STANDARD SUMMARY PROJECT FICHE

1. Basic Information
1.1 Désirée Number: HU0015.02
1.2 Title of Project: 2nd phase of GYŐR-PÉR AIRFIELD rehabilitation
1.3 Sector: Cross-border co-operation
1.4 Location: PÉR Airfield, Gyor-Moson-Sopron County, Hungarian Austrian Border Region, HUNGARY

2. Objectives
2.1 Wider Objective:
- Promote economic and social cohesion by investing into business-related infrastructure.

2.2 Immediate Objectives:
- Easy access to the target region
- Increased competitiveness of the local economy (manufacturing, services, commerce, tourism) in the CBC target region
- Increased capital investment into the target region

2.3 Accession Partnership and NPAA priority
The objectives of the project are in line with the medium term transport priorities stated in section 3.2 of the AP.

2.4 Contribution to National Development Plan:
Not Applicable

2.5 Cross Border impact:
This project is consistent with the priority Accessibility as defined by the Joint Programming Document (JPD) Austria-Hungary 2000-2006 for InterregIIIA-Phare CBC. It belongs to the measures concerning the Improvement of Cross-border Transport and Telecommunication Infrastructure. The project will contribute to the economic and tourism development of the border region by ensuring direct links and fast access to Austrian, Slovakian and German regional airports.

3. Description
3.1 Background and justification
Gyor with more than 120 thousands inhabitants is the largest town in the Hungarian border region with high potential of economic development. Several multi-national and foreign owned companies with large foreign trade relations as Audi, Philips have already been settled into the Industrial Park of Gyor and the growing number of SMEs is also considerable.
The airfield of Gyor-Pér is centrally located in the Hungarian-Austrian border region. In the frame of the project the airport will be developed from a grass strip general aviation airfield into a Cat. 3B international regional aerodrome in accordance with ICAO recommendations.

The first phase of Gyor-Pér airport reconstruction was supported in 1996 by the Phare CBC programme. The second phase of the reconstruction, the rehabilitation of the Pér airfield, was proposed for funding for CBC funding in 1998. At the Joint Co-operation Committee meeting concerning the JPD Austria-Hungary, the Austrian partners accepted the proposal. Locally, the project is supported by the following institutions:

- Chamber of Industry and Commerce of Győr-Moson-Sopron County
- Police Office of Gy-M-S County
- Customs and Finance Guard of Gy-M-S County
- Road Management Authority of Gy-M-S County
- Regional Development Council of Gy-M-S County

The local and regional municipalities and governmental institutions are committed to the development of the airport and are the immediate beneficiaries, providing a much-needed service to the inhabitants and enterprises of the region, as well as facilitating visitors and trade. A legal company (P-AIR Gyor-Pér Airport Development Ltd) has been set up by them for the management of the project. Its owners are the following:

- Municipality of Gyor County Town
- Council of Győr-Moson-Sopron County
- Municipality of the village Pér
- Győr 2000 Public Foundation for Tourism
- Győr Aeroclub Association

The necessary preparatory activities, including preparatory studies, design and also some improvement works, which were implemented with the financial support of Phare, have been co-ordinated by this company.

3.2 Linked activities

The target region has participated in the Cross-Border Co-operation Programmes with Austria for five years. The Programmes have supported a range of important infrastructure projects such as the following:

- Győr-Gönyü Ro-Ro Port
- Gyor Chamber of Commerce centre
- Győr, International Industrial Park, Centre of Innovation and Technology
- Győr, Service and Training Centre
- Bicycle paths along the Danube

In order to create an international regional airport the aerodrome of Gyor-Pér has already been involved in project HU 9502 0202 L003 (Reconstruction of Existing Buildings and Supply of Equipment). Moreover, for the preparation of present project the feasibility study titled “Gyor-Pér Airport - Feasibility Study and Environmental Impact Study” (Ref. FC96) has been prepared by WS Atkins (UK)
under the Framework Contract for the transport sector initiated by the European Union’s Phare programme. Based on the results of this study the Design for Approval for the development of the airport including a Detailed Environmental Impact Study has been prepared by Airport Consulting Ltd in the frame of Phare project HU 9502 0202 L004. These are available at:

- Ministry for Agriculture and Regional Development
  Phare Regional Development Implementing Agency
  1016 Budapest, Gellértthegy u. 30-32
- P-AIR, Győr-Pér Airport Development Ltd
  9099 Pérs, Airfield

In line with Council Regulation (EC) No. 1266/1999 and the Vademecum on co-ordination of the three financial pre-accession instruments, business related infrastructure projects in line with the development programmes of the regions will be supported by Phare CBC programme (this applies to present project).

Commission Regulation (EC) No. 2760/98, article 5, especially points (g) and (j), provide the specific PHARE framework. Because of its size and objectives, this project is excluded from the support of SAPARD and ISPA.

### 3.3 Results

In the frame of the project the airport will be developed from a grass strip general aviation airfield into a Cat. 3B international regional aerodrome in accordance with ICAO recommendations. The newly constructed infrastructure will include:

**Airside facilities**
- construction of runway (RWY 12-30) 1,450m × 30m (asphalt)
- construction of taxiway (TWY A, A-1 & A2) 650m × 10,5m (asphalt)
- construction of taxiway (TWY B) 100m × 7,5m (asphalt)
- construction of apron 100m × 50m (concrete)

**Airport infrastructures**
- water engineering

**Landside facilities**
- construction of access road approx. 600 m long
- construction of related infrastructures

**Environmental protection**
- construction of noise protection wall

### 3.4 Activities

This project will be carried out in the framework of one single international works tender including four lots. Tender documentation and supervision of the construction work will be provided by P-AIR, Gyor-Pér Airport Development Ltd with local funding.
P-AIR will appoint a firm with relevant experience to act as Supervising Engineer prior to the award of the Works contract.

4. Institutional framework

The beneficiary will be P-AIR, Győr-Pér Airport Development Ltd that is owned by the local and regional municipalities and institutions defined in Section 3.1. The beneficiary has already participated in Phare projects that were executed for the first phase of the Győr-Pér Airfield rehabilitation project.

The project manager will be the general manager of the beneficiary, Mr László Vadász (9099 Pér, Repülőtér; Telephone/fax: +36 96 559 200; e-mail address: aerogyor@elender.hu). Technical assistance is provided for the beneficiary by Airport Consulting Ltd., which company has both suitable capacity and relevant experience in the management of Phare projects.

The owner of the asset after project completion will be the Hungarian State.

5. Detailed budget (MEUR)

<table>
<thead>
<tr>
<th>Activities</th>
<th>Phare Support</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Investment</td>
<td>Institution</td>
<td>Total</td>
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<tr>
<td></td>
<td>Support</td>
<td>Building</td>
<td>Phare</td>
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<td></td>
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<td>(=I+IB)</td>
</tr>
<tr>
<td>Contract I.</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Preparation of tender documents</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract II.</td>
<td>2,2</td>
<td>-</td>
<td>2,2</td>
</tr>
<tr>
<td>Construction Works</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract III.</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Supervision of Works</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>2,2</td>
<td>-</td>
<td>2,2</td>
</tr>
</tbody>
</table>

National Co-financing will include 45% (1,8 MEUR) of the total project budget provided by the beneficiary according to the attached Statement of the beneficiary.

6. Implementation arrangements

6.1 Implementing Agency

The project will be implemented under the overall co-ordination and supervision of the Ministry of Agriculture and Regional Development, whose representative, Dr. Peter Szaló, Deputy Secretary of State, will be designated as PAO.

The Ministry for Agriculture and Regional Development, through its Phare Regional Development Implementing Agency (H- 1016 Budapest, Gellértthegy u.
30-32), will be responsible for all aspects of tendering and contracting as well as administrative and financial matters of the implementation.

Address:
Ministry for Agriculture and Regional Development
Phare Regional Development IA
1016 Budapest, Gellérthegy u. 30-32.
Phone: 488-7171
Fax: 488-7188

6.2 Twinning
Not applicable.

6.3 Non-standard aspects
For all Phare activities the DIS Manual and the FIDIC conditions of contract will be strictly followed.

6.4 Contracts
Three separate contracts will be necessary for project completion. Contracts I and III will be executed by an engineer appointed by the beneficiary, while Contract II will be awarded through open tendering according to the relevant DIS rules.

7. Implementation schedule

<table>
<thead>
<tr>
<th>Component</th>
<th>Start of Tendering</th>
<th>Start of Project Activity</th>
<th>Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contract I.</td>
<td>-</td>
<td>September 2000</td>
<td>November 2001</td>
</tr>
<tr>
<td>Contract II.</td>
<td>December 2000</td>
<td>April 2001</td>
<td>December 2002</td>
</tr>
</tbody>
</table>

8. Equal opportunity
In the whole process of the preparation and implementation of the project no discrimination between men and women will be made.

9. Environment
The environmental impact study signalled that noise pollution required attention. The necessary prevention measures – i.e. the construction of noise barriers - are included in the project. This ensures that the project will be carried out in full respect of all environmental regulations.
10. **Rates of return**

The feasibility study proved that the project will have an internal financial rate of return of 6.5%.

11. **Investment criteria**

11.1 **Catalytic effect**

The project will have substantial knock-on effects concerning the economic development of Gyor and the hinterland of the upgraded airfield.

11.2 **Co-financing**

Phare support for the project will attract 45% local co-financing.

11.3 **Additionality**

The Phare support to the project will not displace any private investors or IFIs.

11.4 **Project readiness and size**

The value of the project complies with the minimum project size requirements. The feasibility study, a detailed environmental impact study and the design for approval have already been prepared for the project. The tender documentation will be prepared in the frame of the project.

11.5 **Sustainability**

Relevant policies and regulations of the Hungarian Government ensure that the works funded by this project will comply with the European Union norms and standards. Regional and municipal funding of the operation and maintenance of the project result is ensured.

The investment will be sustainable in the long term and complies with EU norms and standards and is in line with EU sector policy acquis. The necessary measures in order to eliminate adverse effects on the environment are included in the project (construction of noise barriers) and future maintenance and operating of the airport will be ensured by the operator of the airport, which is identical with the beneficiary.

11.6 **Compliance with state aids provisions**

The state aid and competition provisions of the Europe Agreement will be respected during implementation.

11.7 **Contribution to National Development Plan**

Not applicable.

12. **Conditionality and sequencing**

No conditionality is applicable. Sequencing as indicated in the implementation schedule above.
Annexes to Project Fiche

1. Logical framework matrix in standard format
2. Detailed Implementation Chart
3. Cumulative contracting and disbursement schedule
4. Reference to feasibility/pre-feasibility studies
5. List of relevant Laws and Regulations
6. Reference to relevant Government Strategic plans and studies
**ANNEX 1 LOGFRAME PLANNING MATRIX FOR PROGRAMME**

<table>
<thead>
<tr>
<th>Programme Number:</th>
<th>Programme Title:</th>
<th>Date of Drafting</th>
<th>Total Phare Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>HU0015.02</td>
<td>2nd phase of GYŐR-PÉR AIRFIELD rehabilitation</td>
<td>18 April 2000</td>
<td>2.2 MEUR</td>
</tr>
</tbody>
</table>

### Wider Objectives

<table>
<thead>
<tr>
<th>(1)</th>
<th>(2)</th>
<th>(3)</th>
<th>(4)</th>
</tr>
</thead>
<tbody>
<tr>
<td>The wider objective of the programme is to promote economic and social cohesion by investing into business-related infrastructure.</td>
<td>Regional GDP/capita and employment growth higher than national average.</td>
<td>Regional and national economic statistics</td>
<td></td>
</tr>
</tbody>
</table>

### Immediate Objectives

<table>
<thead>
<tr>
<th>(5)</th>
<th>(6)</th>
<th>(7)</th>
<th>(8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Easy access to the target region</td>
<td>Equivalent straight line speed to the region increased</td>
<td>Company registry</td>
<td>Steady market demand for products of enterprises benefiting from the project</td>
</tr>
<tr>
<td>Increased competitiveness of the local economy (manufacturing, services, commerce, tourism) in the CBC target region</td>
<td>Growing number of business start-ups, tourists</td>
<td>Regional economic statistics</td>
<td>Substantial share of income generated by the investment reinvested in the target region (positive capital balance)</td>
</tr>
<tr>
<td>Increased capital investment into the target region</td>
<td></td>
<td>Periodic reports and statistics from Chambers of Commerce and Tourism Bureaus</td>
<td>Continued interest of tourists in the region</td>
</tr>
</tbody>
</table>

### Outputs of Project

<table>
<thead>
<tr>
<th>(9)</th>
<th>(10)</th>
<th>(11)</th>
<th>(12)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction of new paved runway with connecting taxiways and apron, with related infrastructure</td>
<td>Construction works completed according to specifications and schedules outlined in the tender documents</td>
<td>Reports of project managers</td>
<td>Funding for the operation of the upgraded airfield is available as planned.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>PMU/Regional Office progress reports</td>
<td>In case of a good business climate normal business conditions in the target region and its main partner regions.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Press reports</td>
<td>Supplementary promotion measures carried out by the West Transdanubian Region achieves the expected results.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Feasibility study</td>
<td></td>
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</tbody>
</table>

### Inputs

One works tender in amount 2.2 MEUR of Phare funding, 45% co-financing ensured by the beneficiary.
## 2nd phase of GYŐR-PÉR AIRFIELD rehabilitation

### Detailed Implementation Chart

#### Contract I.

<table>
<thead>
<tr>
<th>Activities, tasks</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
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<tbody>
<tr>
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<tr>
<td></td>
<td>5</td>
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<td>10</td>
<td>11</td>
<td>12</td>
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<tr>
<td>Preparation of tender documents</td>
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</table>

#### Contract II.

<table>
<thead>
<tr>
<th>Activities, tasks</th>
<th>2000</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
</tr>
</thead>
<tbody>
<tr>
<td>month of the year</td>
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<td>2</td>
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<td></td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>Tendering and contracting</td>
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</tr>
<tr>
<td>Construction works</td>
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<td></td>
</tr>
<tr>
<td>Earth works</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction of runway</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction of taxiways and apron</td>
<td></td>
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<tr>
<td>Water engineering</td>
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<tr>
<td>Construction of access road and infrastructures</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Construction of noise barrier</td>
<td></td>
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</tbody>
</table>
## Contract III.

<table>
<thead>
<tr>
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<th>2001</th>
<th>2002</th>
<th>2003</th>
</tr>
</thead>
<tbody>
<tr>
<td>month of the year</td>
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<td>11</td>
<td>12</td>
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<tr>
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<td>3</td>
<td>5</td>
<td>7</td>
</tr>
<tr>
<td>contracting</td>
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<td>11</td>
<td>13</td>
<td>15</td>
</tr>
<tr>
<td>Supervision</td>
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<td>3</td>
<td>5</td>
<td>7</td>
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</tbody>
</table>
2\textsuperscript{nd} phase of GYŐR-PÉR AIRFIELD rehabilitation

Cumulative contracting and disbursement schedule (MEUR)

<table>
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</thead>
<tbody>
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<tr>
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<td>0,3</td>
<td>0,6</td>
<td>0,9</td>
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<td>1,5</td>
<td>1,8</td>
<td>2,2</td>
<td>2,2</td>
<td>2,2</td>
</tr>
</tbody>
</table>
2nd phase of GYŐR-PÉR AIRFIELD rehabilitation
Reference to feasibility/pre-feasibility studies

The feasibility study titled “Gyor-Pér Airport - Feasibility Study and Environmental Impact Study” (Ref. FC96) has been prepared by WS Atkins under the Framework Contract for the transport sector initiated by the European Union’s Phare programme in 1998. The executive summary of the feasibility study is attached to the project fiche; the whole text is available at the Regional Phare Office of the Implementing Agency (Sopron, Templom utca 4.)
Annex 5

2\textsuperscript{nd} phase of GYŐR-PÉR AIRFIELD rehabilitation
List of relevant Laws and Regulations

1. Act XXI/1996 on Regional Development and Physical Planning;
3. Act XCVII / 1995 on Air Transportation;
5. Gov. decree No. 103/1999. (VII. 6.) on the Regulation of Airport Construction, Development and Abandoning;
6. 20/1997. (X. 21.) decree of the Ministry of Transport, Telecommunications and Water on the Proclamation of the Annexes to the Convention on International Civil Aviation signed on the 7\textsuperscript{th} December 1944. in Chicago.
 Annex 6

2nd phase of GYŐR-PÉR AIRFIELD rehabilitation
Reference to relevant Government Strategic plans and studies

1. 35/1998. (III.20.) Parliamentary Decision on the National Spatial Development Plan;
2. Regional Air Transport 2000 in Hungary (Dornier Deutsche Aerospace, 1992)
   (Includes Gyor-Pér Airport as a potential regional airport)
3. Air Traffic Policy of the Government
   (Includes Gyor-Pér Airport as an airport with regional importance)
4. National Spatial Development Plan
   (Includes Gyor-Pér Airport as a Category III. Regional Airport)