Berlin Airports

Environmental Declaration 2007

Reporting Period 2006

FOREWORD

This environmental declaration 2007 provides information on the current development of key performance indicators (KPIs) as well as the status of environmental targets and measures at Berlin-Tegel Airport. With more than 12 million passengers a year, Tegel is by far the busiest airport in Germany's capital city of Berlin. Every day, an average of 450 aircraft take off and land here. Air traffic gives rise to environmental pollution for both people living in the vicinity of the airport and for the natural environment. This pollution is analysed for Berlin-Tegel Airport in order to identify the essential aspects representing the basis for our plans concerning ongoing improvement. A distinction must be made between direct and indirect environmental aspects. Direct environmental aspects are subject to our own processes such as, for example, power or water consumption by BFG at the Tegel site while indirect environmental aspects include processes from customers such as aircraft noise caused by aircraft taking off and landing. On this basis, it is then possible to introduce effective measures which alleviate the environment. Upon commissioning of Berlin's new BBI Airport and the closure of the two urban airports Tegel and Tempelhof associated with this, the overall ecological balance in the Berlin-Brandenburg region will change in a fundamentally positive manner. Following introduction of a modern environmental management system in Tegel and application in Schoenefeld, key experience is currently being acquired which will later be applied at the new BBI.

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BBI/Technical Director

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HR Director

ENVIRONMENTAL POLICY

Focal areas of environmental policy at Berlin Airports

- Protection and maintenance of the natural fundamentals for life
- Active promotion of environmental awareness
- Regular assessment and improvement
- Reduction in environmental pollution
- Information and dialogue
- Implementation and development of these guiding principles

BERLIN-TEGEL FIGURES

TXL		2004	2005	2006
Berlin Airport employees at the site	[staff]	559	539	537
Aircraft movements	[move./a]	137,931	143,067	140,611
Passenger volume	[Pax/a]	11,047,954	11,533,428	11,812,625
Cargo volume	[t/a]]	21,739	20,730	22,411
Air mail	[t/a]	8,061	7,780	5,523
Traffic unit*	[TU/a]	11,345,954	11,818,528	12,091,965

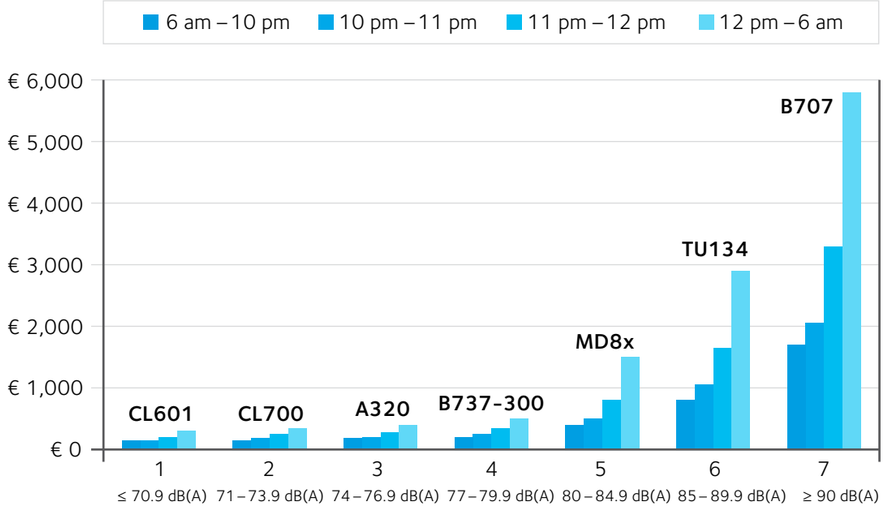
* One traffic unit (TU) corresponds with one passenger including luggage or 100 kg air cargo or air mail.

NOISE

Whether on the roads, rails or in the air – most traffic causes noise which is the price we pay for mobility. Although the airport operator can only indirectly influence the pollution caused by aircraft noise, the task of reducing this noise is attributed a high priority. The goal is to protect the neighbouring areas from avoidable aircraft noise.

The following measures of the environmental programme 2004 - 2006 make a contribution towards this goal:

- Introduction of a new landing fee decree with newly-designed, noise-related charges which are oriented towards real measured noise levels. These charges are staggered according to weight, noise and time of day.



Noise surcharge depending on landing time for individual noise categories. A representative aircraft type is indicated as an example for each noise category.

- 08R pilot project for reducing noise for the dense residential area at the Hohenzollern Canal: test relocation of take-offs from the northern runway to the southern runway after 10 p.m. As the 08R threshold on the southern runway is displaced by approx. 600 m to the east, an average reduction of 10 dB(A) of the maximum noise level could be established which was then confirmed by a simulation. A comparison of the number of residents along the noise contour calculated for landings exclusively on the northern or southern runways represented a clear advantage for the southern runway variant (reduction of approx. 40%).

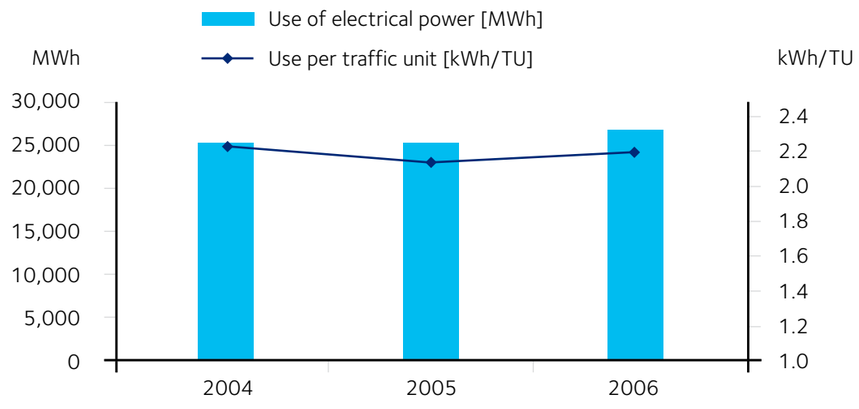
POWER

During the past few years, it has been possible to keep the power consumption data relatively constant despite increasing passenger figures.

This was also contributed to by the following measures of the environmental programme 2004 - 2006:

- Replacement of lighting in Hangar 1 with the aim of achieving power savings of approx. 36% to 460,000 kWh/year was completed in 2006.
- The installation of energy-saving runway navigation lights on taxiway NM/NW was completed in June 2006 representing savings of 11,290 kWh/year accompanied by significantly lower maintenance costs for LED lights. Quantification of savings can only be evaluated over the long term.
- Approx. 70% of obstruction lighting had been converted to LED obstruction lighting by the end of November 2006. These measures are to be continued in 2007.
- In 2006/2007, road and tunnel lighting (entry and exit) was replaced and optimised in terms of output and light yield.

Own power consumption in relation to traffic units

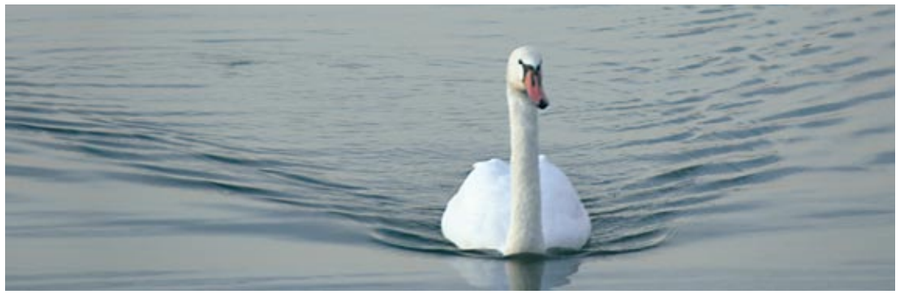


WATER

Rainwater drainage of roofs and the apron takes the form of direct feed via kerosene separators into the respective drain when the specified lead values are adhered to. There are two lead-in points at the site: into the Hohenzollern Canal and via the Schwarzer Graben into the airport lake. During the winter period when aircraft and ground deicers are used, the contaminated water is directed to the sewage system via the sewage water network. The site features approx. 4,300 metres of sewage water lines inside buildings and 2,400 metres outside buildings, and avails of a rainwater network which is approx. 7,500 metres long.

The following measures of the environmental programme 2004 – 2006 were concluded in connection with groundwater protection:

- Camera passage through the main sewage channels (approx. 3,500 metres) is complete. This provided information on the leak-tightness of channels.
- Camera passage through the relevant rainwater channels (channels in which rainwater mixed with kerosene is drained off) has also been concluded following a successful leak-tightness test.
- The neutralisation plant for waste water containing acids as well as the rainwater and sewage lines in TXL-North has been replaced.



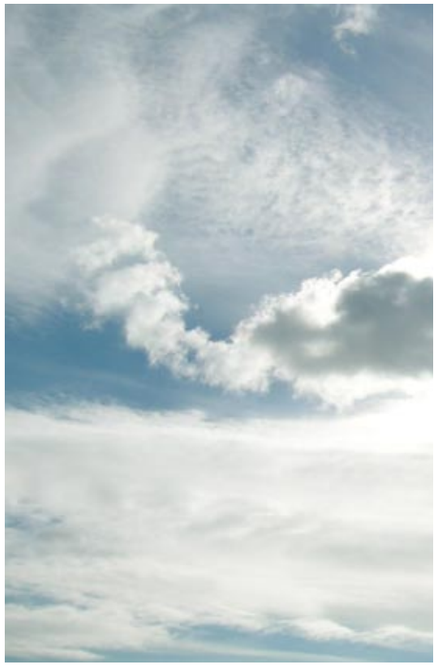
AIR

Operations at Tegel Airport give rise to a range of air pollutant emissions. These are primarily nitrogen oxide (NOx), carbon monoxide (CO), carbon dioxide (CO2), hydrocarbons and fine dust. It is possible to classify the sources into 4 basic emission groups. Classified by emission strength, these are air traffic, ground-based traffic, ground handling and stationary sources.

The following measures from the environmental programme 2004 – 2006 have been concluded:

- Establishment of the Airport Control Centre (ACC) in 2007. All of the services involved in the air traffic processes are summarised in a single room in the ACC which leads to a positive influence on pollutant emissions by means of process optimisation. This primarily concerns the turnaround times but also possible congestion while aircraft is taxiing.

Introduction of a bus planning system in 2006, especially during peak times, reduces paths and avoids wasted journeys by apron buses and therefore reduces fuel consumption as well as the pollutant emissions associated with this.

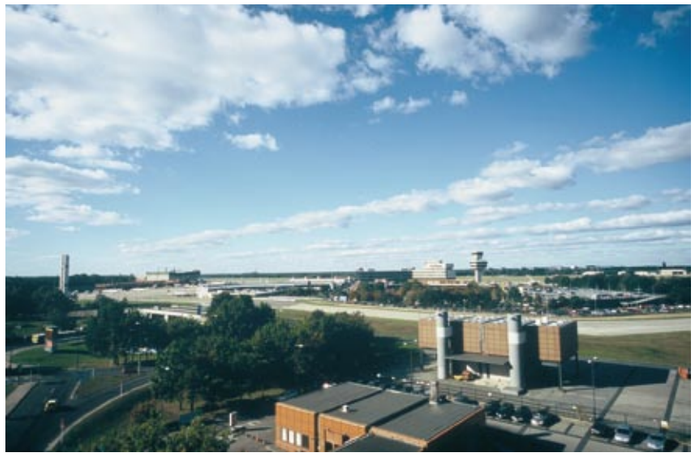


ENVIRONMENTAL PROGRAMME

Target	Measure	Deadline	Processing status
Energy			
Energy savings	Improved water distribution in the refrigeration network (hydraulic alignment) by installation of regulating valves; needs-based optimised water distribution translates into increased temperature spread between flow and return which permits increased but non-quantifiable energy transport	2007	Project to be completed in 2008
Energy savings	Reduction in stand-by losses in the long-distance energy and cold water network in building installation by means of completing thermal insulation of pipelines This would reduce stand-by losses by 65% if insulated at half insulating thickness.	2008	Approx. 90% of pipeline installations are currently insulated. A framework agreement for ongoing continuation of insulation work has been concluded in order to achieve almost 100% insulation of technical equipment.
Reduced power consumption	Consistent billing of power consumption data by installing electricity meters for controlling major consumption points and detecting savings potentials	2008	Installation at positions 31/32
Accidents/Emergencies			
Increased operational safety	Extension of a roller container for aircraft rescue by airport fire services staff for fastest possible aircraft rescue; one roller container extended for swap-body vehicles	2007/2008	
Water and waste water			
Increased operational safety	Development of an EDP-supported channel plan with the data collated during leak-tightness tests in water channels	2007/2008	
Avoiding wastage of resources	Installation of remote readings for drinking water in cooperation with the Berlin water companies for swifter detection of pipe fractures and bursts	2007/2008	

Target	Measure	Deadline	Processing status
Noise			
Reduction in flight noise emissions	Examination of the decree governing payments in terms of effectiveness; adaptation of classifications where necessary	Ongoing	
50% reduction in failures	Modernisation of the flight noise monitoring system for guaranteeing reliability	2009	
Improved accuracy of measured values provided by the flight noise monitoring system and improved possibilities of identifying noise emissions and pollutants	Modernisation of the flight noise monitoring system	2009	
Reduction in flight noise emissions in the western area of the airport – 30% reduction in number of residents affected within the 6x84dB(A) noise contour	Support of Aviation Authorities in implementing the 08R project	2008	
Air			
Improved collation of emission data	Further refinement and automation of data imports Annual calculation of emission situation and analysis of changes	2008 – 2010	
Reduction in pollution emissions by aircraft	Examination of introduction of pollutant-relevant components in charges as a steering instrument for low-pollution aircraft	2008 – 2010	
Reduction in vehicle fleet emissions	Examination of possibilities for implementing the concept of a "low-pollution vehicle fleet"	2008	
Reduction in downtimes, noise emissions and air pollution emissions by 2 t of NO_x and 174 t of CO_2	Equipping position 56 with a 400-Hertz ground power supply plant for minimising GPU/APU operation	2008	

Target	Measure	Deadline	Processing status
Reduction in fuel consumption and air pollution emissions	Introduction of an Airport Performance Monitor for process optimisation on flightlines by recording ground movements in real time (e.g. for more accurate time and capacity provision of shuttle buses) as well as expansion of the DP module already in use for advance visualisation for processing GPS/transponder data	2008/2009	
Strategic targets			
Increased liability security	Development of an operational environment information system – creation of the appropriate software	2010	
	Involvement in the Integrated Management System (IMS) project	2008	
Increased legal safety	Development of a concept for standardised generation and updating of risk analyses in accordance with BetrSichV for all areas	2008	
Accidents/Emergencies Preparation of amalgamating the 3 airport fire services	Development of concepts and the essential project in coordination with the construction of BBI	2009/2010	



Validation

Following examination of the data and facts included in the environmental declaration 2007 of Berliner Flughafen-Gesellschaft mbH, Tegel Airport, D-13405 Berlin, the Eco-Audit 2007, assessment of the environmental effects and ensuing goals of the environmental programme, they can be declared valid with regard to decree (EG) no. 761/2001 in the version dated 04.02.2006.

Kiel and Berlin, 21.12.2007

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EMAS

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