

Press kit

Berlin Brandenburg Airport

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Contents

1	Airport location	2
1.1	The company Flughafen Berlin Brandenburg GmbH	2
1.2	Airport job engine	3
2	Berlin Brandenburg Airport.....	5
2.1	Traffic development	5
2.2	Destinations and Airlines	6
2.3	Flight operations.....	7
2.4	Airspace	7
2.5	Handling.....	8
2.6	Security	8
2.7	BER in brief.....	8
2.8	The Runway-Program	9
2.9	The Sunflower-Program.....	10
2.10	Terminal 1 in figures	10
2.11	Terminal 2 in figures	12
2.12	Restaurants and shopping	13
2.13	BER transport links	13
3	Planning and constructing at BER	16
3.1	Planning aspects	16
3.2	History.....	17
4	Noise & environmental protection	25
4.1	Aircraft Noise	25
4.2	Noise Protection.....	26
4.3	Air Quality.....	27
4.4	Climate Protection.....	27
5	Compensatory and replacement measures	28
5.1	Ecological upgrading	28
6	Contact.....	30
6.1	Your contacts for media representatives	30
6.2	Range of information and services for journalists and passengers	30
6.3	Social media.....	31

1 Airport location

Berlin is a cosmopolitan metropolis in which more than 3.85 million inhabitants from 190 nations live and which welcomes million visitors every year. The German capital is located at the centre of one of the most dynamic regions in the heart of Europe: Brandenburg is an emerging business location with 2.5 million inhabitants and attracts leading companies around the globe as an innovation hub.

Berlin is the third largest airport location in Germany; it is even the largest as measured by arriving and departing passengers (excluding connecting passengers). Schönefeld and Tegel Airports handled around 35.65 million passengers in 2019 – a new passenger record. In October 2020, the month in which Berlin Brandenburg Willy Brandt Airport (BER) went into operation, the coronavirus pandemic meant that passenger numbers were about 600,000 compared to around 3 million who passed through Schönefeld and Tegel in October 2019. A total of around 9.1 million passengers were handled in 2020. In 2021 there were 9.95 million, less than a third of the number of passengers before the pandemic. Almost doubling compared to 2021, the number of passengers in 2022 rose to 19.85 million. For 2023, the airport company expects 23 million passengers.

1.1 The company Flughafen Berlin Brandenburg GmbH

After Interflug was liquidated in 1991, Flughafen Berlin-Schönefeld GmbH (FBS) was founded to act as a new operating company for Schönefeld Airport. FBS merged with BFG (Berliner Flughafengesellschaft mbH), the operator of both Tempelhof and Tegel airports, to form Berlin Brandenburg Flughafen Holding GmbH (BBF) during the same year. The holding company was dissolved in 2003 with the aim of streamlining operations. At the same time, FBS became responsible for all Berlin airports and BFG then became a wholly-owned subsidiary of FBS. At the turn of 2011/2012, FBS was re-named Flughafen Berlin Brandenburg GmbH (FBB). Aletta von Massenbach has been the acting CEO since October 1, 2021; Michael Halberstadt has been the Managing Director for Human Resources since May 2020; Managing Director Operations has been Thomas Hoff Andersson since May 2022. The company headquarters are in the municipality of Schönefeld. Jörg Simon was appointed as Chairman of the Supervisory

Board of Flughafen Berlin Brandenburg GmbH on July 1, 2021. FBB has three stakeholders: both the states of Berlin and Brandenburg own 37 percent, whilst the Federal Republic of Germany owns the remaining 26 percent.

The first step was the closure of Tempelhof Airport on 30 October 2008 in view of the plans for BER. Tegel Airport was closed on 8 November 2020 after BER was commissioned on October 31, 2020. The terminal areas of the former Schönefeld Airport first belonged to BER as Terminal 5. In November 2022, the supervisory board decided not to put Terminal 5 back into operation.

1.2 Airport job engine

Berlin-Brandenburg is not only the cradle of aviation, but is also among the most innovative air and space travel regions of Germany. In addition, airports are an important economic factor. They lead to dynamism in the creation of new jobs and also in terms of investment into infrastructure.

Currently more than 21,000 people earn a living by working at the Berlin-Brandenburg airport location or in the immediate vicinity of the airport. Most of the jobs are located with the airlines, in the area of handling, maintenance and technology as well as in the security services. Lufthansa Technik AG, MTU Maintenance Berlin-Brandenburg GmbH, Rolls-Royce Deutschland Ltd. & Co. KG and Tesla as well as around 60 mid-sized businesses are based in the Berlin-Brandenburg region. The air and space travel location is completed by 15 universities and institutes with focuses relevant to air and space travel.

Flughafen Berlin Brandenburg GmbH (FBB) itself employs about 2,000 members of staff. In order to meet our needs for qualified staff in the future and to retain employees for the long term, FBB places a strong emphasis on personnel marketing, company social welfare services and occupational training and development. All information on the airport company as an employer as well as the job exchange can be found online:

Jobs and career (berlin-airport.de)

Training

FBB is currently training around 90 trainees and students combining a degree with a work placement. The focus of the training professions lies in commercial occupations, e.g. commercial air traffic management assistants and technical and commercial careers such as electronic engineers for IT and system technology, electronic engineers

for operating technology, industrial mechanics and mechatronics engineers. Since summer 2019, the airport company has trained specialist staff for protection and security for the first time. In cooperation with the Berlin School of Economics and Law (HWR), FBB offers dual degrees in the following subject areas: Business Administration/Service Management, Business Administration/Real Estate Management, Technical Facility Management, Industrial Electronics as well as Business Informatics.

Further information about training and studying opportunities with the airport company can be found online:

Training (berlin-airport.de)

2 Berlin Brandenburg Airport

Berlin Brandenburg Willy Brandt Airport is located in the southeast of Berlin and has BER as an IATA code. BER concentrates all air traffic in the Berlin-Brandenburg capital region at one location.

BER's Terminal 1 was commissioned on 31 October 2020. Terminal 2 opened on 24 March 2022.

2.1 Traffic development

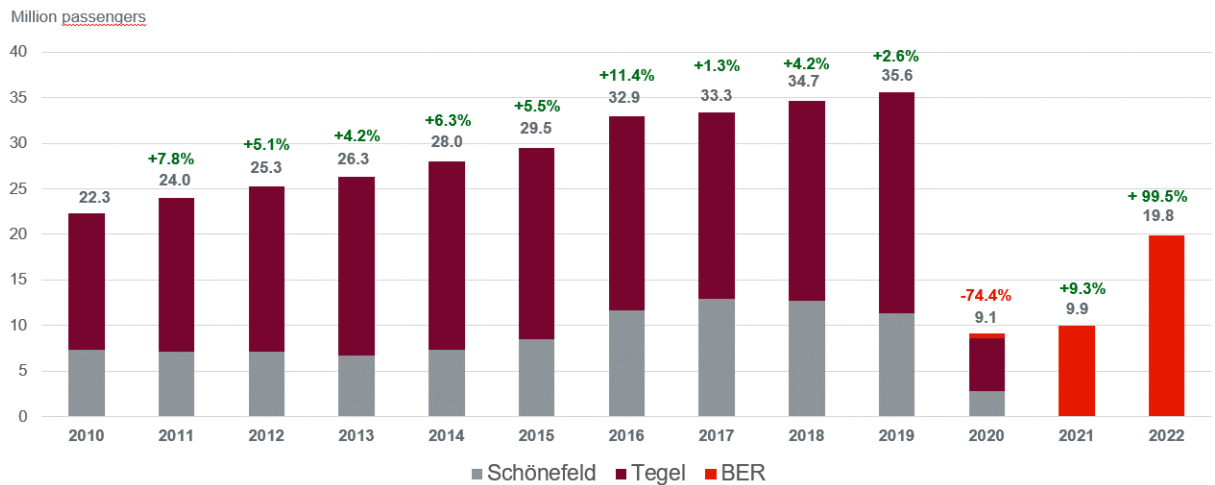
The number of passengers at the capital region's airports has risen sharply in recent years and achieved a record of 35.65 million passengers in 2019 when Tegel and Schönefeld Airports were still in operation. That was an increase of 2.6 percent compared to 2018. Around 24.23 million passengers were handled at Tegel and around 11.4 million at Schönefeld.

In the wake of the Coronavirus crisis and the worldwide decline in air traffic, Berlin's airports also recorded a drastic decline in passenger numbers: while in 2019 an average of around 100,000 passengers travelled via Tegel and Schönefeld every day, it was fewer than 1,000 a day in some instances in spring and autumn 2020. A total of 9.1 million passengers were processed in 2020, and 19.85 million in 2022. For 2023, the airport company expects 23 million passengers.

Current monthly traffic statistics can be found on our website:

[Traffic statistics \(berlin-airport.de\)](https://berlin-airport.de)

Traffic development: recovery after the Corona crisis



Traffic figures at Schönefeld and Tegel airports (until October 2020) and at Berlin Brandenburg Airport (from November 2020)

Source: FBB GmbH

2.2 Destinations and Airlines

In the 2023 summer flight schedule, 64 airlines will fly to 142 destinations in 49 countries from March to October 2023. Many airlines have expanded their connections or increased the frequency of their flights. Compared with 2022, the flight schedule will include direct flights from BER to Djerba in Tunisia by Nouvelair, Billund in Denmark by Ryanair, Graz in Austria by Eurowings, and Verona in Italy and Lyon in France by Volotea. With increased frequencies to popular destinations and the addition of new European and intercontinental services to the flight schedule, the attractiveness of BER as a traffic location is growing. In the long-haul segment, there has been a pleasing development since 2022: United Airlines and the Norwegian airline Norse Atlantic Airways launched several U.S. connections at the same time, flying - in some cases daily - to New York, Newark/New York, Los Angeles, Fort Lauderdale and Washington/Dulles. Qatar Airways further increased its existing service from BER and has been flying to Doha up to eleven times a week since October 2022. The Singapore Airlines subsidiary Scoot continues to connect Berlin Brandenburg Airport with Singapore on a daily basis. And Hainan Airlines has also resumed the route from BER to Beijing, which had been suspended due to the pandemic.

2.3 Flight operations

Berlin Brandenburg Airport provides the infrastructure required for flight operations. This means it provides the buildings, technical equipment, and facilities that are the requirements so that air traffic runs smoothly for everyone involved.

Flight operations themselves are achieved in a complex interplay between Flughafen Berlin Brandenburg GmbH as the airport operator and its partners: the airlines, ground handling service providers, German Federal Police, Customs, security services, and others.

Airlines pay airport charges to use the existing infrastructure at the airport, which finances the airport company. These payments are covered by the schedule of charges for the relevant airport. Airports also finance themselves from income earned from non-aviation activities and property, such as income from retail, food and drink services, car parking, as well as renting and leasing buildings and spaces.

Business Partners (berlin-airport.de)

2.4 Airspace

German air space is coordinated and monitored by German Air Traffic Control (DFS). This is steered by Center Bremen. Air traffic at the airport itself as well as efficient routing of airports and vehicles onto taxiways, runways, and special waiting areas is handled by pilots in the relevant towers.

All flight operations at the Berlin Brandenburg airport site are handled by the tower at BER. It is the property of the DFS and is operated by it.

The airlines fly to the airport in line with the slot they have been issued. These are binding, defined time slots that are issued for a flight schedule period (summer schedule: 30 weeks, winter schedule: 22 weeks). Airport Coordination Germany is a subordinate authority of the Federal Ministry of Transport and Digital Infrastructure that is responsible for issuing slots at a national level. The airport itself has no direct influence on the starting and landing times issued.

Home - Fluko

2.5 Handling

In contrast to some other airports, the airport company in Berlin does not provide any services for passenger or baggage handling. The airlines have contractual ties with their own service providers on site. For example, they organise the check-in and baggage check-in, they set up passenger steps, transport to the terminal, cleaning and maintenance of machines. The ground handling service providers AAS, Wisag and Swissport are active on the apron at Berlin Brandenburg Airport on behalf of the airlines. If there is a complaint regarding luggage, passengers can find out who to contact via the airport website:

Baggage tracing and damage (berlin-airport.de)

In addition, there is a lost property office at the airport for items lost there. Airlines are responsible for lost items on board or in transit.

2.6 Security

Federal and state police are responsible for the security of airports in Germany. The German Federal Police, in close collaboration with the Federal Ministry of the Interior, is responsible for border protection and aviation security at BER. They collaborate closely with other security authorities, the airport operator, and the airlines. In particular, the German Federal Police is responsible for security checks on passengers and passport control. It commissions and coordinates the security companies active at the airport who are responsible for carrying out such checks. Securitas is the company responsible for security checks on passengers at Berlin Brandenburg Airport. Passport control is carried out directly by the German Federal Police.

The Brandenburg state police is responsible for security in publicly accessible areas and the area surrounding the airport. Customs administration also monitors cross-border transportation of goods at airports and levies customs duties or tax payments.

2.7 BER in brief

The airport covers a total area of 1,470 hectares, a figure corresponding to approximately 2,000 football pitches. The terminals T1 and T2 are located between two runways laid parallel to each other, which can be operated independently of each other

due to the lateral gap of 1,900 metres between them. The associated gate and aircraft positions are also located compactly between the runways, in the so-called "Midfield". The decommissioned Terminal 5, formerly Schönefeld Airport, is located in the northern area.

- **North runway:** The north runway, formerly Schönefeld Airport's runway, is 45 metres wide and was extended from 3,000 to 3,600 metres as part of the site's expansion to BER.
- **South runway:** Berlin Brandenburg Willy Brandt Airport has had a second runway measuring 4,000 metres in length and 60 metres wide since 4 November 2020.
- **Taxiways:** A flexible taxiway system will help to ensure the new airport is extremely efficient.
- **Passenger boarding bridges:** Terminal 1 has a total of 25 passenger boarding bridges, 16 of which are at the Main Pier and a further nine at the South Pier. Aircraft can be reached on foot at the North Pier (walk boarding).
- **Parking positions:** Berlin Brandenburg Airport has 85 aircraft parking positions to begin with. A further 15 are currently under construction.

2.8 The Runway-Program

The "BER Runway" service was introduced on August 25, 2022. Using "BER Runway," passengers can reserve a free time slot online from 72 hours before departure for separate access to the security checks of Terminal 1 via security checkpoint area 4, thus reducing any waiting times. BER was the first airport in Europa to introduce the possibility of booking fixed appointments for security checks free of charge.

Currently, around 8,000 time slots are available daily for this extra access to the security control, enough for at least 25 percent of the daily departing passengers. Due to the continued increase in demand, the airport company intends to continuously expand this service in cooperation with the German Federal Police.

For the technical implementation of the project, including the software solutions, the airport company is working with partner companies Copenhagen Optimization and CLEAR.

2.9 The Sunflower-Program

On February 15, 2023, Berlin Brandenburg Airport became the first German airport to introduce the Sunflower lanyard. The sunflower on the ribbon is an internationally recognized symbol for invisible impairments. The support program was introduced in 2016 in the UK and aims to raise awareness of hidden impairments and improve inclusion for people with non-visible disabilities worldwide.

People with hidden impairments should be able to use all travel options at BER without restriction. With the help of the ribbon, wearers at BER are given the opportunity to clearly signal that they have a non-visible impairment. In this way, everyone at the airport - the staff as well as fellow passengers - can be prepared for the fact that these persons may need assistance, a little more time or a little patience during their stay at BER. The lanyard is available free of charge and without further proof at all passenger information points in Terminals 1 and 2 as well as from the Mobility Service.

2.10 Terminal 1 in figures

Terminal 1 is the largest terminal at BER. With its structured facades and clear geometric shapes, it embraces architectural elements ranging from Schinkel to Bauhaus. The building was designed by gmp Architects Gerkan, Marg, and partners.

Terminal and Pier areas

- 360,000 m² gross floor area
- Access road over two levels, each measuring approx. 550 m in length

Terminal building

- Length: 220 m
- Width: 180 m
- Height: 32 m
- 33,000 m² of glass façades
- 160,000 m³ of concrete

- 30,000 t of reinforced steel
- 9,000 t of mild steel for steel structures

Main Pier

- Length: 715 m
- 16 passenger boarding bridges

North Pier

- Length: 350 m
- Twelve walk boarding positions

South Pier

- Length: 350 m
- Nine passenger boarding bridges

Pavilions

- Located to the right and left of the terminal (North Pavilion, South Pavilion)
Eight security screening lines and twelve check-in desks in each
- Length: 93.75 m
- Width: 37.50 m
- Height: 10.37 m

Terminal Levels

- Level U2 – railway, machinery, supply and disposal area
- Level U1 – feeder level from the railway station to the terminal and Airport City, machinery
- Level E0 – arrivals, including baggage reclaim and access road, bus gates
- Level E0Z – intermediate floor for non-Schengen arrivals and transfer passengers
- Level E1 – access road, departures, check-in, security screening, retail, cafés/restaurants and Schengen waiting rooms
- Level E2 – non-Schengen waiting rooms, lounges, offices
- Level E3 – machinery
- Level E4 – visitor's terrace

Terminal 1 facilities

- Ten check-in islands with a total of 118 counters, eight of which are located in the main hall and one check-in island with twelve counters each in the North

and South Pavilions. The number of self-service kiosks at BER has been significantly increased. A total of more than 120 machines are available to passengers in Terminals 1 and 2.

- 36 security screening lines for departures and an additional five for transfer passengers
- Baggage reclaim hall with eight baggage reclaim carousels

2.11 Terminal 2 in figures

Terminal 2 is a handling building for departures and arrivals. It is connected with the waiting area in Terminal 1's North Pier via two bridges. Terminal 2 was completed punctually at the end of September 2020 before the opening of BER. However, due to the low passenger numbers during the Corona pandemic, it was not put into operation until March 2022.

Terminal area

- Total floor area: 23,000 m²

Terminal building

- Length: 240 m
- Width: 40 m
- Height: 15 m
- 12,500 m³ concrete
- 1,700 t steel

Terminal levels

- Level E0 – check-in, retail, cafés/restaurants, arrivals, including baggage reclaim
- Level E1 – security screening, retail, cafés/restaurants, passage to T1 (North Pier)

Terminal 2 facilities

- 16 check-in desks and 38 self-service kiosks
- Security control: 8 double lines on Level E1
- Baggage reclaim with three carousels

2.12 Restaurants and shopping

A wide variety of services is available more than 100 shops, restaurants and service facilities, spanning over around 20,000 square metres at BER Airport's Terminal 1. An extensive range of industries covers the various needs and expectations of passengers, meeters and greeters to employees and visitors. Many regional suppliers from the retail, catering and service sectors are also represented at BER Airport in addition to international brands.

Terminal 1

A marketplace measuring approximately 9,000 square metres in size forms the centrepiece in T1 in the security area (airside). The Food Court, situated in a gallery, forms part of the marketplace in T1. Travellers can choose from a variety of food and drink over around 2,000 square metres. The main focus is on classic fast food, featuring popular options, including regional and international cuisine. More than 50 percent of the service providers are from the Berlin-Brandenburg region. In T1's non-Schengen area, there are around 1,400 square metres of retail, restaurant and service space. There is over 4,000 square metres of retail, restaurant and service space in publicly accessible areas (landside). Various car rental companies are represented on the arrivals level. The range of service offerings is completed by, among others, a Deutsche Bahn travel centre, a tourist information centre and ATMs.

Terminal 2

Terminal T2 also offers a selected range of restaurant facilities. These include a café, a bakery, various shops with a takeaway service, a book and press shop and a souvenir shop on the landside. A tourist information desk and foreign exchange bureau are also available in this terminal. A duty-free shop and various food and drink facilities complement the services after the security controls.

2.13 BER transport links

The "Flughafen BER Terminal 1-2" railway station, with six tracks and three platforms, is located directly below Terminal 1.

Regional trains run approximately every 15 minutes between Berlin Central Station and BER. The journey takes about half an hour. Once the Dresden route opens in 2025, travellers will only need 20 minutes. A total of 14 trains stop at the station

every hour during rush hour, including the S-Bahn every ten minutes. The IC on the Dresden-Rostock route runs every two hours.

Services from end of 2022 onwards

- FEX: Central station (Hauptbahnhof) – Ostkreuz – BER Terminal 1-2 (every 30 minutes)
- RE 8: Wismar – Wittenberge – Neustadt (Dosse) – Nauen – Spandau – Zoologischer Garten – Berlin Hbf – Friedrichstr. – Alexanderplatz – Ostbahnhof – Ostkreuz – BER T1-2 (hourly service)
- RB22: Potsdam – Golm – BER Terminal 1-2 – Königs Wusterhausen (hourly service)
- RB23: Golm – Charlottenburg – Central station (Hauptbahnhof) – Ostbahnhof – BER Terminal 1-2 (hourly service)
- RB24: Eberswalde Hbf – Lichtenberg – Ostkreuz – Schöneweide – BER Terminal 5 (stündlich)
- RB32: Oranienburg – Lichtenberg – Ostkreuz – Schöneweide – BER Terminal 5 (stündlich)
- S9: Spandau – City railway – BER Terminal 1-2 (every 20 minutes)
- S45: Südkreuz – BER Terminal 1-2 (every 20 minutes)
- Intercity (bi-daily starting from Chemnitz): Dresden – BER T1-2 – Rostock (several times a day)
- Note: When the new timetable comes into effect on December 10, 2023, the station "BER Terminal 1-2" will be renamed "BER Airport" and the station "BER Terminal 5" will be renamed "Schönefeld (near Berlin)"

Road connections

The separate motorway entry/exit point on the A113 autobahn (exit no. 8 "Flughafen Berlin-Brandenburg") provides a direct and rapid connection from Terminals 1 and 2 to Berlin city centre, with the Berliner Ring A10 orbital motorway providing access to the broad catchment area.

There are a total of around 14,000 parking spaces available at BER for travellers arriving by car, around 10,000 of which are located near Terminal 1. Car park P1 is adjacent to Terminal 1. Car park P3 lies within Melli-Beese-Ring, a five-minute walk away from T1. P7 and P8 are also within the inner ring, directly opposite Terminal 2. Car park P6 is located on Hugo-Junkers-Ring, ten minutes away from the terminals. There are ten charging points for electric vehicles in the P3 and P8 multi-storey car parks. It

is possible to book car parking in advance. Car parking facilities are managed by the company APCOA.

Parking (berlin-airport.de)

3 Planning and constructing at BER

3.1 Planning aspects

Back in 1996, the Federal States of Berlin and Brandenburg and the Federal Government came to a so-called consensus decision to bundle together the region's air traffic at the Schönefeld location. The planning aspects for the expansion work were set in motion with the planning permission decision in 2004 and approval of the decision by the Federal Administrative Court in 2006. Estimates were made on the basis of passenger forecasts as to the capacities that the new location would need to offer. The expert opinion issued in 2000 forecast that, in 2023, BER would have to handle 360,000 flight movements per year with 30 million passengers. However, the actual development of passenger numbers was above the initial forecasts. As a result, the decision was taken in 2015 for the terminals at the old part of Schönefeld Airport to remain in operation beyond the opening date for BER until further capacity had been created. A passenger forecast at the beginning of 2018 assumed that 55 million passengers may have to be handled at BER in 2040.

Passenger figures rose quicker than the flight movements until 2019. The planning permission decision in 2004 was made based on an average of approximately 83 passengers per flight, however in 2017 this average figure was approximately 121 passengers per flight.

Terminal infrastructure was adapted in line with passenger figure development forecasts. The first step in this direction was the construction of the new Terminal 2 with a capacity of around six million passengers. The construction of Terminal 2 was completed in autumn 2020. In 2020, air traffic collapsed dramatically in the wake of the COVID-19 pandemic. Therefore, the commissioning of Terminal 2 was postponed until March 2022, and the planned further expansion of BER with Terminals 3 and 4 was stopped for the time being. Terminal 5 is now permanently closed.

3.2 History

Several opening dates for BER have already been cancelled, as Terminal 1 was unable to be completed and structurally handed over. T1 was expanded from 220,000 square metres of gross floor area to 360,000 square metres of gross floor area and made more convenient thanks to the expansion work in the South Pier or adapted for transfer traffic with the construction of an intermediate level. Even flight operation areas, such as the aprons and taxiways, have been expanded. In addition, the airport company took the decision in 2010 to add two additional building sections (the Pavilions) to the left and right of T1 to the BER construction programme, this being required as a result of new EU safety provisions.

The airport company finally announced at the end of 2017 that Berlin Brandenburg Airport was due to open in October 2020. The setting of this date was preceded by a detailed inventory and risk assessment. After a meeting of the Supervisory Board on 29 November 2019, an exact date for commissioning T1 at BER was announced: 31 October 2020.

Overview

Pre-2004

- 1996: Consensus decision by the shareholders Berlin, Brandenburg and the Federal Government: The shareholders rejected the idea of building a new airport for the region. Instead, the intention was to expand the existing Schönefeld Airport and turn it into the new Berlin Brandenburg International Airport BBI. The inner-city airports Tegel and Tempelhof were due to be closed. The main reasons for choosing this location: Its proximity to the capital city, the ability to finance transport connections, Berlin and Brandenburg will jointly profit from the expected economic boost. The intention was for the airport to be financed by way of private capital.
- 1996 – 1999: Airport planning phase and submission of the planning permission application.
- 1997 – 2003: Negotiations regarding privatisation of the construction project and the tender process. Ultimately, privatization did not take place.
- 1999: Signature of the agreements regarding the resettlement of the municipality of Diepensee and the partial resettlement of the municipality of Selchow.
- 2000 – 2004: Planning permission process ongoing with interpretation of the various documents and public hearings.

2004

- Planning permission decision by the Brandenburg Ministry for Infrastructure and Regional Planning.
- Approval of the financing concept.
- Awarding of the initial planning contracts, among others, to the general planners.
- Start of preparatory construction work.

2005

- The Higher Administrative Court Berlin-Brandenburg rejected the claims made by five airlines against the closure of Berlin-Tegel. The revocation of its operating license was due to take effect once BER had been commissioned.

2006

- The Federal Administrative Court approves the development of Schönefeld Airport to become BER. Stipulations were issued regarding night-time flights and compensation for reduced utilisation of outdoor facilities. Repeal of construction ban.
- Initial ground-breaking for the new airport. Signing of rail contracts for rail connections (5 September 2006).

2007

- The Higher Administrative Court Berlin-Brandenburg decides on the closure of Tempelhof Airport on 31 October 2008.
- Issuing of planning permission for the BER passenger terminal.
- Start of construction work on the underground railway station.
- Decommissioning and demolition of the north runway at Schönefeld Airport to enable construction of the A113 motorway.

2008

- The constitutional complaint against the planning permission decision was dismissed by the Federal Administrative Court and therefore failed. The Federal Administrative Court upheld the legitimacy of the planning permission decision.
- Construction work began on the BER terminal.

2009

- Decision issued by the Brandenburg Aviation Authority regarding night-time flights at BER.
- Topping out ceremony for the German Air Traffic Control (DFS) tower at BER.

2010

- BER terminal topping out ceremony (today's Terminal 1)
- Postponement of the scheduled opening date from 30 October 2011 to 3 June 2012. The reasons for this included delays in the technical building systems and the required installation of additional security screening lines in two new extensions to be built, the South Pavilion and the North Pavilion.

2011

- The new South runway at BER was complete.
- The Federal Administrative Court issued a final ruling on the supplementary planning permission decision for BER. In the supplementary planning permission decision issued in October 2009, the Brandenburg Ministry of Infrastructure determined the number of flights during off-peak periods between 10.00pm and midnight and again between 5.00am and 6.00am.

2012

- In January, the German Federal Supervisory Authority for Air Navigation Services (BAF) presented the flight routes for Berlin Brandenburg Airport. According to these plans, aircraft would take off from the North runway and break off to the south from the South runway in both take-off directions.
- The opening date of 3 June 2012 was called off on 8 May 2012. The completion of work and structural handover could no longer be realised.
- On 17 May 2012, the Supervisory Board decided to postpone the opening date for BER to 17 March 2013. Technical Director, Dr Manfred Körtgen, left the company.
- The Higher Administrative Court Berlin-Brandenburg upheld an application by residents living near the airport against the noise protection programme for Berlin Brandenburg Airport. According to this, the applicants were "entitled to financial compensation and/or the installation of noise protection measures for the daytime period to ensure that there is no A-rated maximum sound level in excess of 55 dB(A) inside the rooms of the residential buildings when the windows are closed."

- The results of stock take for Berlin Brandenburg Airport are available. 27 October 2013 was specified as the new opening date.

2013

- The opening date on 27 October 2013 was cancelled at the start of January due to problems with the fire protection equipment.
- The Cargo Centre at BER commenced operations in August.
- The concept for upgrading the smoke extraction system was submitted to the Building Regulatory Authority. There were two core topics involved: dividing the largest smoke extraction system (the so-called "system 14") into three parts and installing a so-called "superordinate safety-related programmable logic controller" (or ÜSSPS in German).

2014

- Commissioning of East and West fire service centres, winter services building and East waste management centre. A total of 39 of 40 buildings located on the BER premises were accepted by the Building Regulatory Authority. The only outstanding one was the BER Terminal.
- Release for utilisation for the North Pier was issued on 19 December 2014.
- At the Supervisory Board meeting held on 12 December 2014, the Management Board stated that the second half of 2017 would be the new target period for BER to be commissioned.

2015

- Renovation of the North runway at Schönefeld Airport. In the meantime, air traffic was handled via the South runway at BER.
- The commissioning of BER-NET and the renovation of the network engineering for Campus BER was therefore completed.
- The Supervisory Board gave its approval for Schönefeld Airport to stay in use for a period of five years after BER's commissioning and be expanded further. A resolution was also passed to build a new terminal at BER. The terminal is due to be built in direct proximity to the North Pier. Funding was also provided for the planning of the supply and disposal infrastructure and adaptation of the taxiway systems at SXF and BER.

2016

- Approval of the 5th supplement to planning permission

2017

- Flughafen Berlin Brandenburg GmbH issued a statement on 21/01/2017, confirming that BER Airport would not be able to be commissioned as planned in 2017. A new date was not specified.
- Approval for the 6th supplement to the planning permission was issued in January.
- The release for utilisation for the South Pier was issued in February.
- Construction work was undertaken on the aviation areas, involving the temporary closure of the North runway and flight operations on the South runway for a period of three months during the summer
- Presentation of the detailed BER 2040 Master Plan along with the strategic mission statement regarding the further development of the infrastructure at BER in the Midfield area. By extending both the South Pier and North Pier as well as a second terminal, BER will be able to be expanded to cater for up to 55 million passengers in 2040.
- The Management Board issued a statement on 15/12/2017 confirming that BER was due to open in October 2020.

2018

- The Building Regulatory Authority for the Dahme-Spreewald district issued further planning permission to the airport company in January 2018, entitled "Supplement 6.1". The maximum capacity utilisation of the airport railway station was therefore finally approved.
- On 24 July 2018, the Building Regulatory Authority for the Dahme-Spreewald district issued further planning permission to Flughafen Berlin Brandenburg GmbH for BER Terminal 2.
- In September, Flughafen Berlin Brandenburg GmbH commissioned Zechbau GmbH from Bremen as the general contractor responsible for building the new Terminal 2.
- Construction work at the interim terminal of the government airport ended in October 2018 on time and within budget.
- Start of the ORAT project 24 months prior to commissioning of BER in October 2018: ORAT (Operational Readiness and Airport Transfer) ensures the operational readiness of BER and coordinates the airport transfer from the old locations to BER. Over the past 25 years, ORAT has established itself as a global standard in airport commissioning and also involves all external partners, such

as airlines, check-in handlers and authorities, in the preparations for commissioning. The project elements include training sessions, trial operations and relocations, as well as the bundling together of all other operational preparations.

2019

- Topping out ceremony for Terminal 2 on 30 July 2019
- Distribution of airlines to Terminals T1, T2, T5
- The “operating principle” and compound tests started on Terminal 1 at BER at the end of July. The primary focus is on the interaction of fire protection systems.
- The airport company acquired ExpoCenter Airport Berlin Brandenburg GmbH (ECA) in September from its previous owners Messe Berlin and Wirtschaftsförderung Land Brandenburg GmbH (WFBB). The ECA has what are known as the ILA premises. This means FBB now has the option of using the area on the edge of the airport for themselves.
- At the beginning of October, the airport company will introduce its property projects directly around BER at the Expo Real trade fair. Urban quarters with a mixture of quality office and other commercial are scheduled to be created on the area along the access road from the A113 autobahn up to the terminals over an area of around 380,000 square metres.
- At the end of November, the Supervisory Board agreed with the suggestion from FBB management to set the opening date at 31/10/2020. A week later, on 8 November 2020, scheduled flight operations are scheduled to end at Tegel. In between there are three major steps in which all flight operations will move from Tegel Airport to BER.

2020

- Start of registration for the trial run in January 2020.
- The Building Regulatory Authority for the Dahme-Spreewald district confirms the completion of BER Terminal 1 on 28 April 2020 after completion of the construction work. With this, the building is approved for use.
- Trial run with airport staff begins at the end of April 2020. Trial run with approx. 9,000 volunteers begins at the start of July 2020:
- in mid-July, Flughafen Berlin Brandenburg GmbH decides to build the new E2 apron on level with the DFS air traffic control tower.
- Completion Federal Police building on 31 July 2020.

- In August 2020, the security boundary is activated at Berlin Brandenburg Airport in accordance with Section 8 Aviation Security Act and a security search is carried out. The so-called “cleaning” ensures that no dangerous/prohibited objects are located in the previous operating areas of the former construction site.
- At the end of August 2020, the fire protection and evacuation exercise at the airport railway station and in the terminal is successfully completed.
- Completion of Terminal 2 at the end of September 2020. Due to the collapse in passenger numbers, the terminal building is expected to be commissioned with the 2022 summer flight schedule.
- Opening of the “Flughafen BER Terminal 1-2” railway station on 25 October 2020.
- Schönefeld Airport becomes part of BER on 25 October as Terminal 5 and the IATA code BER takes effect.
- Commissioning of Terminal 1 on 31 October 2020.
- Commissioning of the south runway on 4 November 2020. It is closed again in December because of to low air traffic for cost reasons.

2021

- In February, Terminal T5 will be temporarily closed due to the low number of passengers.
- Against the background of the worldwide Covid-19 pandemic and the serious decline in the number of passengers, FBB is preparing a new business plan for 2021 and is relying on partial debt relief.
- Due to the low level of air traffic, the two runways at BER are operated on a monthly basis from April to November.
- From July 1, Jörg Simon will be the new Chairman of the FBB supervisory board. He succeeds Rainer Bretschneider, who is leaving at his own request.
- In July, more than a million passengers use BER for the first time. After the summer holidays, air traffic is picking up significantly after months of the pandemic.
- In August, the area of the closed Tegel Airport will be returned to the owners.
- In August, a study commissioned by FBB on the history of Schönefeld as an aviation site during the National Socialist era is published.
- In September, FBB and easyJet celebrates the start of construction of the easyJet hangar at BER with the ground-breaking ceremony.
- Airport boss Engelbert Lütke Daldrup leaves the company in September 2021 at his own request.

- From October 1, Aletta von Massenbach, previously the Commercial Director of FBB, takes over as CEO.
- With Singapore and New York, two important long-haul destinations are re-turning for the winter flight schedule. Scoot begins flying to Singapore again in October. United Airlines will resume service to New York in March 2022.
- From December, both runways will be operated in parallel again.
- At the end of the year, FBB reported 9.95 million passengers for 2021, less than a third of the volume before the pandemic.

2022

- The start to 2022 at BER is restrained, but there are already signs of recovery in traveler numbers in February.
- Terminal 2 opens at BER on March 24, 2022, as announced.
- Passenger numbers pick up significantly in the course of the first half of 2022.
- Newly opened rail connections and flight destinations link BER regionally and with the world.
- In August 2022, the airport company introduced the BER Runway service for all departing passengers at BER. BER was the first airport in Europe to introduce the possibility of booking fixed appointments for the security control free of charge.
- In September 2022, BER records its first ever passenger volume of over two million passengers in a single month.
- On November 18, 2022, Aletta von Massenbach, as chairwoman of the executive board, confirms that Terminal 5 will remain permanently out of service.
- In December, the train program to connect BER was optimized. The airport can now be reached by train at least every hour around the clock.
- In 2022, BER registered 19.85 million passengers, almost twice as many as in the previous year.

4 Noise & environmental protection

With the increase in air traffic, noise and environmental protection requirements are also becoming more and more challenging. The airport company has created framework conditions for BER (as previously for Schönefeld and Tegel Airports), which guarantee comprehensive consideration of environmental aspects in operating processes as well as in the construction of BER. The measures for the protection of the environment and nature are many and varied: They extend from efficient energy use through aircraft noise management to specific environmental monitoring. Furthermore, FBB is protecting up to 26,500 households from the noise expected at BER with the BER noise protection programme.

All information on the topics of environment and noise protection is available at:

[Environment \(berlin-airport.de\)](https://berlin-airport.de)

[Noise protection \(berlin-airport.de\)](https://berlin-airport.de)

4.1 Aircraft Noise

Overall, the efficiency of Berlin air traffic has increased greatly in recent years. Whereas the passenger volumes increased by 66 percent since 2009 and up to the coronavirus pandemic, the number of flight movements increased by 27 percent. During this period, aircraft became larger and quieter, and the capacity utilisation of individual aircraft increased significantly.

Airports are obligated by the legislator to operate measuring points at the airport and in its surrounding area for documentation of the aircraft noise. The airport company has installed a total of 30 stationary measuring points for this purpose. The measuring results are transmitted monthly to the responsible authorities and the aircraft noise commission and are published on the Internet. The locations for the stationary measuring points are stipulated by consultation with the aircraft noise commission, in which the neighbouring municipalities are represented. In addition to the stationary measuring points two mobile measuring stations for aircraft noise monitoring are in operation at alternating locations. In this way FBB can, where a special need arises, carry out aircraft noise measurements that are not covered by the stationary measuring stations. Through this form of aircraft noise monitoring, the airport company is able to provide information about the noise emissions of each flight movement and

to reliably and continuously document the development of the aircraft noise situation.

The measured values also form the basis for charging noise-dependent take-off and landing fees. In this way, the airport company encourages quieter flying and the use of modern, low-noise aircraft. FBB is also working intensively on a model in which each individual take-off and landing is charged depending on the noise event.

Aircraft noise (berlin-airport.de)

4.2 Noise Protection

To react to the unavoidable noise in the vicinity of the airport, FBB is investing in a noise protection programme in which home-owners can receive vast extensive noise protection measures and compensation. Around 430 million euros have already been invested in passive noise protection at BER Airport, more than in Frankfurt, Munich and Hamburg combined.

Around 26,500 households are entitled to soundproofing. Local residents around BER can use the BER noise protection programme and apply for noise protection measures. It is then calculated for your houses which individual noise protection measures are required. FBB sends out entitlement determinations in which the specific measures are precisely listed. The residents can then commission a construction company of their choice to implement the identified noise protection measures. The costs are reimbursed by FBB after installation. Full compensation payments are due if the costs of the noise protection measures amount to more than 30 percent of the market value of the respective property and building or if there are no other technical solutions for adequate noise protection.

96% of all applications for noise protection measures that can be processed have been processed by FBB. However, less progress has been made with installation of the noise protection measures themselves. 96% of the more than 7,500 compensation payments offered have already been accepted and disbursed to the owners. However, a different picture emerges when it comes to structural implementation: Although around 13,000 documents for implementing structural noise protection measures were sent out by FBB and have been available in some instances to local residents for years, only 33 percent have actually used them to implement noise protection measures.

4.3 Air Quality

FBB had been investigating air quality in the area surrounding Schönefeld Airport since 2011. For this, special biomonitoring is carried out in which kale plants and honey are examined for contaminants. The reports provided to the airport company by the UMW environmental monitoring institute commissioned have been showing since 2011: Flight traffic at Schönefeld Airport had no relevant influence on the air quality in the region.

More information on air quality can be found online at:

Air (berlin-airport.de)

4.4 Climate Protection

One of the core tasks in environmental protection is to ensure ongoing reduction of BER's CO₂ emissions. The use of renewable energies and an energy-efficient infrastructure at BER have made a significant contribution towards climate neutrality since the airport went into operation. Compared to 2010, CO₂ emissions from all of FBB's activities were reduced by around 30% as of 2021. FBB is continuing along this path. The company's individual climate strategy will allow it to reduce the impact of airport operations on the environment and climate. To this end, CO₂ emissions will continue to be reduced successively and FBB's operations should be CO₂-neutral by 2045.

A large part of the energy supply at BER is currently secured using the process of highly efficient combined heat, power and cooling (KWKK): Gas-powered combined heat and power plants on the airport premises simultaneously supply electricity, heat and downstream cold. Since January 2012, FBB has been meeting the rest of its electricity needs with certified electricity from renewable sources. As part of the energy management system that has been in place since 2016, measures are being developed to reduce the airport's energy requirements and increase its energy efficiency. Climate protection is therefore viewed as comprising an integral approach that covers energy supply, airport operations and environmental protection.

5 Compensatory and replacement measures

Flughafen Berlin Brandenburg GmbH ensures with multiple projects that the unavoidable changes to the countryside are balanced ecologically through the development of the airport. Where habitats for animals and plants have been lost, high-quality replacement land in the scope of about 2,000 hectares has been created.

The airport company will essentially take over responsibility for the sustainable and optimal development of this land over a period of 25 years. Future expansion measures will also be supported ecologically by FBB specialists.

More information on compensatory and substitute measures implemented by FBB can be found online at:

[Grünflächen und Landschaftsparks \(berlin-airport.de\)](https://www.berlin-airport.de/gruenflaechen-und-landschaftspark)

5.1 Ecological upgrading

The greatest single project with the compensatory and substitute measures is the ecological increase in value of the Zülowniederung. The area is located in the south of Berlin between Mittenwalde, Dabendorf and Groß Machnow/Rangsdorf and comprises around 1,500 hectares of open lowlands. The airport company has implemented a variety of measures to enhance the open lowlands, which have been coordinated by Landschaftspflegeverein Mittelbrandenburg e.V. Flower borders, natural fallow ground and meadow extensifications have been created by local farms on their agricultural land according to nature conservation guidelines and will be maintained for 25 years. These have been supplemented by measures to bodies of water, ecological forest restructuring and tree planting which thereby enhance the area shaped by agriculture, and design the landscape in a more varied manner by means of smaller divisions of land use and an emphasis on existing structures. The compensatory measures improve the living conditions for flora and fauna and thus also the experience value of the Zülowniederung.

In the planning stipulation for the BER including the amendment decisions, a compensatory levy has been set for the areas sealed during the construction. The airport company pays a compensatory levy in the amount of 37 million euros to the Brandenburg nature conservation fund.

These funds are used to finance nature conservation projects and can therefore in the case of suitable project applications be channelled directly into the region.

6 Contact

Press office staff at Flughafen Berlin Brandenburg GmbH (FBB) are available as contact partners for all media representatives. More information is available at:

Company and Media (berlin-airport.de)

You can be added to our press mailing list on our website and enquire about photographing and filming permits. All press releases, publications, and an up-to-date media centre can also be found there.

For telephone enquiries during business hours:

Tel: 030 6091-70100

Or via email:

pressestelle@berlin-airport.de

6.1 Your contacts for media representatives

Sabine Deckwerth

Spokeswoman

Jan-Peter Haack

Spokesman

6.2 Range of information and services for journalists and passengers

Information for passengers on Berlin Brandenburg Airport (BER) and all press releases, basic information, photos, videos, direct quotes or the current publications to order can be found online at:

Media portal (berlin-airport.de)

Airport Info is available by telephone around the clock:

Tel.: +49 (0)30 6091-6091 0

All passenger information can also be found in the iOS or Android version of our **“Berlin Airport” app**. Both apps are free and offer passengers as well as meeters and greeters a comprehensive range of services relating to BER.



6.3 Social media

Follow us on Facebook or see more of BER on Instagram:

www.facebook.com/berlinairport

www.instagram.com/berlin_airport

Information on Flughafen Berlin Brandenburg GmbH (FBB) for media, politics & the public is available on the LinkedIn-channel of the airport operating company:

www.linkedin.com/company/berlin-brandenburg-airport

Our **Twitter service channel** can be found under the following link. Here we will answer your questions on the airport and actively provide information on service topics:

<http://twitter.com/berlinairport>