Press folder
Berlin Brandenburg Airport

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1 Airport location

Berlin is a cosmopolitan metropolis in which more than 3.7 million inhabitants from 190 nations live and it welcomes almost 14 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. Due to the coronavirus crisis in October 2020, the month of the commissioning of Berlin Brandenburg Willy Brandt Airport (BER), the number of passengers was around 600,000 compared to around 3 million at Schönefeld Airport and Tegel Airport in October 2019. A total of around 9.1 million passengers were handled in 2020. The airport company again expects only 10-11 million passengers in 2021, around 30 percent of the pre-pandemic passenger volume.

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 renamed Flughafen Berlin Brandenburg GmbH (FBB). Aletta von Massenbach has been Chairwoman of the Executive Board since 1 October 2021; Michael Halberstadt has been Managing Director Human Resources and Labour Director since May 2020. The company’s registered office is in the municipality of Schönefeld. Jörg Simon has been the new Chairman of the Supervisory Board of Flughafen Berlin Brandenburg GmbH since 1 July 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 when BER was commissioned. The terminal areas at the former Schönefeld Airport are still used under the guise of BER Terminal 5.

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. Deutsche Lufthansa AG, MTU Aero Engines GmbH and Rolls-Royce Deutschland Ltd. & Co. KG 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 more than 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:

www.berlin-airport.de/de/unternehmen/jobs-und-karriere/index.php

The airport company is also using various tools to reduce running costs with respect to the effects of the coronavirus pandemic on flight operations and the drastic downturn in passenger numbers. An important tool here is short-time work. Together with the trade union ver.di, the airport company has also concluded a two-year contract to safeguard the future, “Our BER”. This enables the company to renounce forced redundancies despite job cuts.

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:

www.berlin-airport.de/de/unternehmen/jobs-und-karriere/ausbildung-und-studium/index.php
2 Berlin Brandenburg Airport

Berlin Brandenburg Willy Brandt Airport is located in south-east Berlin and has BER as an IATA code. BER concentrates all air traffic in the Berlin-Brandenburg capital region at one location. Around 43 million passengers can be handled annually at the three terminals T1, T2 and T5. Sufficient capacities are, therefore, available at BER, which can be further expanded as needed.

BER’s Terminal 1 was commissioned on 31 October 2020.

2.1 Traffic development

The number of passengers at the capital region’s airports has risen sharply in recent years, achieving an increase of 2.6 percent in 2019, when Tegel and Schönefeld Airports were still in operation, 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 around 9.1 million passengers were handled in 2020. This means that in the year of the coronavirus pandemic, only around a quarter of the passenger volume of the record year 2019 was recorded. With 105,000 aircraft movements, the decrease in 2020 was around two-thirds in comparison to the previous year, when almost 289,000 aircraft took off or landed at Tegel and Schönefeld Airports.

Current monthly traffic statistics can be found on our website:

http://www.berlin-airport.de/de/presse/basisinformationen/verkehrsstatistik/index.php
2.2 Destinations and Airlines

A total of around 190 destinations were flown to directly from Berlin and Brandenburg in 2019 by over 90 airlines before the coronavirus crisis. Taking into account the valid travel restrictions and quarantine regulations, these numbers have reduced over the course of the coronavirus pandemic: in 2020, around 80 destinations were served by 40 airlines, but not on a regular basis.

Before the pandemic, there were long-haul connections to Beijing (Hainan Airlines), Ulaanbaatar (MIAT Mongolian Airlines), Singapore (Scoot), Doha (Qatar Airways), New York (United Airlines and Delta Air Lines), Toronto (Air Canada Rouge) and also Philadelphia (American Airlines).

Only the connection to Doha (Qatar Airways) is currently being operated.
Market share in Berlin (January to December 2020)

The biggest airline in the capital city is easyJet, which offers around 80 connections from Berlin. The airline has flown to Schönefeld since 2004. After airberlin became insolvent, it established its second base in Berlin at Tegel in January 2018. The German capital is, therefore, the main location for easyJet on the European mainland. easyJet has flown from Terminal 1 since BER’s commissioning.

Ryanair, the second-largest airline in the region, has been flying to Berlin since 2003 and flies 55 routes from here. Regarding the 2019 summer flight schedule, the Irish airline also took over Laudamotion’s Berlin connections and flew to both Tegel and Schönefeld. Ryanair will also move into Terminal 1 when T5 temporarily closes in February 2021.

All of the Lufthansa Group airlines (Lufthansa, Swiss, Austrian, Brussels and Eurowings) also fly to BER Terminal 1 and connect their networks to Berlin through these feeder flights.

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.

https://www.berlin-airport.de/de/geschaeftspartner/airlines-handling/entgelte/flughafenentgelte/index.php

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 tower at Tegel was closed when Tegel Airport itself was closed down.

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 takeoff and landing times issued.

https://fluko.org/

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 Aeroground, Wisag, and Swissport/Gegenbauer, amongst others, 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:

https://ber.berlin-airport.de/de/fliegen/gepaeck/gepaeckermittlung.html

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 new airport covers a total area of 1,470 hectares, a figure corresponding to approximately 2,000 football pitches. The new 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". 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 will have 85 aircraft parking positions to begin with. A further 15 are currently under construction. Moreover, another 30 positions are available in the northern area (formerly Schönefeld Airport).

### 2.8 Terminal 1 in figures

Terminal 1 is the largest terminal at BER. With its structured façades 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 – observation deck

Terminal 1 facilities

• Ten check-in islands with a total of 118 desks, of which eight check-in islands are located in the main hall and one check-in island with twelve desks is located in both the North and South Pavilion. Furthermore, increased use of check-in self-service machines
• 36 security screening lines for departures and an additional five for transfer passengers
• Baggage reclaim hall with eight baggage reclaim carousels

Terminal 1 capacity

• Terminal 1 can handle approx. 25 million passengers annually.

2.9 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 on time at the end of September 2020 before BER opened; it is not yet in operation because of the low passenger numbers during the coronavirus pandemic.

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

Terminal 2 capacity

• Terminal 2 is designed to handle six million passengers annually.

2.10 Terminal 5 in figures

The existing facilities at what was formerly Schönefeld Airport will continue to operate under the name Terminal 5. Due to the collapse in passenger numbers caused by the coronavirus pandemic, Terminal 5 will be decommissioned for an initial period of one year from the end of February 2021 in order to save costs.

Terminal area

• Total floor area: over 17,000 m²

Terminal building
• Five terminal areas: K, L, Q, M Departure, M Arrival

Terminal 5 facilities

• 47 check-in desks
• Total of 15 security screening lines
• Baggage reclaim with a total of eight carousels (five in area L, five in area M Arrival)

Terminal 5 capacity

• Terminal 5 provides sufficient capacity for 10 to 12 million passengers annually.
2.11 Restaurants and shopping

A wide variety of services is available more than 110 shops, restaurants and service facilities, spanning over around 20,000 square metres at BER Airport’s Terminal 1 (T1). An extensive range of industries ensures that the various needs and expectations of passengers, meeters and greeters to employees and visitors are met. 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 tour operators and car rental companies are represented in arrivals. The range of service offerings is completed by, among others, a Deutsche Bahn travel centre, a tourist information centre and ATMs.

Terminal 2 and Terminal 5

Terminals T2 and T5 also offer a selected range of restaurant facilities. These include a café in T2, 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.

A supermarket, a bakery, travel agencies, tourist information offices and currency exchange counters are located in Terminal 5 on the landside. After the security controls, passengers have access to duty-free shops and food and drink facilities, such as a pub and a fast-food restaurant.
2.12 BER transport links

Train connection Terminal 1-2

The “Flughafen BER Terminal 1-2” railway station, with six tracks and three platforms, is located directly below Terminal 1. It is expected that two out of every three passengers will use public transport to travel to the new airport.

Once operations begin, the regional trains will run approximately every 15 minutes between Berlin Central Station and BER. The journey takes approx. 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.

Train connection Terminal 5

The former Berlin Schönefeld Airport railway station will remain in operation under the name “Flughafen BER Terminal 5”. Suburban rail will travel every 10 minutes between both stations, whilst buses will be every 5 minutes.

Services from 2020 onwards

- **FEX**: Central station (Hauptbahnhof) – Ostkreuz – BER Terminal 1-2 (every 30 minutes)
- **RE7**: Dessau, Bad-Belzig – Berlin city railway – BER Terminal 1-2 – Wünsdorf-Waldstadt (hourly service)
- **RB14**: Nauen – Berlin city railway – BER Terminal 1-2 (hourly service)
- **RB22**: Potsdam – Golm – BER Terminal 1-2 – Königs Wusterhausen (hourly service)
- **S9**: Spandau – City railway – BER Terminal 5 – BER Terminal 1-2 (every 20 minutes)
- **S45**: Südkreuz – BER Terminal 5 – BER Terminal 1-2 (every 20 minutes)
- **Intercity Dresden – BER T1-2 – Rostock (several times a day)**

Services from 2022 onwards

Train services will be optimised by the end of 2022. This will include “Flughafen BER Terminal 5” railway station being integrated into regional transport. Commissioning of the Dresdner Bahn (Berlin-Dresden railway), due to take place from 2025 onwards, will
further expand transport services and reduce the Airport Express (FEX) journey time to and from Berlin Central Station to just 20 minutes.

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. Terminal 5 can also be reached via the no. 7 junction “Schönefeld-Süd” and the B96a.

There are a total of around 14,000 parking spaces are 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. Terminal 5 has three car parks and a multi-storey car park with a total of around 4,000 spaces. Car park P51 is a two-minute walk from the terminal. The P52 short-term car park is directly in front of terminal area L. Disabled parking spaces are located at P56. Car park P54 is a short walk away from the terminal and has eight charging stations each with two charging points for electric vehicles. It is possible to book car parking in advance. Car parking facilities are managed by the company APCOA.

https://ber.berlin-airport.de/de/orientierung/parken.html
3 Planning and constructing 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. That is why the commissioning of Terminal 2 was postponed until passenger numbers rise again, the planned further expansion of BER with Terminals 3 and 4 was stopped for the moment.
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.
- 1999: Signature of the agreements regarding the resettlement of the municipality of Diepensee and the partial resettlement of the municipality of Selchow.
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 approved 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.

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 (OVG) 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 2021 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.

3.3 Costs & financing

The building costs for BER amount to EUR 5.9 billion. This figure includes all of the construction and planning services undertaken since the start of construction work back in 2005, including the expected subsequent costs, as well as any costs incurred as a result of the opening dates being postponed. These include, for example, costs for implementing the fire safety concept, which has become more complex due to the expansion work, the upgrading of the smoke extraction system, the structural completion of the terminal and other construction and planning services. The total amount also includes EUR 765 million for implementation of the noise reduction program and other structural implementations such as renovation of the north runway, and the costs for the government terminal reimbursed by the Federal Government.

This total does not include any costs which are to be clearly distinguished from the completion work and opening of BER. These costs include, for example, the expansion of the location in the medium term, such as the construction of Terminal 2. Even if the airport had opened earlier as planned, provision was already in place for the further expansion of the location in order to be able to cater for the increasing number of passengers. Financing costs (such as debt servicing) are not included either. Interest is accrued
as scheduled and is not included in BER's construction costs (production costs) in accordance with Section 255 (3) of the German Commercial Code (HGB). In addition, the construction costs do not include compensation payments owing to the postponement of the opening date in 2012, as these costs can be attributed neither to BER's commercial nor tax-related investments.

The construction costs of EUR 5.9 billion for BER were financed through FBB contributions (15%), shareholder funds, as well as in the form of equity and shareholder loans (39%) as well as guaranteed bank loans (47%).

The European Commission verified the financing from shareholders in 2009, 2012, and 2016 and stated that it was in line with European state aid law.

The 2020 business plan envisaged a total financing requirement of around EUR 792 million for 2021 to 2024, of which up to EUR 400 million was to be generated on the capital market without guarantee. The COVID-19 pandemic and the resulting loss in revenue significantly increase the financing requirements, which can only be partially compensated for with an efficiency programme from FBB. At the same time, borrowed capital is currently not presentable for FBB because of the pandemic.

For this reason, FBB has submitted applications for funding for 2020 and 2021 in the form of grants and loans to the shareholders under the Federal Framework Scheme for Financial Assistance Airports.

The financing requirement from 2022 onwards depends on the further development of the pandemic.
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 26,000 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:

umwelt.berlin-airport.de
schallschutz.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.

Detailed information on the subject of aircraft noise can be found online at: laerm.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 360 million euros were invested in passive noise protection at BER Airport by the end of 2020, more than in Frankfurt, Munich and Hamburg combined.

Local residents around BER can use the BER noise protection programme and apply for noise protection measures. The individual noise protection measures required for their homes is then determined. FBB sends out entitlement determinations in which the specific measures are precisely listed. Local residents can then hire a construction company of their choice to implement the determined noise protection measures. The costs are reimbursed by FBB after installation.

It should be noted here that in the daytime protection zone of the BER’s noise protection programme, the health protection in living spaces common at other German airports is not sufficient; uninterrupted communication must be guaranteed. This leads to tremendously high costs and very extensive noise protection measures, and consequently, many thousands of houses in the daytime protection zone receive pure compensation payments instead of structural noise protection measures. These compensation payments are due if the costs of the noise protection measures amount to more than 30 percent of the market value of the property and building or if it is not technically possible to implement the noise protection.

Six months before commissioning, all processable applications for noise protection measures were processed by FBB by the beginning of May 2020 as required by the responsible authority. This still looks very similar at the end of 2020. The 150 applications that were yet to be processed at this time were largely received by FBB after BER was commissioned.
Conversely, the implementation of noise protection measures has made less significant progress. Even though 96 percent of the more than 7,000 compensation payments offered have already been accepted by the owners and paid out, structural implementation shows reveals a different picture: 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 31 percent have actually used them to implement noise protection measures.

More information on the noise protection programme can be found online at: schallschutz.berlin-airport.de

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: luft.berlin-airport.de

4.4 Climate protection

One of the key tasks in environmental protection lies in continually reducing the CO₂ emissions of operations in the existing airports. The use of renewable energies and the energy-efficient infrastructure at Berlin Brandenburg Airport (BER) will contribute notably to improving the energy footprint when the airport is commissioned. FBB aims to reduce the impact of airport operations on the environment with an in-house climate control strategy. The CO₂ output should be reduced gradually over time and the infrastructure should be carbon neutral by 2050.

Around half of the energy supply at the BER is secured by means of a highly efficient combined heat, cooling and power system: Gas-fired co-generation units on the airport site supply simultaneous electricity, heat and cooling. Since January 2012, FBB has been covering the other half of the electricity demand fully with certified electricity from renewable sources. This reduces the CO₂ output of all emissions produced through the operation of the airport by around 50 percent.
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:

https://www.berlin-airport.de/de/unternehmen/umwelt/natur-und-landschaft/index.php

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.

5.2 Amphibian relocation

During the construction works for BER ecological building support ensured the minimisation of environmental impacts and the toll on nature. This included, for example, the protection of trees and the resettlement of amphibians and bats. Ecologists have resettled several thousand amphibians in newly created replacement bodies of water, including garlic and common toads, moor frogs, as well as other amphibians that were found in the ponds on the construction site. The ecological building support relates to the whole construction site plus the infrastructure measures that needed to be undertaken outside the airport site, for example road and rail connections as well as cable routing.
Based on passenger development and an air traffic forecast – from the time before the coronavirus pandemic – a decision was made notably to adapt the landside terminal infrastructure part of the Master Plan. According to the forecast, around 55 million passengers were expected in 2040.

6.1 First expansions

As part of the first construction stage, Terminal 2 has been built directly in front of the existing North Pier based on the Master Plan. T2 is designed to handle 6 million passengers and will be used as a processor. It provides all of the various functions, ranging from check-in, baggage check-in and reclaim to security screening and service facilities, right through to retail and restaurants. Aircraft are embarked from the North Pier, to which Terminal 2 is connected via two bridges.

Terminal 1 was opened with a capacity of approximately 25 million passengers but, in subsequent years, will be used at a capacity of approximately 27 million passengers per year. In addition, Terminal 5 BER to the north of BER, formerly Schönefeld Airport, provides capacity for 8 to 10 million passengers per year.
Overall, a total of up to 43 million passengers will be able to fly to and from Berlin each year from BER.

6.2 Terminal 3

The new Terminal 3 was to be built opposite Terminal 1 by the end of the 2020s. These plans have been postponed due to the corona-related passenger development. In total, the T3 site would have a total capacity of up to 15 million passengers, making it possible to handle up to 48 million passengers a year.

6.3 Further terminal expansion

As a counterpart to Terminal 3, Terminal 4 with its capacity of 6 million passengers per year could be built to the south. Terminal 1 can also be extended to the west by another pier and satellite. The focus of this expansion step is on waiting rooms with aircraft positions close to the building, which passengers can easily access via bridges, and additional non-aviation areas. Once all terminal expansions are complete, BER would be able to handle up to 55 million passengers per year.
High-resolution site map: https://www.berlin-airport.de/de/presse/publikationen/geschaeftspartner/2020/2020-05-Masterplan2040_.pdf
A glimpse of the future: BER could look like this.
With a total property portfolio covering an area of approximately 325 hectares, the airport company is the largest provider of premium airside and landside development areas surrounding Berlin Brandenburg Airport (BER). The portfolio includes development areas with different locational qualities and key areas of use. The aim of this property-related development for the location is to establish high-quality uses near the terminal as well as establish the airport location with its development districts as an independent sub-market within the Berlin property market.
There are approximately 240 hectares available in total for landside property development. Project developers and investors have recognised the location’s potential at an early stage and have already implemented their first projects. In addition to meeting the demand of airport-related users, suitable properties can be marketed to virtually all user groups, from offices, hotels, leisure facilities, congress and conference halls to industry, right through to production businesses and light manufacturing.

7.1 Airport City

A glimpse of the future: BER with Airport City

Source: AMD-ASTOC

The BER 2040 Master Plan project has defined the expansion of the infrastructure, concentrated between the runways for take-off and landing, in the so-called “Midfield Scenario”. Airport City at Berlin Brandenburg Airport is due to be created in the area stretching from Terminal 1 to the A113 motorway, potentially covering a net area of around 987,000 square metres. The urban concept outlines a high-quality location that combines a variety of different functions into one both within the development area as well as within the buildings. The intention is to build quarters (Airport City, Midfield Gardens, Airgate) with a significant focus on office space and an urban quality profile that will benefit just as much from the direct proximity to the passenger terminal as they will from the excellent design quality of the buildings, open spaces and green areas.
Restaurants, service solutions and local supply units are due to be based in the ground floor areas.

7.2 Business Park Berlin

The entire development activities in the Business Park Berlin are being carried out in three autarkic construction phases. The first two development phases are financially supported using funds provided under the joint agreement “Improvement of Regional Economic Structures” (GRW). Even before the opening of BER it has been possible to market and build on around 60 of the total 109 hectares. The realisation of the third development phase is carried out depending on the demand situation and the companies settling at the location.

7.3 Northgate Central – quarters at Am Seegraben

The implementation of the approximately 48-hectare large Northgate Central quarter will only be possible when Schönefeld Airport is closed, resulting in a new urban quarter linked to Schönefeld village south of the railway lines and the railway station. More offices and an option to construct (company-owned) apartments and local amenities would go here. An initial area of 16,408 m², “Quartier Am Seegraben Nord” is currently under development. The main objective is to rearrange the area between the existing InterCity Hotel and the A113 through commercial usage and to shape it as an entrance to the village of Schönefeld. Creation of another development area ”Quartier am Seegraben Süd”, with an area of around four hectares directly opposite and south of the B96a, is currently being prepared. Commercial use will also be dominant there. Future development should suffice, just like the quarter north of the B96a, as a representative entrance to the village.
7.4  Maintenance Area

The maintenance companies operating at BER Airport as well as service facilities of FBB are housed in the district of the Maintenance Area. There are already two maintenance hangars in use there. A fire station, a special equipment building and a parking facility for the special and winter services are also located on site. There are also plans for the implementation of another maintenance hangar at the northern end of the planned area.

Your contact regarding the subject of property development can be found here:

8 Contact

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

presse.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: + 49 (0) 30 6091-70100

Or via email:
pressestelle@berlin-airport.de

8.1 Your contacts for media representatives

Hannes Stefan Hönemann
Head Corporate Communication

Sabine Deckwerth
Spokeswoman

Jan-Peter Haack
Spokesman

8.2 Range of information and services for 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:

www.berlin-airport.de

Airport Info is available by telephone around the clock:
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.

8.3 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 Twitter channel Airport Corporate News:

http://twitter.com/ber_corporate

Our Twitter 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