

I. General Characteristics of the Practice

1. Title of the practice (instrument/project)

Rural airport as potential tool for job-creation

2. Location of the Good Practice

2.1. Country	Hungary
2.2. NUTS1	Alföld és Észak
2.3. NUTS2	Észak-Alföld
2.4. City	Debrecen
2.5. Organisation	Airport Debrecen

3. Precise theme/issue tackled by the practice

Debrecen has an excellent location in Central-Eastern Europe to develop an intermodal cargo and logistic centre and passenger hub to serve Debrecen and other cities in the region and to join into the international cargo-transit and passenger transport.

4. Key words

regional airport, job creation, Debrecen, cargo, transport

5. Objectives of the practice

The main objective is to build a logistic hub by ensuring cargo intermodal facilities and passenger transport. This logistic hub could support the regional economic development in such countries (like Hungary) that have capital-centered economic structure (80% of GDP is produced in the capital city and in its agglomerate) in order to equalise the economical miss-balance. A regional airport directly contributes to job-creation by providing jobs for the airport employees, but it also has an indirect job-creating impact by boosting tourism, serving the industrial parks and increasing the regional potential for attracting foreign direct investment. Nevertheless, it is also an essential element of the social welfare indicators.

6. Detailed description of the practice

6.1. Origin/background

The airport of Debrecen has operated as a military airport and hosted charter flights during summer before 2000.

6.2. Bodies involved

Airport Debrecen Ltd.
Municipality of Debrecen

6.3. Problem tackled

The overall development of the airport began in 2001, when the Debrecen Property Management company bought the Airport Debrecen Ltd.

6.4. Target of the practice

From 2004 the airport was entitled as pike and international border crossing point. For 2012 the airport defined a strategy to extend its transport-palette with regular flights.

6.5. Target groups

The target groups of the airport are not only the tourists and business passengers, but the airport also puts a great emphasis on the cargo transit.

6.6. Detailed content of the practice

The first destinations are London (launched June 2012), Eindhoven, Milano - in order to connect to international transit. Beyond European destinations far-eastern ones are planned.

Airport Debrecen Ltd is strongly cooperates with the Municipality Of Debrecen, as the main objective of the practice is to enhance local job-creation, to boost regional economy and also support the tourism by connecting into international transit.

6.7. Financial framework

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6.8. Timescale

Start: 2011

7. Evaluation

7.1. Results and outputs of the practice

Results:

- Regular flights to European destinations (London already launched, Eindhoven and Milano planned)
- 12 charter destinations in the summer schedule for 2012
- International visibility of the airport and also the city/region
- Increasing passenger number

7.2. Main strengths (success factors)

Strength:

- well-planned and structured strategy
- cooperation with local actors (municipality, tourism office, university)
- good location

7.3 Main weaknesses

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7.4 Difficulties encountered

Difficulties:

- Collecting investors

7.5 Lessons learned from the practice

The already existing basic infrastructure meant a lot support during the planning and implementation.

7.6 Recommendations for improvement

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8. Other relevant information

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9. Contact

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II. Transferability of the practice

10. Key factors associated with the regional context

Excellent geographical location in Europe
Support of municipality, tourism office

11. Other key factors for the success of the good practice

Existing transport needs
Business-focus on the region, and not only on the hosting city itself
Excellent cooperation with the relevant local and regional actors (authorities, industrial actors, tourism office)

12. Factors that might hamper the transfer of the good practice

Already existing airport at the area
Missing support from the relevant regional actors

13. General judgment of the practice

13.1. Degree of innovation	Good
13.2. Transferability	Good
13.3. Cost/benefit ration	Good