

Berlin, 15/09/2017

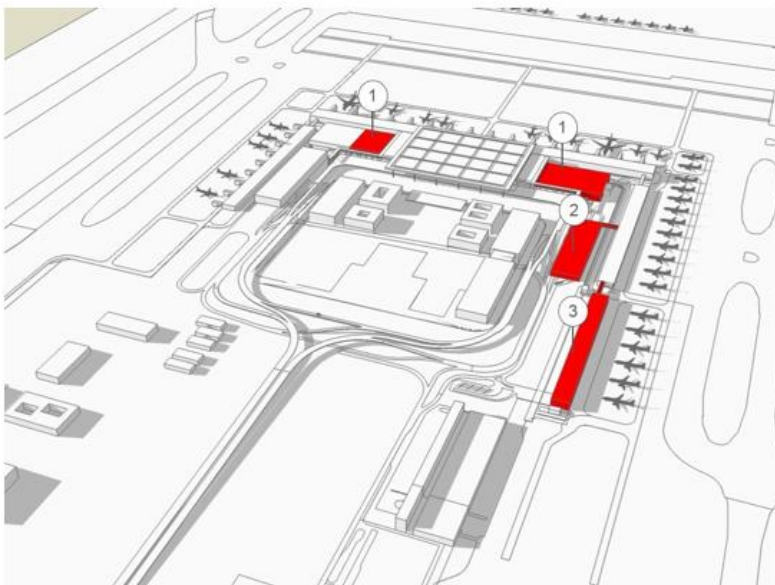
# Master plan 2040

## Step-by-step expansion in four phases

### Phase 0: Expansion up until the year 2021

Terminal "T1-E" is erected directly in front of the existing Pier Nord during the first building phase. Furthermore, Pier Nord should also be extended. More gates mean that entry for passengers is more convenient. Capacity of the BER terminal will be increased by five million passengers on a step-by-step basis after commissioning takes place due to optimisation of processes and expansion of the baggage reclaim area. Completion of this phase means the capacity of BER will be at 33 million passengers. In addition, capacity is also available at Schönefeld Alt.

## Master planning phase 0 Airport development 2018-2021



### Objective:

Secure and optimised process + quickest possible addition to capacity

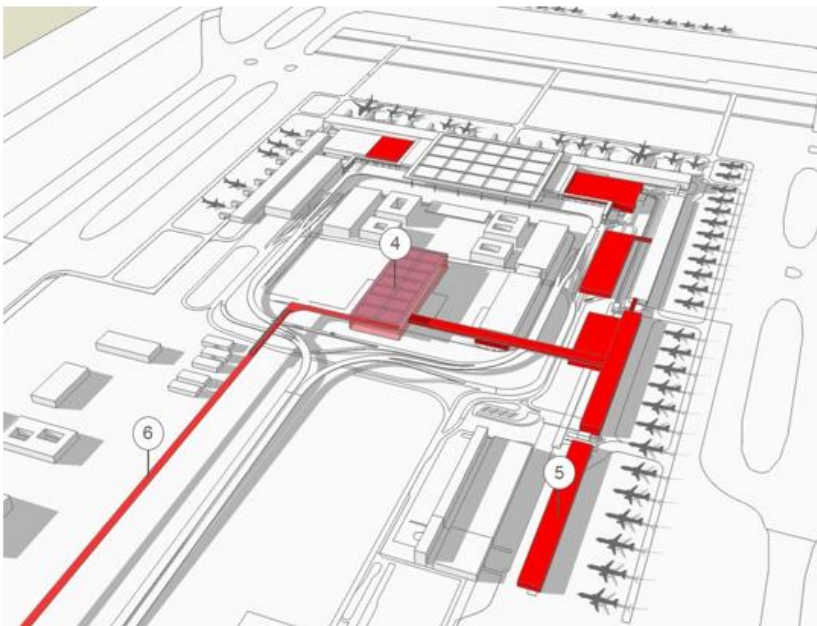
**Addition to capacity:**  
**from 22 to 33 million passengers**

- ① Operational optimisation and expansion of baggage sorting: **5 million passengers**
- ② New erection of T1-E: **6 million passengers**
- ③ Extension of Pier Nord Step 1

### Phase 1: A new terminal arises

By 2025 the new Terminal 2 will be opposite Terminal 1, featuring a total capacity of approx. 18 million passengers. Part of this terminal will be ready by 2025 so that 10-12 million passengers can arrive and depart from there. The capacity of BER will then be expanded to handle 43-45 million passengers. After this phase is complete, Schönefeld Airport will be closed.

## Master planning phase 1 Airport development 2022-2025



#### Objective:

Step-by-step expansion and ensuring handling of an increased number of passengers

#### Addition to capacity:

**from 33 to 43 - 45 million passengers**

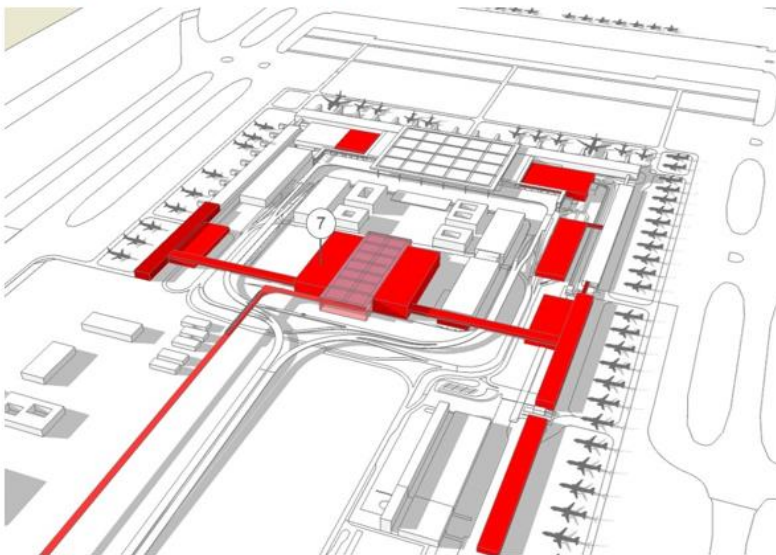
- ④ New erection of T2  
Step 1: **10-12 million passengers**
- ⑤ Extension of Pier Nord  
Step 2
- ⑥ PTS (Passenger Transportation System)

## Phase 2: Capacity expansion until 2030

Further expansion of Terminal 2 will take place to the south during phase 2. In addition, Pier Süd will be extended whilst the capacity of T1-E is reduced.

Approximately 48 million passengers can be handled at BER as a result.

## Master planning phase 2 Airport development 2026-2030



### Objective:

Proactive, needs-based expansion, completion of T2

**Addition to capacity:**  
from 43 - 45 to 48 million passengers

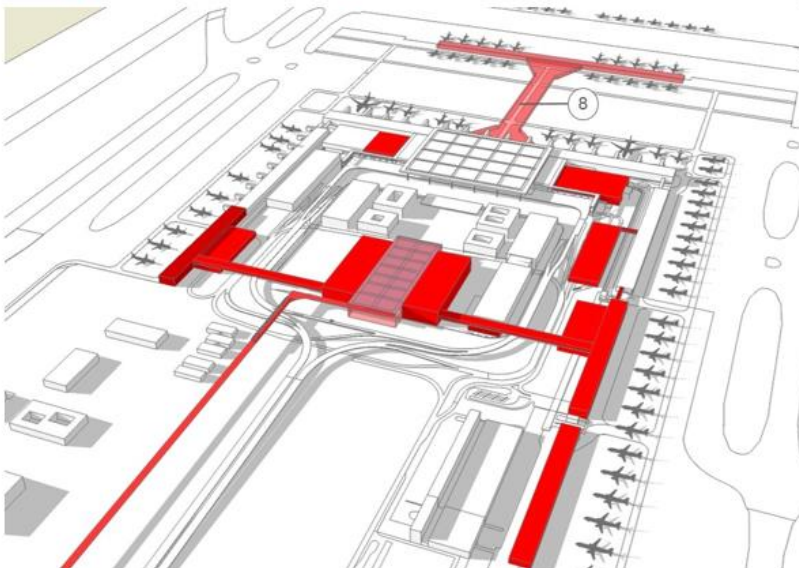
(whilst reducing capacity of T1-E from 6 to 3 million passengers )

⑦ New erection of T2: Step 2 as well as extension of Pier Süd: **6 million passengers**

### Phase 3: Expansion up to 55 million passengers

The last phase of the master plan covers erection of what is known as a satellite west of Terminal 1. A direct connection should exist between the buildings. The satellite allows for the handling of approx. 7 million passengers. After all building work is complete, BER will then be able to comfortably handle the expected total of 55 million passengers arriving at the airport.

## Master planning phase 3 Airport development 2031-2035



#### Objective:

Proactive, needs-based expansion, erection of satellite

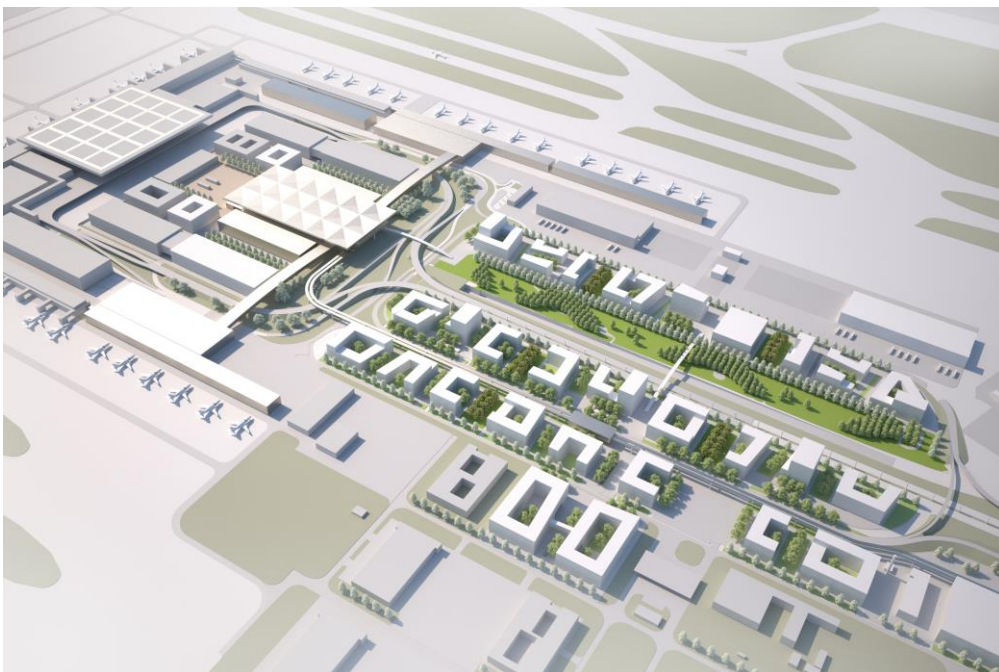
#### Addition to capacity:

**from 48 to 55 million passengers**

⑧ New erection of satellite and connection to T1:  
**7 million passengers**

In addition to the terminal capacities described, the necessary developments for operation on the airside such as taxiways, aprons, or operations buildings are accommodated in all phases.

**Central Scenario - prospective development of real estate in front of the terminals with increased potential**



### Construction of the government airport

The new government terminal provides a representative reception area for state visits for the Federal Republic of Germany, as well as a modern, functional terminal building for federal government flights. The project covers a reception and an administration building, as well as several hangars and the associated air traffic areas and outdoor sites. The future location of the planned government airport is in the northern part of the existing Schönefeld Airport (SXF).

FBB is responsible for carrying out the necessary land clearing including the complex cable laying procedures for the future government airport, paid for by the state. The work should be carried out from the middle of 2020 to the end of 2021 so that the site for the government airport can be handed over to the state by the end of 2021.

The use of a 25 metre wide strip on the building site ensures that even after the handover of the site at the end of 2021, it will be possible to handle around 10 million passengers per year at Schönefeld Airport.

## Master plan - optimising operating of the double roof Government airport

