.



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# Budapest (Ferihegy)

**F**erihegy Airport, in Budapest, is Hungary's main international airport. It is one of the most modern airports in Central-Eastern-Europe, and has been operating for 60 years. Due to its favourable geographical position, it receives aircraft from 52 airline companies from all over the world. Ferihegy airport, having been developed a great deal over the past decades, is also the base airport for the Hungarian national airline company, Malév.

The Hungarian airline operator and the servicing companies work independently of each other, despite being in state ownership. In the past, the airport, the airline company, and air traffic control used to be operated under the umbrella of Malév. However, the airport has been operating independently since 1973. The operator acquired the name Budapest Airport Ltd. in 2000. Air traffic control has been operating under the name of Hungarocontrol since 1998. Malév, which was founded in 1954, is the main user of the airport. The Hungarian airline company and Lufthansa Technik each have a technical base, operating independently of each other.

At the moment Ferihegy Airport has three terminals. Air terminal 1, built in 1950, is now a listed building. It is utilised by low-cost airline companies. The airport has two runways parallel to each other, and its passenger volume reached an annual level of 7 million by 30 April 2005. While passenger traffic has significantly increased at Ferihegy, the volume of cargo shipment handled by Budapest Airport has increased even more. The rate of growth is above the average in Europe. The main goal of the Hungarian government is to maintain the high level of services, and to ensure the competitiveness of the company. They would like Ferihegy Airport to become the most dynamically developing company in the region. The development has brought economic success too. Last year, the sales returns of the company exceeded HUF 30 billion (£82,1 million), and pre-tax income reached HUF 10 billion.

Budapest Airport Ltd., the operator of Ferihegy Airport, is a lucrative com-

pany. According to the Hungarian government's plan, Budapest should become the hub of the Central-Eastern-European region. As the airport may reach the limit of its capacity in 2005, a new programme for development has been drawn-up. The estimated cost of the development is over HUF 200 billion (£547.9 million) in total. According to plans, the refurbished terminal 1 will be reopened in September 2005. The reconstruction of terminal 1 is the first stage in the long-term

development of Ferihegy. Terminals 2A and 2B can accommodate around 5,5 million passengers, but statistics show that this figure may reach 10 million for the years 2008–2009. That's why a new air terminal, terminal 2C, must be built in the near future. The construction of a car park building and a new cargo base is also in the pipeline. It is also planned that Terminal 3 will be built by 2015–2020, because the number of passengers is always on the increase.

## Traffic figures for Budapest Airport

	2004	planned for 2005
Passengers	6 456 983	7 625 085
Flight movements	111 753	127 593
Cargo, tons	79 273	87 700

## Development program for mid-term (2005–2010)

1. Enlargement of Terminal 1, reception of 2–2,5 million passengers yearly (discount terminal)
2. Development of surroundings of Terminal 2, building of a multifunctional car park building
3. Enlargement of Terminal 2, building of Terminal 2C
4. Building of Terminal 3
5. Traffic development, building of a new air cargo base
6. Development of roads to the airport

On 31 May 2005, the Hungarian government decided to sell Budapest Airport Ltd. The Hungarian Privatisation and State Holding Company invited applications in June 2005, in order to select the new owner of Budapest Airport. The goal of the privatisation is to improve the service level and efficiency of the airport, and to carry out the necessary investment. The additional goal is to provide the financial means for the safe and more efficient operation of the airport.

The transaction will be completed by the end of 2005, according to the plan.

# Sármellék

**S**ármellék is situated in the west of Hungary. It is intended that it play a more important role in the life of domestic and foreign airlines in the future. The land on which the airport is built is owned by two villages Sármellék and Zalavár. The operator of and investor in the airport is Irish Cape Clear Aviation.

Along with Debrecen and Budapest airports, FlyBalaton has also an international destination and is operational throughout the year for all kinds of aviation activity. It has a concrete runway that is 2500 metres long and 60 metres wide, which is supplemented by a grass strip 1000 metres long and 50 metres wide. Cape Clear Aviation has prepared a detailed investment program for FlyBalaton, which will enable the airport to meet EU standards for a scheduled international commercial airport in the region. The first phase of this development will have been completed in summer 2005. Support from the state amounts to HUF 300 million (£0.8m), which has been spent on fire engines and the implementation of fire safety measures. **The owner is spending HUF 700 million (£1.9m) on development projects. These include runway lighting, emergency vehicles, enhanced security, updated baggage-handling equipment and a stand-alone terminal building and**



**apron. A new road to the airport, parking zone for buses and cars are also planned to be built this year.** These features will be introduced progressively throughout 2005. Contractors and suppliers are to be selected by the owners on the basis of tenders.

FlyBalaton now has business contacts with seven foreign airline

companies. The first Malév flights will be to Munich and started in July 2005. The owners are also negotiating with airline companies from Scandinavia in order to receive flights from there. Thanks to the new flights, the number of passengers could reach 50,000 this year and 150–160,000 in three years' time.

Sármellék and the surrounding area is one of the most dynamically developing regions in Hungary. The region's attraction is primarily due to the investment in tourism: there are several thermal baths, spas and other places of interest, which are worth visiting. Lake Balaton, Lake Hévíz and famous spa in Zalakaros are all close to Sármellék. Visitors can see the historic castles and mansions in which Hungarian noblemen used to live. Their favourite pastime was hunting and horse riding. If they so wish, now visitors can also ride horses in the beautiful forests of Zala and Somogy counties.

## More information

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# Debrecen

**D**ebrecen, situated in the northern part of the Great Hungarian Plain, is the second largest town in Hungary. Debrecen Airport is a regional international airport, a traffic centre, and a logistic intersection. The airport is owned by the Municipality of Debrecen City, and is operated by Debrecen Airport Ltd., which is in the hands of Debrecen Property Administration Plc. It coordinates, organizes, and finances the complex development of the airport.

The Municipality of Debrecen decided to set up a new concept in order to develop the airport in 1994. The main goal was to serve the passengers of Eastern Hungary as quickly as possible, in order to help the region develop its economy more dynamically. Since 1994, the City spent HUF 3,5 billion (£9.6 million) on the purchasing, operating, and continuous development of the airport. As a result of the programme, Debrecen Airport Ltd. – being the first among the regional airports in Hungary – acquired the ISO 9001:2001 certification for the environment-friendly quality assurance system in December 2002.

The most significant results of the development work, started in 2001, first became apparent in 2004, when the Hungarian government designated the Regional International Airport of Debrecen – as the first of the regional airports of Hungary – as an international airport with a permanent customs route. Based on this designation, Debrecen Airport officially has the same status as Ferihegy airport in Budapest. The investments completed have ensured the establishment of a basic airport, which complies with European Union regulations and international standards regarding frequent flight operation. Following the investment, international charter flights from Debrecen Airport re-started in 2004, and negotiations are in process concerning the simultaneous operation of scheduled flights. Travel agencies and airlines have also begun to exploit the potential of the airport. In December 2004, charter flights to Egypt, Tunisia, Greece, and Turkey were introduced. In May 2005, scheduled flights to Munich were launched by CívissAir Company, which was formed jointly by Debrecen Airport Ltd. and OLT Gmbh.

Owing to its conditions and infrastructure, the servicing and handling of



almost all aircraft types currently operated in Europe is possible. Debrecen Airport has achieved its results through the following investments:

- Continuous customs clearance and frontier defence.
- A modern navigation system with an up-to-date lighting system;
- An ILS landing system, which ensures safe taking off and landing, irrespective of weather conditions.
- Security and surveillance in accordance with international safety regulations.
- An up-to-date, computer-guided, international passenger and luggage checking system.
- A modern disaster prevention system.

The development of the airport shall continue. Among other things, the following elements are to be found in the

investment plan of the owners and operators:

- **Further widening of airport road bends, and infrastructure planning.**
- **Reconstruction of airport terminal building in order to accommodate airport and authority staff.**
- **Further development of airport safety system, including CCTV system.**
- **Reconstruction of airport concrete constructions.**
- **Placing information signs on runway, taxiways, and apron.**

## Further information

[www.airportdebrecen.hu](http://www.airportdebrecen.hu)  
[www.civissair.hu](http://www.civissair.hu)  
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# Nyíregyháza

**N**yíregyháza Airport was founded in 1930. At that time it only had a grass runway, but now uses a 1000-metre-long and 20-metre-wide concrete runway, as well as a 1000 metre-long and 60-metre-wide grass runway. Both have brand-new lighting systems and navigation towers, which help the pilots in poor weather conditions. This development was completed in three phases some years ago. The cost of HUF 200m (£540,000) was financed by the owner, the Town of Nyíregyháza, from within its municipal budget. In 2000, the airport obtained the right to temporarily open the border, so that planes can fly directly to international destinations.



The airport is situated in the north-eastern part of the country, some 3 kilometres from the centre of Nyíregyháza, the county town of Szabolcs. The most important flying school in Hungary is also located here. Both the airport and the flying school are operated by Tréner Ltd.

## More information

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There is substantial scope for providing servicing at the airport. Nyíregyháza Air Service Ltd. has an area of some 4000 square metres and offers an extensive range of servicing for its customers. Its work complies with regulations HgCAA-145, which are equivalent to JAR-145.

The building of a new terminal at a cost of HUF 70m (£190,000) was the most important element of the recent development project, says Péter Horváth, managing director of Tréner Ltd. **The building of a new filling station, preparatory works to extend the**

**asphalt road, the development of the safety system and a monitoring system with cameras are also amongst the plans for the near future.** The local authority has successfully bid for the necessary funding of HUF 130m (£350,000) and a public procurement procedure is currently in progress to select the contractors and subcontractors. The final stage of the development works will probably be begun in the first half of 2006 with the extension of the asphalt road being started in the second half of 2006. The financing will be provided jointly by the owner and the operator.



# Pécs–Pogány

**P**écs-Pogány Airport is located next to Route 58, in the direction of Harkány. Major development works, which are still in progress, were begun last year. A 1500-metre-long and 30-metre-wide asphalt runway was built, replacing the grass runway. A new apron and a taxiway have also been completed.

Development work costing HUF 2 billion (£5.4m) has been completed at the airport over the past five years. An ILS navigation system and landing lights were installed in December 2004. The city will spend HUF 430 million (£1.16m) on the airport in 2005 and HUF 400 million (£1.08m) in 2006. The Hungarian Office for Territorial and Regional Development is supporting the project with a contribution of HUF 130 million (£ 0.35m). **Further development work is planned: a new air terminal, filling station and an inward road system will be built in the near future. Contractors and subcontractors are selected on an ongoing basis through public procurement procedures. The goal is to build a modern, medium-sized airport that can handle both scheduled and charter flights.** The further development work will be planned on the basis of the results and benefits of the investment programme in 2005. According to the plan, the runway will be extended in order to be able to handle faster planes. It is the growth of the traffic that will show whether building of a new taxiway will also be needed in the future. It is also planned to widen the road from Pécs to four lanes to make it easier for passengers to reach the airport.

There are several options for flying available at the airport. In addition to the collection of classic planes, there are gliders, parachuting, powered gliders, hot air balloons, para-gliders and model airplanes.



Pécs is the largest city in southern Hungary, located in Baranya County. Everything that is needed to have a high quality of life is available here. There are a lot of scenic spots, places of natural interest and a thriving cultural life. Owing to the history of the city, many languages are spoken here, including English, German, Croatian, Italian and French.

## More information

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## Budaörs

**B**udaörs Airport was opened in 1937, and at the time was the first truly modern airport for international traffic in Hungary. Now it is owned by the Hungarian Privatisation and State Holding Company (ÁPV Rt.), and operated by the Hungarian Flying Association. In the future, the association is going to use it principally for sports activities and the reception of smaller planes. The airport is currently in a highly neglected condition, and isn't used for public traffic, despite being protected as a national monument, thanks to its many unique features.

The future of the airport is rather uncertain. Servicing the aircraft and the sportsmen to a high standard is

becoming increasingly difficult, due to the renovation of the airport being postponed. This renovation would only be worthwhile in the event that the airport met visitors' requirements with respect to other flying activities i.e. the reception of smaller private planes. **Renovation of the airport would cost billions of Forints, as hangars, safety fences, and other service and infrastructure buildings are needed.** It is most likely that the State Privatisation and Holding Company is going to privatise the airport, which could attract money for development. The airport is very well located, with respect to real estate and its proximity to Budapest, and as a result it is definitely worth looking at the possibilities it presents.

Budaörs, situated close to Budapest, has been able to preserve the beauty and atmosphere of a small town, whilst also providing the same quality of life as the capital. The city has been developing dynamically with respect to its economy, culture, and infrastructure over the past ten years. Its economic indices and ability to renew itself show that the village is now one of the strongest settlements in Hungary, economically speaking. The local government of Budaörs is encouraging companies to employ a more qualified workforce and wishes to encourage companies providing value-added products and services to settle, in preference to storage, logistics, and warehousing companies.

### Further information

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# Tököl

**T**ököl Airport is situated on Csepel-Island, in the outskirts of the town of Tököl. It is only 600 metres away from the Danube, in the neighbourhood of Szigethalom, Halásztelek, and Szigetszentmiklós. The owner of the airport is Tököl Airport Plc., and its operator is Master Sky Kft. The technical features of the airport enable it to receive large cargo planes, but at present only aircraft of 50 tonnes or smaller can use it, because the concrete runway has to be renovated.

The airport could be used, not only for civil aviation, but also for other businesses, such as warehousing or logis-

tics. An area of around 200–250 hectares could be used to serve the operating of the airport, whilst the other 150–200 hectares could be used for logistical purposes.

The buildings, which used to be in the hands of the Soviet military forces, are in poor condition, so it would not be worth refurbishing them. It would make more sense to demolish them and build new ones. The lighting system also has to be renewed. The traffic roads in the airport are generally in good condition, but the concrete runway and taxiing way need to be repaired. **Repairs and other develop-**

**ment work would require an investment of billions of Forints. This airport is a typical regeneration project which needs complex solutions (protection of the environment, elimination of soil pollution, and economic development, to name just a few).**

A part of the territory of the airport has been designated for additional entrepreneurship. Besides the Airport Industrial Park, which is already in operation, there exists the possibility to assemble, repair, and overhaul aircraft, as well as to manufacture accessories; activities which are not damaging to the environment.



The airport can be accessed from the route from Budapest, as well as from the M0 highway, which is 4 kilometres away from the airport. Coming from Taksony, it is necessary to drive across the Danube-bridge. An industrial rail track also leads into the area. Several industrial parks have been built along the M0 highway nearby over the past decade. They are growing as a result of new companies moving in on an ongoing basis.

Institutions providing social services, cultural events, and educational possibilities, are active in the area, creating a lively environment.

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# Győr–Pér



**T**he recently inaugurated Győr–Pér Airport is situated 15 kilometres from the city of Győr, the centre of Hungary’s most dynamically growing region (northwest Hungary). Győr–Pér Airport is a public, commercial airport, and has the rights for temporary border opening. It is operated by Győr–Pér Airport Ltd.

The airport handles aircraft from the Audi factory in Stuttgart every day. There are several cargo planes carrying the products of factories in Győr. A

new HUF 100 million (£0.27m) development programme is due to be started in the near future thanks to state funds won through successful bids. A supply source on the ground will be completed within the programme. This investment is needed for the lighting system because there is considerable nighttime traffic at the airport. **It is also planned**

**to create a modern, regional airport, with the building of a concrete runway, taxiway and apron.** The reason for developing the up-to-date air traffic infrastructure is the rapidly expanding industry in the region. Travel agencies also use the airport, charter flights to Croatia and Montenegro were launched in 2005.

Győr and the surrounding area, lying half-way between the two great European cities of Vienna and Budapest, offers the visitor both scenic spots, as well as a wide variety of cultural, scientific and sporting events. Close to the village of Pér is the famous Monastery of Pannonhalma, the symbol of the thousand-year-old statehood of Hungary, which, with its famous library and arboretum, has been ranked as a World Heritage site.





# Szeged

**T**he history of Szeged Flying Association goes back to 1930, when students of Szeged University founded the flying club, called the Délvidéki Aero Club. The first president of the club was Dr. Albert Szent-Györgyi, the Nobel-prize-winning biologist who first discovered vitamin C.

Szeged Airport was in military use until the end of the Second World War. Domestic air traffic stopped in 1968. The first real investment works were completed in 1997, when the lighting system and two control towers were built. The grass runway was brought into use, as charter flights to Adriatic were introduced every summer. The general development plan of Szeged Regional Airport was completed in 2004, which determined the further development policy for the airport. However, the implementation of the plans requires both the necessary financial means and political will.

„I would be glad if all the investment projects could be completed in one go”, says András Podolcsák, Managing Director of Szeged Flying



Association, „but our financial means are limited and, therefore, the investments can only be carried out in several stages.”

**It is planned to build a 2500-metre-long concrete runway.** The airport would be divided physically and technically into a commercial airport and one for sports and recreation. For the time being, only the preparatory works of the first stage have been started. **A 1180-metre-long concrete runway, taxiway and an apron will be built as part of this first phase of the project.** Sports and recreational flying will be connected through the taxiway after the completion of the

project. The first results of the development are to be inaugurated in 2005, according to the plan of the investor, Szeged City Council.

It is uncertain as to when all the investment projects will be completed. The development works would cost as much as the building of a 3-km stretch of highway. András Podolcsák is of the opinion that the works could go faster if the state financed the plans directly. „Such important traffic infrastructure should be financed not only by local councils, but by the state as well. This is true, not only in Szeged, but in other cities operating airports, too.”

Naturally it is expected that businessmen will also be interested in this development. **The possibilities are almost unlimited, particularly at the beginning of the project when the concepts of investors and designers could influence every step of the development.** Szeged is on the southern border of the European Union and therefore an airport complying with European regulations could play an important role in both freight and passenger traffic.



# Taszár

**T**aszár village is situated 8 kilometres from Kaposvár on Route 61. The present airbase was built between 1949 and 1950.

By the decree issued on 28 November 1995, Parliament assented to the transiting of IFOR units through Hungary and to their stationing here on their mission to contribute to the settlement of the Balkan crisis. The Hungarian Defence Forces assisted IFOR activities by handing over the Taszár Airbase facilities in response to a request, and by suspending flight drills and limiting

the airforce's peacetime operations. IFOR managed the transit of 20,000 American soldiers. Taszár hosted the US-European Land Troops Command Advanced Post, and a field hospital was also set up here. The Predator drone aircraft also took off from here.

In 2000, the situation in Balkans area was settled. In 2003, the United States stated that it did not need the airbase any more.

The idea of using of the Taszár Airport for civilian use was first mooted in 1995. Taszár Airport Ltd. was created in 1998. Its owners were Somogy County Council

with a share of 80%, Kaposvár Town Council with a share of 10% and Taszár Town Council with a share of 10%. Its main goal was to find sources of funds.

Taszár Airport Public Company was established in 2001. Its owners were Somogy County Council, with a share of 45%, Kaposvár Town Council with a share of 45% and Taszár Town Council with a share of 10%. The foundation stone of the civilian terminal was laid on 23 August 2002. The first phase of the development works was completed at the end of 2003, at a cost of HUF 566 million (£1.53 million). The two-storey terminal with a total floor area of some one thousand square metres can be used for handling the departure of a plane with a capacity of 130–150 passengers, while also handling the border procedures in accordance with the Schengen agreement. A 286 metre-long and 15-metre-wide taxiway as well as a 123-metre-long and 87-metre-wide parking zone for three planes were also completed.

The Hungarian Office for Territorial and Regional Development is contributing HUF 100 million (£270,000) towards the development works at Taszár Airport in 2005. In this way, an investment totalling HUF 140 million (£270 thousand) can be begun in the coming months. **A road between the airport and Route 61 will be completed by the spring of 2006.**

**The building of a 2100-square-metre air cargo depot, which is planned to be built in the next phase, depends on the future of the Kapos Airbase, which is owned by the Hungarian Defence Forces.**





## Zalaegerszeg

**Z**alaegerszeg, the county town of Zala, is a thriving economic and commercial centre in the south west of Hungary.

Zalaegerszeg-Andráshida Airport, which is owned by Zala Coun-

ty Council, can be developed into a public, commercial airport, with the necessary development plans and permits all available.

The airport covers 93 hectares. In 2005, the owner has already reno-

vated the 1500-metre-long and 25-metre-wide grass runway. Safety fences are now being built, and by the autumn of 2005 a new apron and air traffic control tower will also be completed.

The owner of the airport aims to turn the airport into a public airport, and to this end is seeking an airport operator through an open tender in 2005. With the right partners, the airport could be in operation from 2006.

The development programme includes the construction of a new, asphalt runway, an apron and a taxiway. The new runway will meet the requirements of the International Civil Aviation Organisation for a 2B category runway. In addition, the installation of a lighting system is planned (SALS driving lights and PAPI equipment).

Zalaegerszeg, which was once a small town, began to develop in 1937, when crude oil was found nearby. More recently, several companies in the IT and electronics sectors – for example Flextronics, GE Lighting Tungstram Plc. – have established a presence in the region. The GDP of the region is above the national average. The population of this culturally lively town is 62,000. Zalaegerszeg is 45 kilometres from the Slovenian border, 55 kilometres from the Austrian border and 60 kilometres from the Croatian border. There are direct trains to Budapest, Ljubljana, Trieszt and Rijeka.



# Börgönd (Székesfehérvár)

**T**he preparatory work at Börgönd airport will begin in 2006 – according to Ferenc Tóth, Managing Director of Börgönd Airport Developing and Operating Ltd. In 2007, after the preparatory works have been completed, investors will start to build the airport, and in 2008 it is probable that the first charter planes and postal flights will be able to land and take off there. Börgönd is situated in Fejér County, only a few kilometres away from Lake Velence, and just an hour's drive from Budapest. An international airport will be built in this small settlement, which according to plans, should be able to receive approximately 2 million passengers every year.

The airport used to be a military airfield, but it is currently owned by the local governments of Székesfehérvár and Aba. According to the plan, Alba Airport, which is going to operate in this region, will accommodate low-cost charter planes, as befitting the market requirements. **The main goal is to serve discount airline companies, rather than cargo traffic. Investors are planning to build a new hotel close to Alba Airport.** The local governments of Székesfehérvár and Aba, in conjunction with the British Plane-



Station Group (developer and operator of international airports) are going to carry out the developments. The local government of Székesfehérvár, together with the international enterprise, founded Székesfehérvár Airport Developing and Operating Ltd. in order to finalize the developments. It is also

planned that the airport will be used for larger aircraft in the future. During the first period of its operation however, until 2020, only smaller aircraft will be able to use the airport. **The costs of the full reconstruction of the airport will probably reach HUF 14,9 billion (£40,4 million) altogether.**

Székesfehérvár, known as Alba Regia in the middle ages, is one of the oldest and richest historic towns in Hungary. It used to be the capital of the country during the age of King Stephen, who is famous for founding the Hungarian state. In the middle ages, coronations and funerals for Hungarian kings took place here in this town. Today, it is the eighth most populated town in the country. The county seat of Székesfehérvár is the administrative centre of cultural and economic life. Almost 40 percent of the inhabitants of the county live in this town. In the early 60s, following the Second World War, the town began to develop significantly, especially in terms of industry. Since then, several industrial firms have settled in Székesfehérvár. A number of investors have come to the county seat since the fall of communism in Hungary. It is attractive to foreigners, thanks to its favourable geographical location, the railways, and the M7 motorway, which is close to the city. There are also many ancient monuments,



nature reserves, and the 25 square kilometre Lake Velence nearby, all of which are worth seeing. The town could provide an increasing quantity of new possibilities for visitors, in the fields of culture, tourism, and economics.

# Békéscsaba

**B**ékéscsaba Airport, which covers an area of 226 hectares, is situated 4 kilometres from the county seat of Békéscsaba, and 14 kilometres away from the Hungarian-Romanian border. Its geographical location provides excellent possibilities for both commercial and sports flying. At the moment, only a grass-covered runway is available, which is appropriate for the reception of smaller planes.

In 2003, Békés County Council, in its capacity as owner, made an investment worth HUF 500 million (£1,3 million) in the first phase of the development of the airport. The main goal was to reconstruct the terminal building, in order to meet the requirements of international passenger traffic. This new, modern building accommodates police and customs officers, as well as border-guards, and the staff of Békés Airport Ltd. (the operator of the airport). A new service road and a concrete parking zone for vehicles have also been built. The public utilities of the airport have been modernized.

The airport has a new control tower and NDB-signal, which meet European requirements and facilitate landing and taking off. In 2003, the County Council spent HUF 75 million (£203 thousand) on building a grass runway and an area for parachuting, which are available to the local aero club. A new container filling station in which some 10 thousand litres of fuel can be stored was also built, at a cost of HUF 25 million (£67 thousand).

Békés County Council, in its capacity as owner, is going to build a 1300 metre long, 30 metre wide concrete runway, at a cost of around HUF 1,4 billion (£3,8 million). The Council is encouraging investors to take part in this project, and the investors will in return obtain the rights to operate the airport, following the building of the planned runway. There are no legal obstacles to the starting of investment, because the County Council has all the implementation plans necessary for building, in addition to construction authorisation. After the building of the new runway, aircraft with a capacity of 50–55 passengers will be able to land and take off, and it will be possible to reach towns 2000–2500 kilometres away from Békéscsaba. This would guarantee the profitable operation and



efficient utilization of the airport for the investor.

**A field for emergency landing, a new lighting system, and a fire-fighting base are to be built in the next phase of the investment. Safety fences are also required, in the interests of property protection and flight safety.** These developments cost more than HUF one billion (£2.7m). Operators of the airport shall begin this work in the summer of 2005, as they have won HUF 400 million (£1,1 million) in a tender for the project from the Regional Council of the South-Great Plain. In addition, they have received HUF 88 million (£240 thousand) in a tender for a lighting system, which costs HUF 126 million (£340 thousand) in total. The owner is going to acquire authorization for the operating of the airport by 30 April 2006.

Békés County Council is of the opinion that the operation of this airport should be the task of an entrepreneur, rather than of a local government.

In recognition of this, Békés County Council founded Békés Airport Operating and Developing Ltd. in 2002, in which it has a share of 80%.

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# Siófok



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**S**iófok-Kiliti Airport is very popular among sports people. The airport is located in an ideal place for recreational flying and Lake Balaton is also very close to the airport. It is 120 kilometres from Budapest and 5 kilometres from Siófok, next to Route 65. Approximately 800 aircraft are handled annually by Siófok-Kiliti Airport, which is owned mainly by foreigners. The airport is operated by the Budapest Airport Plc.

Siófok-Kiliti airport is an excellent destination for everybody in summertime. It is a public, but not a commercial airport, which operates as a temporary international airport every day from May to October. Its grass runway is 2500 metres long and 50 metres wide. In the airport there is a modern terminal, apron and hangars for sports planes. Planes can land and take off even at night and in poor weather conditions, thanks to its ILS navigation system and lighting.

**No further development and operation of the airport is planned by Budapest Airport. However, Budapest Airport itself is due to be privatised and real information about the plans of the new owner will most probably only be available towards the middle 2006. Until then, it is worth keeping this airport in mind, however, as it is at one of the most attractive tourism intersections in Hungary.** Siófok Town Council and the other towns and villages in the region have long wanted to own the airport. After the completion of the necessary development work, it would be used primarily for tourism purposes and as a base for flying sports.

Siófok-Kiliti Airport is now a customs area for the reception of smaller planes. Two flying clubs operate from the airport, which organises air trips above the Lake Balaton, parachuting, and air taxi services on domestic and international routes. It is also possible to rent a car there.

The attractiveness of the region would be increased if it were also to get regional support from the EU for modernization. **The airport is technically well equipped, but needs a concrete runway.**



# Foktő (Kalocsa)

**F**oktő-Uszód-Kalocsa Airport is situated 120 kilometres from Budapest, on the left bank of the Danube, which is main traffic corridor Number 7 in the European Union. The airport is in the region of Great Southern Plain, in Bács-Kiskun County. The nearest town is Kalocsa.

Its concrete runway is 2500 metres long, 60 metres wide and 1.1 metres thick, so that even larger cargo planes can land and take off there. There are 3000-metre-long and 200-metre-wide safety zones on both sides of the runway.

The owners of the airport are three local authorities: those of Foktő, Uszód and Kalocsa. Uszód is the largest owner in terms of numbers, with an area of 138 hectares. The role of Foktő is strategic, however, as the airport can be reached from from Foktő. This local authority owns a 1200-metre-long and 60-metre-wide runway, which can be used as an airport on its own (with the exception of large planes). A 1500-metre-long and 60-metre-wide grass landing runway as well as the control tower are owned by Foktő, which has a well-worked-out plan to develop the airport.

Foktő is the largest of all the unused military and civil airports in Hungary. Its 2500-metre-long and 60-metre-wide concrete runway is as long as that of Ferihegy 1A, and is even longer than the runway in Debrecen. The airport of Foktő is used only for recreational flights at present, and therefore its potential is not being fully exploited. Ferenc Jakab, the Mayor of Foktő says that the airport must be used for its original function, in line with the development plans for the airport. After the designation of the safety zone (an area of some 100 hectares), an area of some 230 hectares in the surroundings will become available for sale. A complex solution is required in order to utilise Foktő airport efficiently. An industrial park with an area of 40 hectares is already located in one part of the airport and the military base of Foktő. A new bypass (Route 51) crosses the industrial park. When the airfield was created, a series of warehousing facilities was built on the banks of the Danube at Baráka. This port is a traffic intersection with a very favourable



geographical location and offers great potential for development.

Looking at the economic and geographical features of the region, we can say that there are no other places in Hungary, except from Csepel Island, where a main traffic route, railways, airport and a Danube port can be found in one place. The port at Baráka is in the process of being reclassified as an

international port. Once that happens, a 1.5-kilometre rail link will be built from the Foktő airport to the port, most probably in 2005. **The development of the airport requires massive capital investment. The local authority would be happy to co-operate with experts in the planning and implementation of complex projects to achieve this.**

# Fertőszentmiklós

**T**he airport of Fertőszentmiklós was opened to the public in 1997 and since then has been ready to receive international traffic. The airport is operated by an Austrian company, Meidl Airport Ltd. The airport can only handle small airplanes for domestic and international flights. **The owner of the airport is looking for a business partner or investors in order to enlarge, develop and operate the airport over the long term. The sale of the airport is also a possibility.**

The concrete runway is almost 1000 metres long and 23 metres wide. The airport has three hangars with an area of more than 2000 square metres. The airport operator organises various programmes for visitors (e.g. taxi flights and pilot training courses) and hangars are also available for rent. There is a possibility to rent a car, too. The airport is easy to reach: driving on Route 85 from Sopron towards Győr, the visitor can find it on the right-hand side, before reaching Fertőszentmiklós.



Fertőszentmiklós is one of the cultural and economic centres of the region. The famous nobleman Miklós Eszterházy lived in the village in the eighteenth century and had a beautiful baroque-style castle built nearby in Fertőd.

## More information

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### KRÓNIKA

**Napirendben a logisztikai törvény**  
 A Magyar Közlekedési Kiadó szerkesztésében megjelent a logisztikai törvény tervezetéről szóló cikk. A cikk szerzője Dr. Berényi János, a Magyar Közlekedési Kiadó igazgatója.

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## Kóka János az IBC-Világ-gazdaság konferencián

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 A vasúti liberalizáció indult, de a közlekedési vállalatok számára a piacra lépés nem lesz egyszerű feladat. A vasúti liberalizáció indult, de a közlekedési vállalatok számára a piacra lépés nem lesz egyszerű feladat.

### Q&A

**MIYAN VASÚTI**  
 A vasúti liberalizáció indult, de a közlekedési vállalatok számára a piacra lépés nem lesz egyszerű feladat.

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