

Annual Report 2014

SXF, TXL & BER

→ Flughafen Berlin Brandenburg GmbH

Passengers in 2014

Berlin total	27,980,533
Berlin Schönefeld	7,292,517
Berlin Tegel	20,688,016

Aircraft movements 2014

Berlin total	252,522
Berlin Schönefeld	70,325
Berlin Tegel	182,197

CEO

Dr Karsten Mühlenfeld

Chief Financial Officer

Heike Fölster

Shareholders

Federal Republic of Germany	26 %
State of Berlin	37 %
State of Brandenburg	37 %

Airlines 72

Destinations 171

Associates (per 31/12/2014)

Total	1,802
thereof SXF	1,306
thereof TXL	496
Vocational trainees	81

Contact

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Contents

Before We Begin	4
Foreword by the Acting Supervisory Board Chairperson	4
Editorial by the CEO	7
Air Traffic in the Capital City Region	8
Top 3 in Germany	10
Traffic Statistics 2014	12
Destinations 2014	16
Cargo	18
Service and Shopping	20
Investment Location BER	22
News from BER	24
BER Opening in 2017	26
Milestones to the Opening	28
The Airport as a Neighbour	30
Environs Work	32
Noise Protection Programme BER	34
Environment	36
Aircraft Noise Management	38
Transparent Information	42
Air Quality Monitoring	44
The Green Ribbon	46
About Us	48
Company Structure	50
More Passengers, More Jobs	52
Attractive Employer	54
How to Reach Us	56
Shareholder Structure	59
Our Figures	60
Balance Sheet	62
Income Statement	64
Cash Flow Statement	65
Analysis of Shareholders' Equity Movement	66
Notes	68
Analysis of Fixed Assets Movement	84
Management Report	88
Auditor's Opinion	123
Legal Information	124

Foreword

Dear Readers,

At the close of the eventful year 2014, the schedule for completion of the Berlin Brandenburg Airport was presented in December; in the opinion of the Supervisory Board, this schedule is both coherent and transparent. The milestones it establishes were achieved punctually during the first months of 2015. In any case, the Supervisory Board will continue to support the Airport Company in the achievement of its target for operational startup of the new airport in the second half of 2017. We can be confident of achieving this target, and not only because the specialists on the construction site have successfully mastered the technical problems, but also because we have restructured the Company and given management the authority to carry out its functions as the constructor in their full scope. Moreover, the airport has picked up the pace in the processing of the noise protection applications, an important contribution to peaceful co-existence with the environs that is

equally important to the Company. Among other good news in the new year, we can report that we have obtained the services of Karsten Mühlenfeld as the successor for Hartmut Mehdorn, a person who deserves our full trust. In summary, we can say: The course has been set for the successful conclusion of the BER project. We will continue to work together to complete successfully the most important infrastructure project in the capital city region so that the facility is ready to commence operations. Our concentration on the subject of

BER must not cause us to forget that FBB is a company with the primary task of developing air traffic. Both management and associates brilliantly mastered this challenge in 2014. Our Airport Company is a successful company that will also seize all of the opportunities for growth that will be found at the new airport. Almost 28 million passengers is a great success, especially in consideration of the various bottlenecks that exist, and speaks volumes about the attractiveness of the Berlin-Brandenburg region.



A handwritten signature in black ink, reading "Rainer Bretschneider".

Rainer Bretschneider,
Acting Supervisory Board Chairperson of
Flughafen Berlin Brandenburg GmbH



FLUGHAFEN BERLIN BRANDENBURG WILLY BRANDT



BERLIN BRANDENBURG AIRPORT

B05 B05

SIXT

Editorial

Dear Readers,

Berlin-Brandenburg is one of the most interesting aviation sites in all of Europe. Growth in the number of passengers has been above average for twelve consecutive years. In 2003, 13.3 million passengers flew to and from Berlin. Now, in 2014, the number was just short of 28 million passengers, more than twice as many. Growth rates of this magnitude have made FBB one of the most successful airport operators in Germany.

The positive development is reflected as well in the rise in sales revenues in the Aviation sector, enabling us to make our own contribution to the financing of the new Berlin Brandenburg Airport. Besides the operation of the TXL and SXF sites, of course, the most important task facing the Airport Company is the secure and fast operational startup of BER in the second half of 2017 as set forth in the schedule tables adopted in the past year.

Until BER goes into operation, we will do everything necessary to offer the best possible service to the airlines and their guests at both Schönefeld and Tegel. This is the motivation behind FBB's creation of an investment programme worth €19 million for maintenance measures at heavily trafficked Tegel Airport this year. We will also prepare an investment programme for Schönefeld Airport; it has become necessary because of the positive development in passenger numbers and the recent announcements by airlines of their intention

to add more flights to the schedule at Schönefeld.

The success of our two airports, however, establishes an obligation for us to take the required measures in good time to ensure that BER has sufficient room for additional growth. First of all, we will complete the airport according to the current plans. Naturally, we are already considering steps for expansion after the opening. BER is the most significant infrastructure project for Berlin-Brandenburg and will bring additional impetus in the direction of mobility and growth to the region.



Dr Karsten Mühlenfeld
CEO Flughafen Berlin Brandenburg GmbH



Air Traffic in the Capital City Region







airberlin is the airline with the largest market share at the airport site Berlin-Brandenburg

Top 3 in Germany

Air traffic in Berlin-Brandenburg continues to grow

In 2014, passengers could choose from among 171 destinations in 52 countries.

← Picture page 8/9: The German national football team with the World Cup in their bags were greeted at Berlin-Tegel Airport on 15 July 2014.

The Flughafen Berlin Brandenburg GmbH is one of the most successful airport companies in Germany. The airport site has grown at an above-average rate for twelve years in succession. Almost 28 million passengers represent a new record level. Close to 21 million passengers were welcomed at Tegel last year. Schönefeld Airport has returned to an upward trend as well. The figure of over seven million

passengers is one of the best results of all time. The number of aircraft movements also increased in 2014 in comparison with the previous year and rose by about 5% to over 250,000. In 2014, a total of 171 destinations in 52 countries were shown on the schedules. Especially airberlin increased its capacities. airberlin now has two flights a day to Abu Dhabi, and there were daily flights to Chicago in the



Taking off on holiday with easyJet at Berlin-Schönefeld Airport.

New record in the number of passengers: almost 28 million passengers passed through the gates in Berlin.

summer. The Lufthansa subsidiary Germanwings added new routes from Tegel. At the Schönefeld site, easyJet, Ryanair and Norwegian in particular increased the number of flights significantly.

Further investments planned

Tegel and Schoenefeld Airports will be upgraded further until the opening

of BER. Following the investment of €20 million in 2013, the realisation of another programme is about to start in this year. The objective is to guarantee air traffic that flows as smoothly as possible and that offers attractive service to passengers.

Outlook 2015

The development in traffic figures was positive right from the beginning

of 2015. In the months from January to May, there was an increase in the number of passengers of about 4% in comparison with the same period of 2014. All in all, it can be assumed that the trend will continue and that the airport site will again grow at an above-average rate. The aircraft movements are expected to remain at about the same level as last year.

Total Berlin Traffic Statistics



	2014	Change from previous year in %
A. Total passengers	27,980,533	6.3
I. Local traffic	27,956,527	6.3
1. Scheduled services	27,494,286	6.6
a) Domestic	7,704,526	1.8
b) International	19,789,760	8.6
2. Occasional carriage	462,241	-7.7
a) Charter traffic	425,196	0.7
b) Tramp and demand traffic	25,241	-63.5
c) Other traffic	11,804	26.5
II. Transit	24,006	6.2
B. Total aircraft movements	252,522	5.2
I. Commercial traffic	240,179	5.0
1. Scheduled services	225,423	5.2
a) Passenger traffic	222,762	5.0
b) Freight traffic	2,661	20.8
2. Occasional carriage	14,756	2.7
a) Charter traffic	3,279	10.6
b) Tramp and demand traffic	5,561	-2.9
c) Freight traffic	151	-76.2
d) Other traffic	5,765	14.4
II. Non-commercial traffic	12,343	8.5
C. Total air freight	43,387,704	23.1
I. Total local traffic	42,425,242	24.2
a) Discharging	18,416,118	18.8
b) Loading	24,009,124	28.6
1. Scheduled services	41,490,611	27.8
a) Freighters	5,705,185	28.2
2. Occasional carriage	934,631	-45.3
a) Freighters	911,009	-45.7
II. Transit	962,462	-10.1
III. Trucking	0	0.0
D. Total airmail	5,355,457	-1.9
I. Local traffic	5,353,176	-1.9
1. Overnight airmail	5,280,627	1.7
II. Transit	2,281	25.7

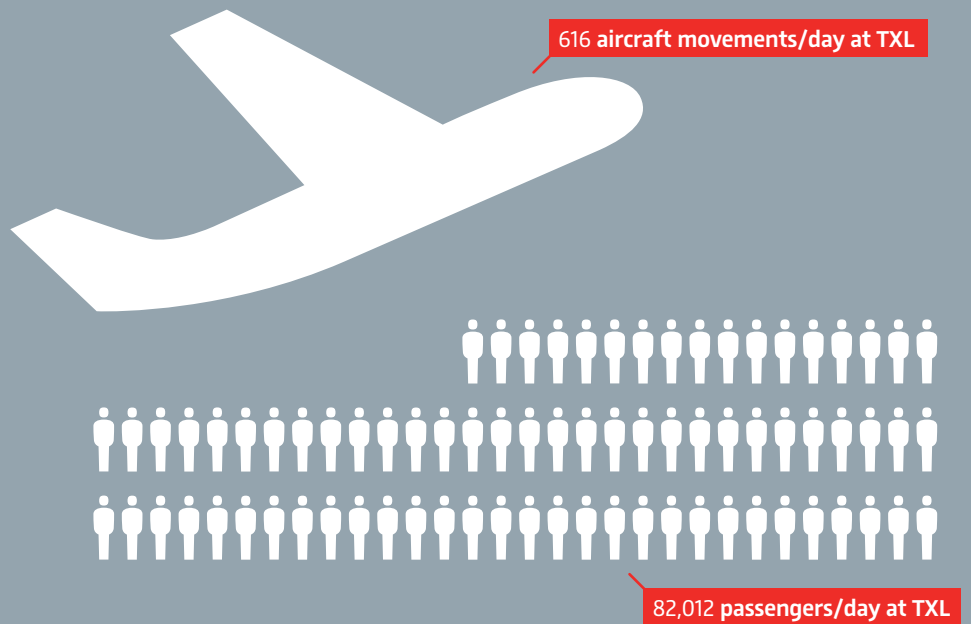
SXF and TXL

Peak Values 2014*

Peak Days

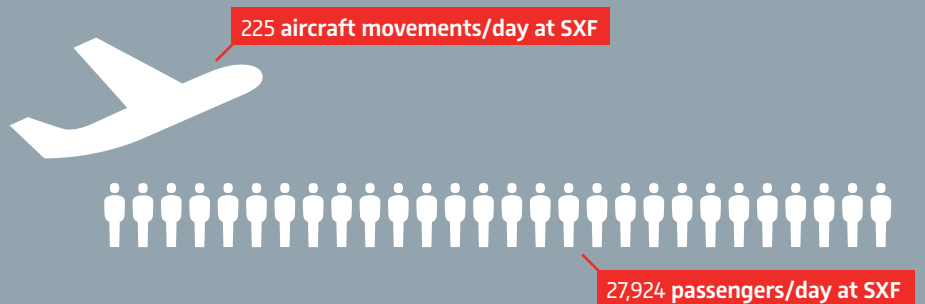
Tegel

26/09/2014
82,012 passengers
06/06/2014
616 aircraft movements



Schönefeld

19/10/2014
27,924 passengers
27/06/2014
225 aircraft movements



Peak Hours

Tegel

19/05/2014
8–9 a.m.
6,525 passengers

07/05/2014
8–9 a.m.
52 aircraft movements

Schönefeld

27/10/2014
8–9 p.m.
3,095 passengers

23/09/2014
9–10 p.m.
24 aircraft movements

*Special flights during the ILA 2014 in Schönefeld excluded.

SXF

Traffic Statistics

Schönefeld



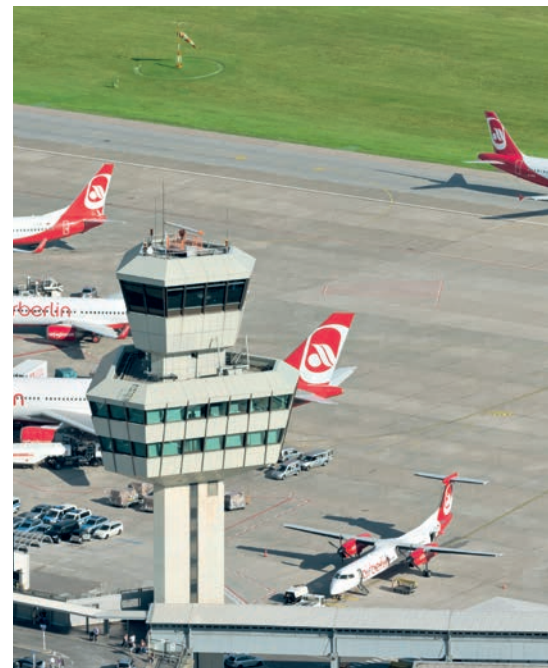
	2014	Change from previous year in %
A. Total passengers	7,292,517	8.4
I. Local traffic	7,281,156	8.4
1. Scheduled services	7,041,175	9.1
a) Domestic	3,255	15.7
b) International	7,037,920	9.1
2. Occasional carriage	239,981	-8.4
a) Charter traffic	215,568	-10.3
b) Tramp and demand traffic	14,478	6.3
c) Other traffic	9,935	25.8
II. Transit	11,361	-12.8
B. Total aircraft movements	70,325	7.7
I. Commercial traffic	62,471	7.1
1. Scheduled services	52,156	6.9
a) Passenger traffic	49,967	6.1
b) Freight traffic	2,189	26.6
2. Occasional carriage	10,315	8.1
a) Charter traffic	1,605	0.0
b) Tramp and demand traffic	3,981	14.6
c) Freight traffic	129	-79.2
d) Other traffic	4,600	19.8
II. Non-commercial traffic	7,854	13.5
C. Total air freight	7,827,406	6.2
I. Total local traffic	6,877,321	7.7
a) Discharging	3,410,189	4.8
b) Loading	3,467,132	10.8
1. Scheduled services	6,621,936	29.7
a) Freighters	5,651,153	33.0
2. Occasional carriage	255,385	-80.0
a) Freighters	255,379	-80.0
II. Transit	950,085	-3.6
III. Trucking	0	0.0
D. Total airmail	7,229	8.6
I. Local traffic	5,527	-8.5
1. Overnight airmail	0	0.0
II. Transit	1,702	176.7

TXL

Traffic Statistics

Tegel

	2014	Change from previous year in %
A. Total passengers	20,688,016	5.6
I. Local traffic	20,675,371	5.6
1. Scheduled services	20,453,111	5.7
a) Domestic	7,701,271	1.8
b) International	12,751,840	8.3
2. Occasional carriage	222,260	-6.9
a) Charter traffic	209,628	15.3
b) Tramp and demand traffic	10,763	-80.6
c) Other traffic	1,869	30.2
II. Transit	12,645	32.1
B. Total aircraft movements	182,197	4.3
I. Commercial traffic	177,708	4.3
1. Scheduled services	173,267	4.7
a) Passenger traffic	172,795	4.7
b) Freight traffic	472	-0.4
2. Occasional carriage	4,441	-7.9
a) Charter traffic	1,674	23.2
b) Tramp and demand traffic	1,580	-29.8
c) Freight traffic	22	5.1
d) Other traffic	1,165	-2.8
II. Non-commercial traffic	4,489	0.6
C. Total air freight	35,560,298	27.6
I. Total local traffic	35,547,921	27.9
a) Discharging	15,005,929	22.5
b) Loading	20,541,992	32.2
1. Scheduled services	34,868,675	27.5
a) Freighters	54,032	-73.0
2. Occasional carriage	679,246	56.8
a) Freighters	655,630	62.8
II. Transit	12,377	-85.3
III. Trucking	0	0.0
D. Total airmail	5,348,228	-1.9
I. Local traffic	5,347,649	-1.9
1. Overnight airmail	5,280,627	1.7
II. Transit	579	-51.7





GERMANY

- Düsseldorf
- Frankfurt am Main
- Friedrichshafen
- Karlsruhe/Baden-Baden
- Cologne/Bonn
- Mannheim
- Memmingen
- Munich
- Nuremberg
- Saarbrücken
- Stuttgart
- Westerland

• Reykjavik



- Chicago
- Miami
- New York Newark
- New York JFK



- Punta Cana
- Varadero

• Funchal

• La Palma

• Tenerife

• Gran Canaria

• Lanzarote

• Fuerteventura

• Casablanca

• Marrakech

• Agadir

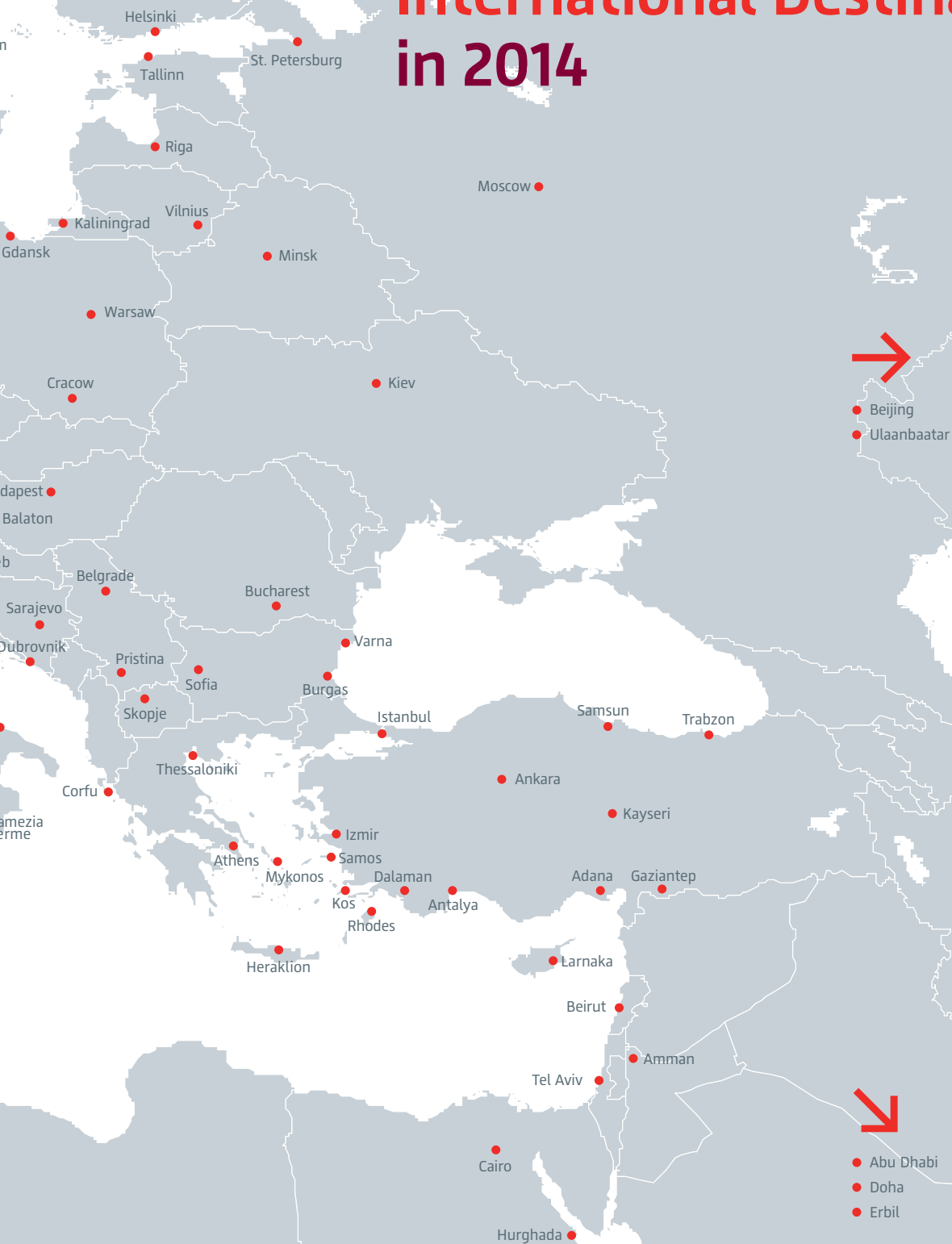
• Algeria

• Djerba

• Malta

• BERLIN

International Destinations in 2014





Relief flight from the German Red Cross to Ukraine in March 2014.

Cargo

Air freight in Berlin

Air freight volume in Berlin rose faster than the national average as well. In 2014, 43,388 tonnes of air freight were transported by plane, an increase of 23%. On average, the other commercial airports posted no more than 5% growth. Additionally, 5,355 tonnes of overnight airmail were flown to Stuttgart in fulfilment of orders from Deutsche Post World Net AG (-2%). An additional 13,000 tonnes from the airlines and about 21,000 tonnes from shipping agents were processed as air freight delivered by lorry to the European hubs of the airlines via the

air freight facilities in Berlin. In total, about 83,000 tonnes of air freight were transshipped through the freight facilities of the Berlin airports in 2014 (+6%).

Freight at SXF, TXL and BER

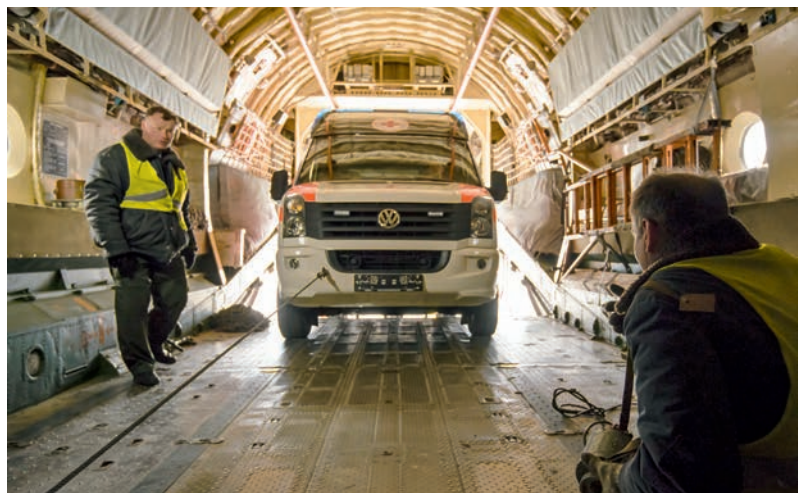
About 7,800 tonnes of air freight were transshipped at Schönefeld (+6.2%) in 2014. Growth drivers are the express services TNT Express, UPS and FedEx. FedEx flies every workday from the European hub in Paris to the Polish commercial metropolis Gdansk via

Berlin. TNT Express also flies to Gdansk from its European hub in Liege via Berlin, while UPS takes off to its European hub in Cologne. The German Red Cross sent relief material flights from its relief materials centre at Schönefeld Airport (which is open 24 hours a day) to Erbil in Northern Iraq, Sierra Leone and other areas in 2014.

Last year, about 35,500 tonnes of air freight (+27.6%), 5,450 tonnes of airmail and about 34,000 tonnes in air freight substitute carriage were transshipped at Berlin-Tegel for airlines and forwarding agents by the two



The German Red Cross flew relief materials for the fight against Ebola to Sierra Leone in November 2014.



Ambulances are loaded into the Ilyushin IL-76.

cargo handlers Wisag Cargo Service and Swissport Cargo Service. Growth drivers were the increased long-haul routes for airberlin and the Airbus A330 flying to Doha for Qatar Airways. In response to the more than doubled freight volume since 2009, an additional 500 square metres of transshipment area was created at Tegel. The belly cargo at Schönefeld has been handled by the Cargo Center at BER since August 2013. Besides the cargo handler Wisag Cargo Service, other tenants moving into office space include Lufthansa Cargo, the freight gen-

eral sales agents Air Logistics and ATC Aviation and the shipping agents DHL and Müller & Partner. Border Veterinary Service, plant health inspection and customs are also located here. The Cargo Center has a refrigeration centre for the handling of up to 120 Euro pal-

lets in two temperature zones. There is a transshipment area of about 10,000 square metres for freight transshipment which can handle up to 100,000 tonnes of freight per year. Direct apron access ensures fast transfer to the aircraft.



Passengers can enjoy a wide selection of shopping opportunities on Boulevard Tegel.

Restaurants, shopping and services Services for travellers at SXF and TXL

The Non-Aviation business at the Berlin airports Schönefeld and Tegel continued to develop successfully last year. Additional areas were opened, numerous new concepts were realised and the range of offered services was expanded so that passengers could enjoy the most pleasant time possible while they were at the two airports. Since the middle of 2012, there have been future-oriented changes for just under one-third of the Non-Aviation

facilities and providers.

Among the new providers in the restaurant sector in 2014 were the urbane bistro "Traiteur" (offering a broad selection of high-quality products), "my smart break" (pampering passengers with fresh products from its own production) and "Kamps Backstube" (with coffee specialities, baked goods and snacks). Besides the new landside openings, passengers will find another Marché bistro airside.



Coffee or a sandwich before taking off? The “Kamps Backstube” has refreshments for passengers at Tegel Airport.



The bistro “Traiteur” was a new opening at Tegel Airport in 2014.

Familiar shop products were expanded by the addition of new ideas and supplemented with attractive product lines. For instance, travellers will find two newly opened shops in Terminal C3 immediately after going through the security checkpoints. One is the Heine-mann shop offering an extensive range of duty-free and Travel-Value products, while the other is the concept of “hub CONVENIENCE”, a diversified mix of books and press, souvenirs, traditional

sweets and refreshing beverages. Moreover, the range of offered services has been expanded and now includes the currency exchange Travelex as well as additional cash point locations from various banks and the “Metro-politan Pharmacy” at its new central location on Boulevard Tegel. An especially satisfying aspect is that all of the new tenants are long-term partners who will also be operating facilities at Berlin Brandenburg Airport.

Passengers at Schönefeld Airport also benefit from a highly diversified range of products and services before and after the security checkpoints. A large duty-free walk-through shop right after the security checkpoints in Terminal A tempts passengers to take a shopping stroll, and in Terminal D passengers will find striking souvenirs as well as many other accessories and specialities in the newly opened shop “Remember Berlin”.



Another 3-star hotel is under construction in the Airport City. The investor is Dietz Airport Hotels Grundbesitz GmbH; operator is the Intercity Hotel GmbH. The planned facility will have 359 rooms as well as conference and wellness areas.

Investments at BER

Individual utilisation concepts in the airport vicinity

The airport is the biggest seller of high-quality commercial sites around Berlin Brandenburg Airport. BER stands for the best business and investment prospects. Project developers and investors were swift to recognise the potential and opportunities provided by the location, and the first pilot projects have been completed. The portfolio currently comprises a total of nine development areas, both on the airport site and outside the perimeter fence, offering a highly

diversified range of locations. Appropriate plots can be offered to virtually all user groups such as offices, hotels, recreation, congress and conference, trade, logistics, light manufacturing and services specific to an airport. The strong market demand in 2014 has made it possible to acquire another investor for the construction of a second hotel in the Airport City, the service centre located in the immediate proximity of the new terminal. In the middle term, the Airport City has

huge potential for the realisation of another office project.

Covering about 157 hectares, the Business Park Berlin is the largest contiguous commercial park in Berlin. According to the latest marketing reports, about 45% of the plots have been sold. The first two development phases have been completed; the third phase will be initiated as indicated by the demand situation. The high demand generally expected after the opening of BER can be met here right away.



ECE has realised a 4-star Superior hotel in cooperation with the Steigenberger Group.



Maintenance hangars for airberlin and Germania in the western part of BER.



View of the Airport City in front of the terminal from the east. There is still plenty of space for further commercial development on both sides of the approach road.

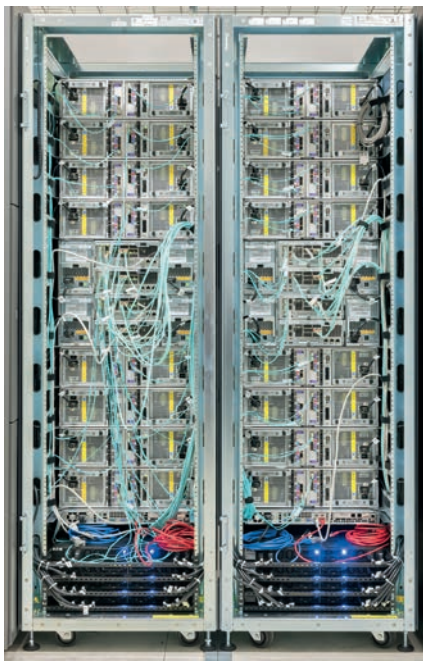
News from BER





BER Opening in 2017

The timeline is set



The refitting of the “central nervous system” of the future Berlin Brandenburg Airport is finished: the new BER-NET began operation on 19 February 2015.

Berlin Brandenburg Airport is scheduled to open in the second half of 2017. The Airport Company drew up these schedule tables over the course of 2014. The Supervisory Board presented the schedule tables and the milestones between now and the opening to the general public on 12 December 2014. The decision to open BER in the second half of 2017 puts an end to a two-year phase without an opening date or clear prospects for the completion of BER. The adoption of the schedule tables also completes the basic work phase during which the Airport Company had to take care of fundamental issues such as the undersized LAN network, gaps in documentation or the inconsistent room numbering system which had previously prevented a reliable planning of milestones between now and the opening.

Construction on the area

The Airport Company's introduction of area teams in October 2014 assigned clear areas of responsibility for every single construction field. The teams have been staffed in accordance with

the State Construction Ordinance (LBO) and the Fee Schedule for Architect and Engineer Services (HOAI). A partial project manager from FBB is working along with representatives from project management, planning and facility surveillance to prepare a defined section of the passenger terminal. As of May 2015, more than 600 construction workers were employed on the construction site. A major part (70%) of the overhauling of the boxes in the passenger terminal has been completed. 47% of the identified defects in the building fire protection have been remedied. 54% of the other determined issues such as defects and remaining services have been remedied.

Smoke removal

During the second half of 2014, the Airport Company solved the two fire protection problems that had until this time stood in the way of the opening of the airport. System 14 has been subdivided into smaller, more easily manageable systems for smoke removal in the so-called C Structure (the



The North Pier was the first to be completed and accepted by the Building Authority.



An underground sprinkler system is being installed at the South Pier.



Overhaul of cable boxes at Level 2 of the Main Pier North.

“building within a building” in the main hall). Smoke from the upper Levels 2 and 3 will in future be vented out through the roof. With regard to the A Structure — meaning the terminal’s Main Pier — the Airport Company has decided that the smoke in the event of fire will be vented through ceiling openings and not to the side as originally planned and constructed. The systems will be rebuilt accordingly. Moreover, so-called frequency

converters (like those previously used successfully in System 14) will be installed and can be used for variable settings in the suction power.

North Pier and South Pier

The construction work on the North Pier has been completed. The government office issued the release for utilisation on 19 December 2014. The excavation work for the underground

sprinkler controls at the South Pier and the securing of the building pit have been concluded and the shell has been prepared. The reconstruction of the ceiling void is in progress. The first important milestone for 2015 was reached when the 3rd addendum to the construction permit for the South Pier was submitted on time at the end of January. Construction on the South Pier will be completed in 2015.



Based on calculations and review by professional specialists, an expensive and time-consuming relocation of conductor rails was avoided. The overhaul of the primary cable work was instead carried out in the form of a remedy of defects by the companies. It was possible to finish the work at the beginning of June 2015.

Milestones to the Opening Outlook to 2017

Now that the fundamental issues have been clarified, the completion phase of the airport construction will begin in 2015. The milestones have been clearly communicated to the general public. All of the planning work is scheduled for completion by the middle of 2015; the construction work is expected to be completed by March 2016. Work will first be done in the areas which are not affected by the reconstruction of the smoke removal system so that no time is lost. By the middle of 2015, 50% of the area of the passenger terminal is scheduled for completion. The

planning for the reconstruction of the smoke removal systems will be prepared at the same time. Once the plans are available, the remaining areas will be finished and the operational startup as well as the acceptance procedures will be prepared.

It will now be possible to measure progress in the project publicly on the basis of the milestone schedules. The Airport Company will report regularly on the progress of the construction. Any interested parties will be able to address their questions directly to the responsible positions by going to the

new online platform www.direktzum-ber.de.

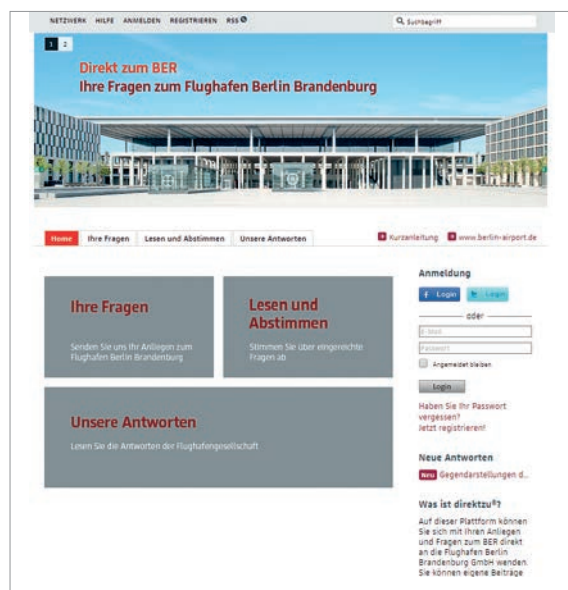
Phase 3 (the acceptance procedures and tests) will follow in 2016 and continue until the opening of the airport in the second half of 2017. Just how long this phase lasts will depend, first, on how good the Airport Company's test and verification documents are, and, second, on how much time the assessors and the accepting authorities require for their work. After the conclusion of a trial operation run, BER will be able to open its doors for business.



The pavilions to the north and south of the terminal have been completed and will start operation at the same time as the terminal.



Reworking of the ducts in Smoke Removal System 14 are necessary so that the system functions securely.



Any interested parties can address their questions about Berlin Brandenburg Airport to "Direkt zum BER" or vote on the questions submitted by other users.

„www.direktzum.de“

The Airport Company reports to the general public about the construction of Berlin Brandenburg Airport after every meeting of the Supervisory Board by issuing the BER Progress Report.



Cables and cable boxes laid in the ceiling void did in part not meet the requirements for acceptance and are now being disconnected, removed and relaid in accordance with applicable provisions.



Two additional smoke removal towers will be built for smoke removal in the so-called C Structure so that the smoke suctioned out of the space can flow vertically over the roof of the terminal to the outside.

The Airport as a Neighbour





Juni 2015

www.berlin-airport.de

BER aktuell

Zeitung für die Nachbarn des Flughafens Berlin Brandenburg

SPRINT zum BER

Meilenstein erreicht

Hier erfahren Sie alles über die fristgerechte Einreichung des 5. Nachtrags zur Baugenehmigung.

Seite 2

Nachbar Flughafen

Das grüne Band

Lesen Sie mehr über die Fertigstellung der Kompensationsmaßnahmen im Umfeld des BER.

Seite 6

Im Fokus

Erlebnis Flughafen

Haben Sie Lust an einer Flughafentour teilzunehmen? Wir zeigen Ihnen, welche Touren es gibt.

Seiten 8 & 9



Nordbahnsanierung hat begonnen

Offizieller Startschuss der Bauarbeiten fiel am 6. Mai 2015



Zahl des Monats

1.500

neue Lampen werden während der Sanierung der künftigen nördlichen Start- und Landebahn des BER für die Befeuersanlage verbaut. Mit diesem Schritt wird die gesamte Befeuersanlage auf langlebige und stromsparende LED-Technik umgestellt.

Kurzmeldungen

→ Passagierwachstum hält an

Die Passagierzahlen der Berliner Flughäfen sind weiter im Plus. Im April starteten und landeten 2.406.528 Passagiere in Schönefeld

The neighbourhood newspaper BER appears monthly and is distributed to all of the people living around Berlin Brandenburg Airport free of charge.

Environs Work Responsible neighbour for the region

The environs of the Berlin Brandenburg Airport are one of the core areas of growth in the region of the German capital. BER creates jobs and ensures mobility. This development can clearly be discerned in the rising prices for land in the surroundings or in the population growth in the communities around the airport. The converse is the stress from the exposure to

aircraft noise. The Airport Company accepts its social responsibility for the region and, by seeking constructive dialogue, acts as a good neighbour. The officer for the environs is in constant contact and communication with representatives of the districts, communities and municipal districts. They all work together to develop and implement new concepts.

← Picture page 30/31: The Airport Company supports associations in the surrounding areas such as the Rudergemeinschaft Rotation e.V.

Donations and sponsoring

In 2014, the Airport Company provided financial support to a total of 113 projects related to the welfare of children and young people. This support took the form of sponsoring activities, donations or direct assumption of costs for associations, daycare centres and schools, primarily those located in the immediate surroundings of the airport. The supported projects can be classified in the categories sports, culture, social work and education. The ball sports football and volleyball dominate the sports sector, but many other sports such as rowing, cycling or archery also have a place. This illustrates what diverse opportunities for leisure-time activities are available in the region.

The support for cultural events such as musicals or festivals for jazz or classical music in the surrounding area was expanded last year. Financial aid for daycare centres, schools or youth centres round off the Airport Company's social engagement. Thanks to the financial help, the institutions were able (for instance) to buy new music instruments, realise international school projects or purchase new playground equipment.



Total commitment of the young players from SC Eintracht Miersdorf Zeuthen 1912 e.V.

Projects in the environs

Besides the direct financial support, the project of cultural sponsorship was successfully continued. About 900 children from schools and daycare centres benefited last year from free theatre tickets or on-location puppet theatre performances right in their facilities.

For the third year in succession, Airport Company associates took part in the national Read Aloud Day and read stories aloud to the pupils in a school in the airport region during one of their lessons.

The Airport Company's cooperative activities in the surrounding areas are always agreed with the intention of making them regular occurrences. This is the only way that added value for the region can be created sustainably over the long term.



The Airport Company supported a total of 113 projects in the environs of the airport in 2014.

→ Repair of the North Runway

The Airport Company has set up a telephone line for residents living nearby that will be in operation while repairs are being carried out on the North Runway:

Phone 030 | 6091-6091

Contact:

@anwohnerinfo-ber.de

→ Contact:

Additional information and the names of contacts can be found on the Neighbourhood Portal:

<http://nachbarn.berlin-airport.de>



In 2014, the Airport Company conducted a total of ten information meetings where neighbouring residents could obtain information about their specific circumstances.

Noise protection programme BER

Neighbouring residents receive claim adjustments as quickly as possible

The noise protection programme for BER is currently the largest noise protection programme being conducted at any airport in Germany. It is simultaneously the most demanding: the Airport Company is not aware of any other airport, much less any other traffic provider, which must meet such high protection standards in the daytime protection area for about 14,000 claimants.

The Higher Administrative Court Berlin Brandenburg specified the strict protection targets for daytime protection in its decision in April 2013. The Airport Company decided immediately thereafter to accept the decision. Since that time, the noise protection programme has been restructured with regard to personnel, organisation and content, and the available budget has been raised gradually from

€140 million to €730 million. By doing so, FBB has laid the essential groundwork for realising the noise protection programme quickly and for meeting the requirements from the planning stipulation decision.

In view of the start of the repair work on the Schönefeld Airport runway in May 2015 and the related temporary utilisation of the BER South Runway, the Airport Company initially concen-



After receiving their claim adjustments, the residents can have the noise protection measures (such as sound-proof windows) implemented.

trated on processing the claim adjustments for the residents living near the South Runway. The noise protection work was extended to cover the entire protected area at the beginning of 2015. The Airport Company conducts information meetings for the neighbouring residents where they can find answers to their specific questions. FBB's goal is to have issued individual claim adjustments to all of the neighbouring residents who have submitted a valid application by the end of 2015. This means that the owners can have noise protection installed.

→ Contact:

The noise protection team is ready to provide information and answers to every neighbouring resident who has questions about his or her claim adjustment and the implementation of the construction measures. Residents who receive compensation instead of a claim adjustment for construction measures can take advantage of a voluntary consulting service provided free of charge by the Airport Company. All pertinent information and names of contacts can be found on the Neighbourhood Portal:

<http://nachbarn.berlin-airport.de>

Information about the noise protection programme for neighbouring residents

Phone 030 | 6091-73500

(Tuesday to Thursday from 9 a.m. to 4 p.m.)

Environment







Especially loud aircraft also came to Schönefeld for the ILA Berlin Air Show. These flights are not included in the statistics so that comparability is not distorted.

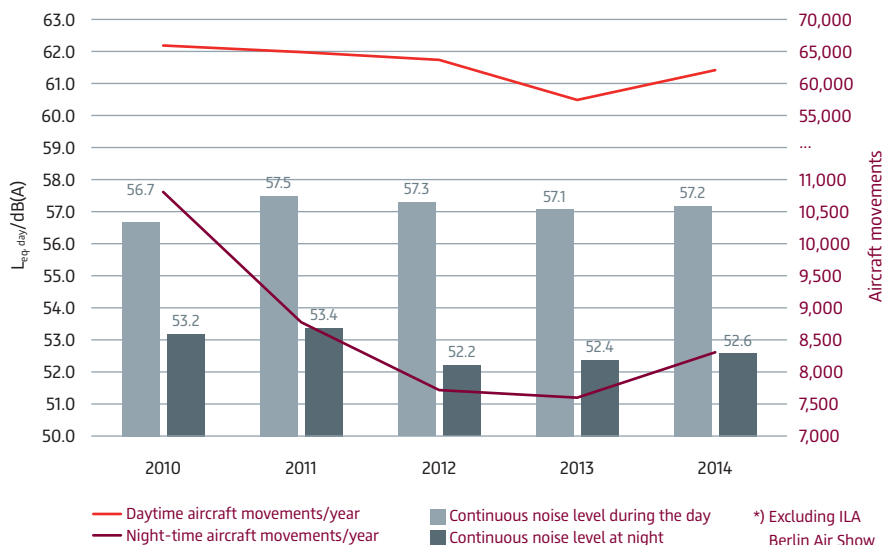
Aircraft noise management Monitor, calculate, reduce

← Picture page 36/37: The largest compensatory and replacement measure for the construction of BER is the ecological upgrading of the Zülchow lowlands.

Schönefeld and Tegel Airports recorded an increase in passengers of 6.3% in 2014. By improving the capacity utilisation of the aircraft and using larger aircraft, it was possible to limit the increase in aircraft movements to about 5%. Despite the increase in aircraft

movements, the daytime continuous noise level at Tegel remained almost the same in comparison with last year. There was a very moderate increase in the daytime continuous noise level of 0.7 dB at Schönefeld, putting it back at the level of 2012.

Continuous Noise Level Schönefeld*



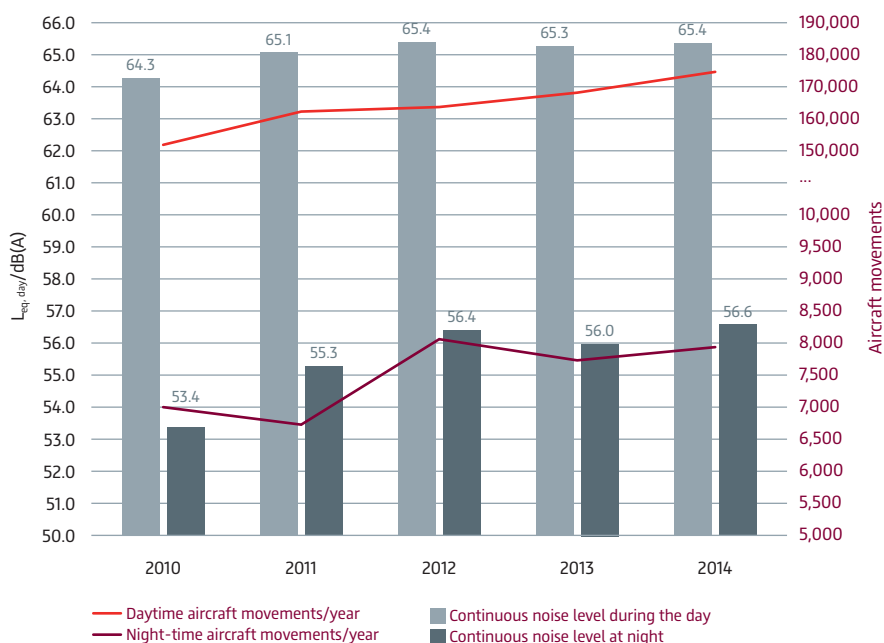
Continuous noise level SXF

In 2014, 5,057 more aircraft were handled at Schönefeld than in the previous year. In other words, the traffic figures came close to the level of 2012. The continuous noise level for the year rose accordingly again by 0.7 dB to the level of 2012. The number of night-time aircraft movements at Schönefeld declined from 10,819 aircraft movements in 2010 to 8,352 aircraft movements in 2014. The continuous noise level for the night-time period declined during the same time period from 53.2 to 52.6 dB(A).

Continuous noise level TXL

The mean equivalent continuous noise level at the measurement points in the surroundings of Tegel Airport remained almost the same (+0.1 dB(A)) in comparison with the mean of the previous year. Night-time aircraft movements rose by about 2.4% in 2014, a slightly slower rate than that of the total aircraft movements. In the six months with the highest traffic volumes (May to October) used for the calculation of the continuous noise level, there was an increase of 14.6% in the night-time aircraft movements. This led to a rise in the average night-time continuous noise level of 0.6 dB to 56.6 dB(A).

Continuous Noise Level Tegel*



*) In 2012 and 2013, the measurement points 44 (Lüdenschneider Weg) and 46 (Teichstrasse) were shut down for technical reasons. The data from these two measurement points are not included in the above presentation of the total time period to ensure the comparability with the figures from the years between 2009 and 2012.

Increasingly Efficient: Berlin's Air Traffic





Most of the aircraft in Berlin, such as this Airbus A320-211 at Germanwings, are to be classified in the quiet Noise Classes 1 to 3.

Noise-related charges raised sharply

The number of aircraft causing especially high noise emissions has declined significantly at Tegel and Schoenefeld Airports during the past five years. The number of aircraft movements in Noise Class 4 at Schönefeld Airport since 2010 has been cut in half, and it has declined to about one-fourth of the initial value at Tegel Airport. During the same period, the number of aircraft movements involving aircraft in the quieter Noise Class 3 has risen significantly at Tegel Airport.

The corresponding number at Schönefeld Airport has been decreasing because of the decline in traffic numbers since 2010. Half of the decrease at Tegel Airport is undoubtedly




because louder aircraft (Noise Class 4) have been replaced by more modern aircraft (Noise Class 3). The other half of the rise in Noise Class 3 is a consequence of the general rise in traffic figures. The relief aid flights operated at Schönefeld Airport in 2014 were unavoidable exceptions and led to 14 aircraft movements in Noise Classes 6 and 7.

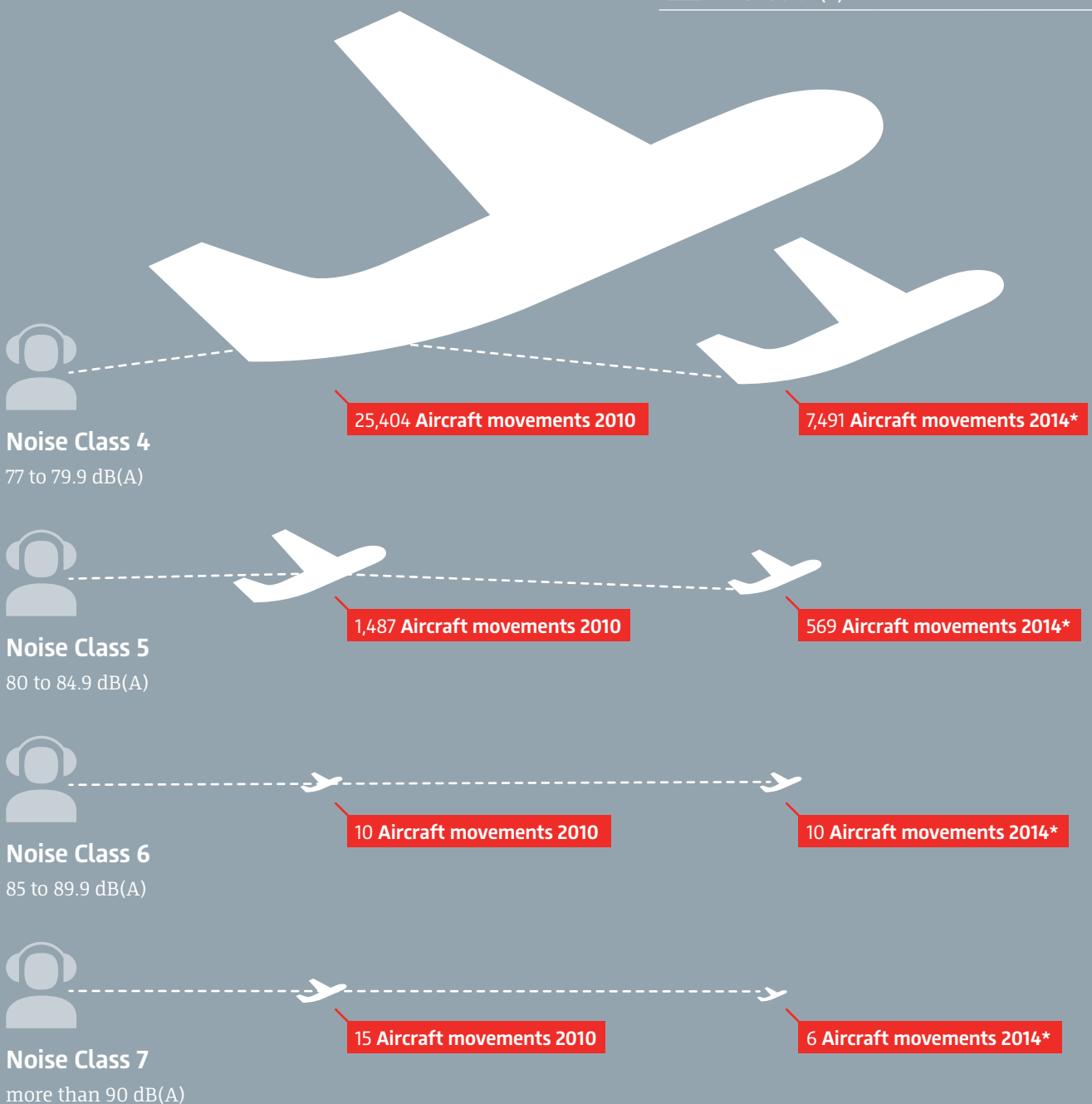
An analysis of the development of the continuous noise level for the years between 2010 and 2014 reveals that the improvements from the deployment of quieter aircraft are in part cancelled out by the increase in aircraft movements so that the continuous noise level has remained approximately the same in recent years.

The airlines pay a take-off and landing charge based on noise levels at Schönefeld and Tegel. The charges for Noise Classes 4 to 7 were increased sharply in 2014. In addition, there was a reclassification of the aircraft models in the noise classes. For instance, there was an increase in the noise class from 3 to 4 for the aircraft models Boeing 737-800/900, Boeing 757 and Airbus A321-200 certified according to Chapter 3. The aircraft type Airbus A330 will be classified in Noise Class 5 instead of Noise Class 4 from 2014 on. This will increase the pressure on the airlines to deploy quieter aircraft, especially at night, and to continue to modernise their aircraft fleets without interruption.

Aircraft Movements by Noise Classes

Number of Loud Aircraft Declining

Noise Class	Aircraft movements	
	2010	2014*
 Noise Class 1 up to 70.9 dB(A)	15,200	12,193
 Noise Class 2 71 to 73.9 dB(A)	15,411	20,190
 Noise Class 3 74 to 76.9 dB(A)	177,606	211,212



* Noise classes were redefined in 2014. The classification of the aircraft movements according to noise class in 2014 was disclosed using the noise class classification from 2013 so that a comparison with the previous years would be possible.



The mobile measurement points are set up at changing locations around the airport.

Transparency for the neighbouring residents

Airports are required by law to operate measurement points at the airport and its surroundings for the purpose of documenting the aircraft noise. Accordingly, Flughafen Berlin Brandenburg GmbH has installed a total of 22 stationary measurement points in the environs of Schönefeld and Tegel Airports (per 31 December 2014). The measurement results are submitted to the pertinent government authorities and the Aircraft Noise Commission monthly and published on the internet.

<http://nachbarn.berlin-airport.de>

Stationary measurements

The locations of the stationary measurement points for documentation of the aircraft noise are determined in consultation with the Aircraft Noise Commission, which includes representatives from the neighbouring communities. Measurement points must always be placed along the approach and departure routes and in selected communities affected by aircraft noise. During the selection of the locations, other sources of noise

such as main traffic arteries or railway lines are avoided because they lead to a distortion of the results. The measurement data are retrieved from the measurement points once a day and attributed to the aircraft movements on the basis of the radar data from the Deutsche Flugsicherung. Noise results coming from noise sources other than air traffic are determined subsequently and deleted from the statistics.

Moreover, weather data are taken into consideration so that any distortion of the measurement results is avoided.

This form of aircraft noise monitoring enables FBB to provide information about noise emissions of every aircraft movement and to document the development of the aircraft noise situation reliably and continuously.

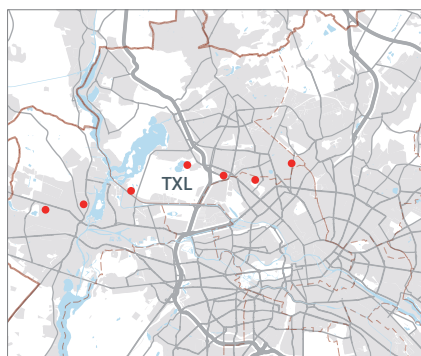
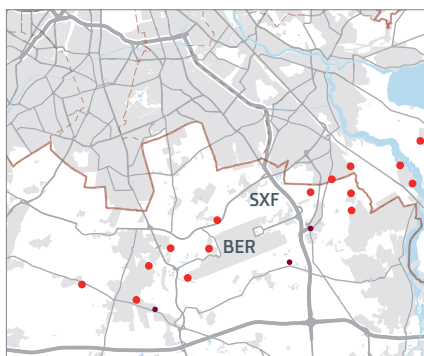
The data are used in particular for the calculation of the take-off and landing fees, which are related to noise, and for handling complaints.

During the ILA Berlin Air Show in 2014, seven measurement points were operated along the BER South Runway (measurement points 12 to 17 and 21). The measurement points 12 (Karolinenhof-Süd), 13 (Schulzendorf),

15 (Kienitzberg) and 17 (Blankenfelde-Süd) remained in operation after the conclusion of the ILA because the aircraft noise from the North Runway can be measured there as well.

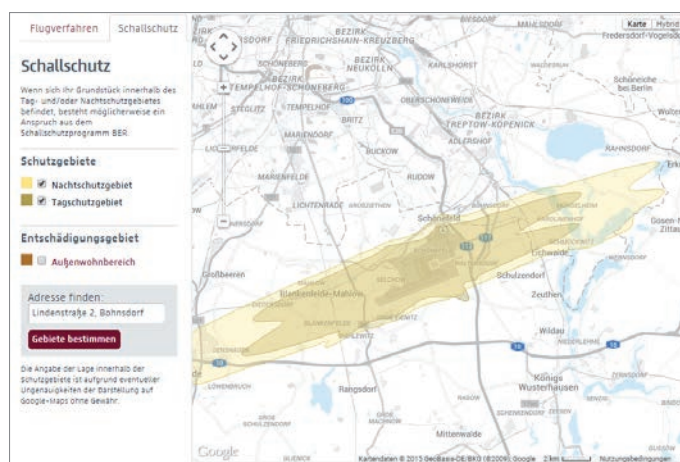
Mobile measurements

In addition to the measurements at the stationary measurement points, the Airport Company carries out mobile measurements; as a rule, the aircraft noise incidents are recorded over a period of one month. The equipment meets the requirements for stationary measurement points with respect to the noise measurement technology. The mobile measurement vehicles are deployed at the request of the Aircraft Noise Commission, the communities or at the suggestion of affected persons. The Airport Company has taken measurements at 48 locations since 2010 (nine of them in 2014) for the purpose of documenting changes in the noise levels in the BER surroundings. Two measurements (Gross Kienitz and Rotberg) were taken during the ILA Berlin Air Show in Schönefeld in 2014. Three mobile measurements were taken in the area around Tegel Airport in 2014.



- Planned measurement points
- Stationary measurement points

Measurement points at the airports SXF, BER, and TXL.



Aircraft movements live

The current aircraft movements for Schönefeld and Tegel can be retrieved with a delay of only a few minutes with the aid of the information tool Travis. Anyone interested in the information can determine with only a few mouse clicks what type of aircraft and what airline are involved, the departure or the destination, the flight altitude, the speed, and the approach or climbing angle. Users can place a house at any spot on the map and display the altitude at which an aircraft flies over the house or what the lateral distance of the house from the approach or departure line is. The data from the aircraft noise measurement points are also displayed.

Aircraft Noise Forecast for BER

The "Aircraft Noise Forecast for BER" contains information about the devel-

opment of aircraft noise after operational startup of the new airport. The aircraft noise forecast can be used to estimate for any address in the vicinity of BER how high the aircraft will be flying over the house and – if the entered address is within the described flight corridor – what maximum noise level will occur at that location. The forecast equivalent continuous noise level for any address entered can also be calculated.

Operating direction forecast

The operating direction forecast shows the direction in which aircraft will presumably be taking off. This information is helpful for residents living near the airport who are located to the north or south of the approach and departure routes rather than directly under them. As a rule, landings in these areas are perceived to be sig-

nificantly quieter than take-offs. The Airport Company implemented this service at the suggestion of citizens.

Flight noise information and complaint systems

Relief aid flights with large transport aircraft, weather fronts, change in the wind direction causing a change in the operating direction in which aircraft take off and land – all of these factors can cause situations in which neighbours in the proximity of Schönefeld and Tegel Airports can feel disturbed. The Airport Company welcomes information and criticism from neighbouring residents and has set up the aircraft noise and complaint system so that with its help questions or complaints can be processed efficiently and the company can respond quickly to them. You will find more information on the Neighbourhood Portal at

<http://nachbarn.berlin-airport.de>

Air Quality Monitoring

Everything at acceptable levels

In 2011, the Airport Company initiated an air quality and environment study programme with BER in mind for the purpose of examining long term the air quality and the environmental impact of air traffic.

Air quality measurement point

The pollutants typically produced by air traffic — carbon monoxide, nitrogen oxide, ozone and fine particulate matter — resulting from flight operations, vehicular traffic and background pollution are continuously measured at the air quality measurement point “Schönefeld Airport” located at the eastern end of the future North Runway at BER. The emission measurements are analysed on the basis of threshold values set forth in the 39th Federal Emission Control Act (BIm-

SchV). This work is being conducted under the supervision of the State Agency for the Environment, Health and Consumer Protection of Brandenburg (LUGV). The results are updated daily on the Airport Company’s internet site. Benzene, benzo(a)pyrene (the lead substance of PAHs), hydrocarbons and soot are collected over longer periods and examined by the State Laboratory Berlin-Brandenburg.

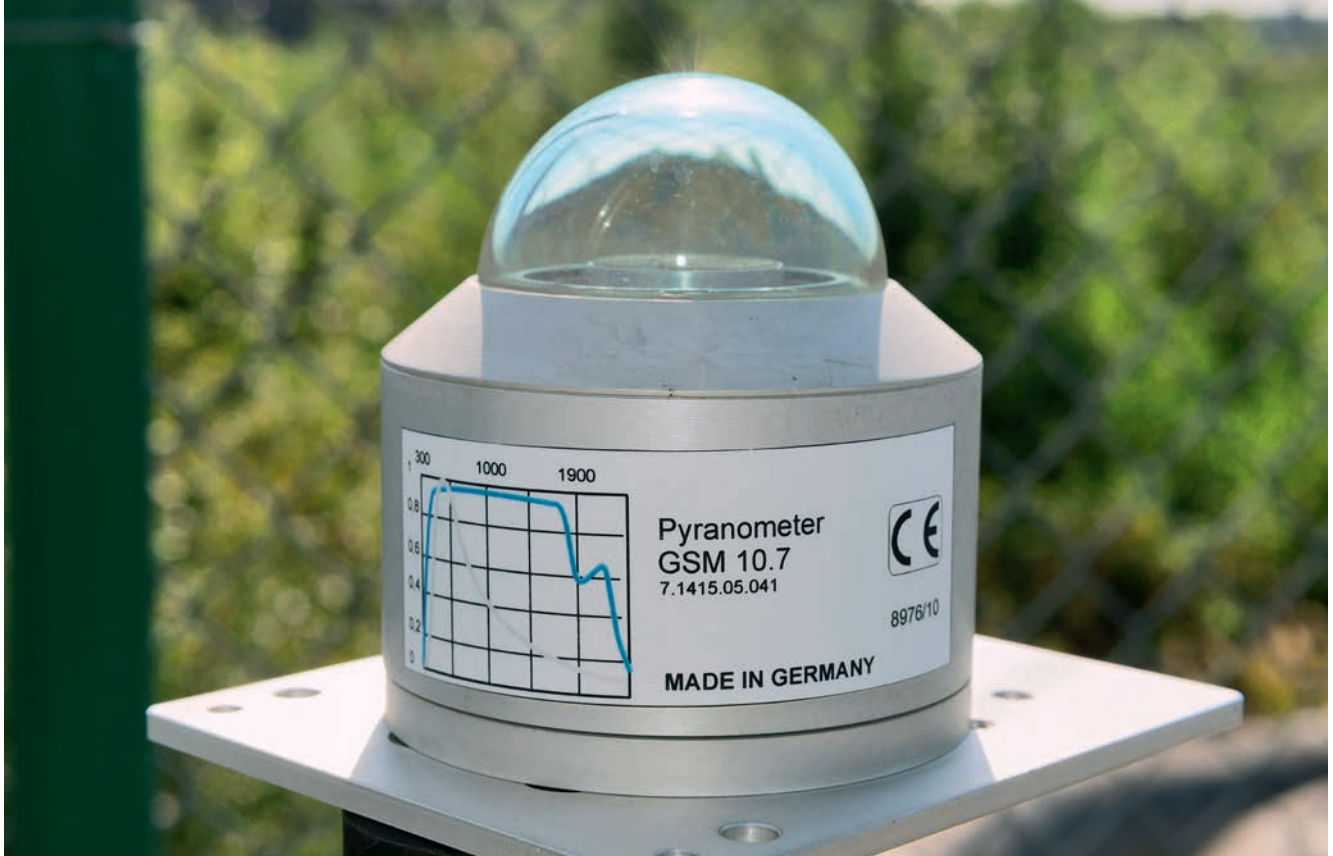
The carbon monoxide, nitrogen oxide, ozone and fine particulate matter concentrations at Schönefeld Airport in 2014 were comparable with the suburban monthly mean values determined at the air quality measurement points of the LUGV [Brandenburg State Office of Environment, Health and Consumer Protection] in Blankenfede-Mahlow. The upper threshold for fine particulate matter PM 10 was exceeded on

twelve days of the year. The permissible limit is 35 days. The 8-hour mean value for ozone set by lawgivers was exceeded 13 times in 2014. The trigger threshold is 25 times. The bottom line is that the limits and trigger thresholds prescribed by the 39th BImSchV were not exceeded for any of the measured pollutants at Schönefeld Airport in 2014.

Biomonitoring

Biomonitoring focuses on the actual impact of air pollutants on the living environment in the environs of the airport. The biomonitoring procedure will help to answer the question whether — and if so, to what extent — grass as animal feed or kale as food is exposed to pollutants and the degree to which air traffic is responsible. The biomonitoring within the





Global irradiation is also measured as one of the parameters for determination of air quality.

framework of the FBB environmental study programme was conducted with kale in 2011 and 2012 and with grass cultures in 2012 and 2013. The previous results in their totality represent the preliminary studies for the operational startup of the future BER airport. In 2015, the repairs of the North Runway and operational startup of the South Runway were accompanied by exposures of grass cultures.

Biomonitoring will continue in future as well so that possible changes in the environment in the airport surroundings are documented.

The previous studies since 2011 have demonstrated that Schönefeld Airport does not have any relevant impact (emission effects) on raising pollutant levels in the region. The studies are conducted by an independent environmental institute.

Bee monitoring

Bee monitoring provides answers to the question whether the operation of an airport has an adverse effect on the quality of the honey produced in the region. As part of the bee monitoring since 2011, pollen, wax and honey from the environs of the future Berlin Brandenburg Airport have been analysed for pollutant residues which can find their way through the air into the environment and subsequently into the food chain. Hives themselves as well as collected pollen, wax and honey were examined at three locations: one location on the operational premises of Schönefeld Airport, one location south of the airport which will be directly below flight patterns when BER Airport opens and one hive in Schorfheide from which the bees collect nectar in a landscape which

is largely unaffected by road and air traffic or settlements. Monitoring has begun even before the operational startup of BER so that any possible changes in the residue content can be documented. It will consequently be continued after the operational startup of BER.

The results of the residue analysis show that airport operations do not have any impact on the quality of honey as a food product from the airport region. The content of the examined substances in honey, pollen and wax is at safe, low levels. The reports on the biomonitoring and bee monitoring have been made available in their unabridged form on the Neighbourhood Portal of the Airport Company.



The compensatory measures in the proximity of the new Berlin Brandenburg Airport have been completed. The wild horses "Liebenthaler Wildlinge" are now grazing in the park area "In den Gehren".

Compensatory and replacement measures

The green ribbon

The Airport Company is conducting a number of different projects aimed at providing ecological compensation for the inevitable changes in the landscape resulting from the expansion of the new Berlin Brandenburg Airport. These compensatory and replacement measures on a total area of about 500 hectares surround the airport like a green ribbon. The goal of creating recreation areas in the airport's vicinity and strengthening the biotope

network was achieved with the conclusion of the measures in 2015. The Airport Company will ensure that all of the implemented measures develop optimally over a period of 25 years. Landscape aesthetics and ecological value play key roles in the design of the new park areas on the airport premises. In the area of the so-called "Midfield Gardens" east of the terminal, for instance, a landscape of sand dunes and pines typical of the march-

es has been created. The connecting axes in the representative area of the Airport City are lined by the lime tree avenues typical of the march region. A total of more than 1,300 trees have been planted on the airport premises, putting their mark on the structure of the area and making an important contribution to the micro-climate at the airport. The green ribbon runs around the airport in its immediate vicinity. In



Ecological moat management with a weed harvester in the Zülów Canal.



New trees have also been planted as part of the compensatory and replacement measures.

total, three landscape parks have been created — “Am Vogelwäldchen”, “Am Dörferblick” and “In den Gehren” — and two historical estate parks have been restored, the “Estate Park Grossziethen” and the “Estate Park Dahlewitz”. In addition 56 kilometres of avenues, rows of trees and biotope networks were planted along bodies of water and hedges and eight small bodies of water were created. The largest single project in the com-

pensatory and replacement measures is the landscape development and ecological upgrading of the Zülów lowlands. This open lowlands landscape with an area of about 2,600 hectares is located to the south of the airport between Mittenwalde, Dabendorf and Gross Machnow/Rangsdorf. The objectives of the upgrade are the improvement of the living conditions for flora and fauna and the enhancement of the value of experiencing the nature

of the Zülów lowlands. The planning stipulation decision was issued in 2011; the realisation of the measures has been going on since that time. Furthermore, the planning stipulation decision includes a compensatory charge for sealed areas which the Berlin Airports will pay to the Naturschutzfonds Brandenburg over a period of 14 years.



BERLIN BERGAMOTEBURG AIRPORT CENT

²BAC
WILLY BRANDT-PLATZ 2

About Us



Corporate structure

An introduction to the Airport Company

Senior Management Flughafen Berlin Brandenburg GmbH



Dr Till Bunse – Director Marketing and Sales, Constanze Schweinsteiger – HR Director, Heike Fölster – Chief Financial Officer, Dr Karsten Mühlenfeld – CEO, Jörg Marks – Head of Equipment and Construction, Elmar Kleinert – Chief Operations Officer (left to right).

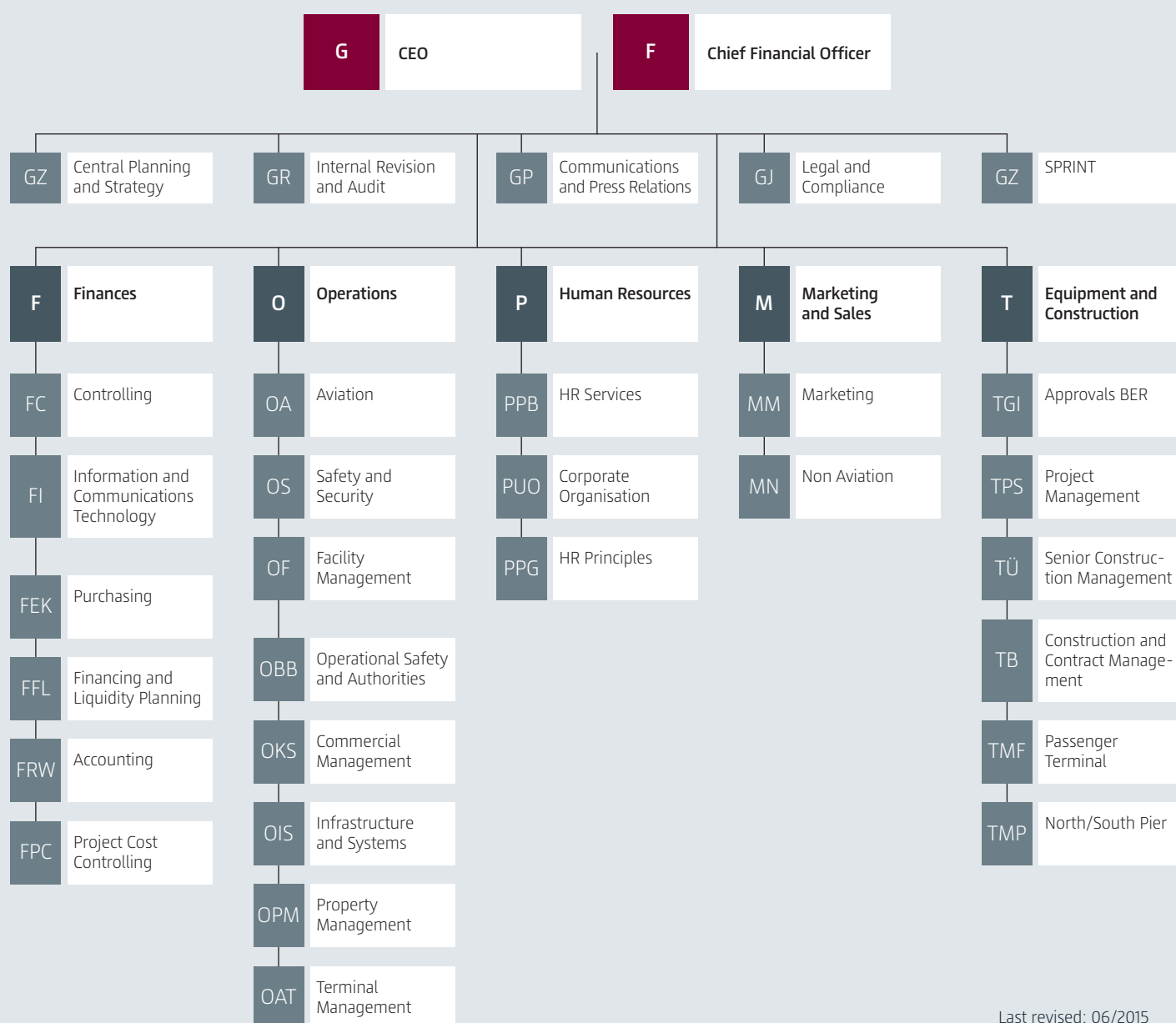
The Airport Company proves anew every day during operations at Schönefeld and Tegel that it is a master in the management of airports. And BER is emerging from the dark shadows cast by the many crises which have plagued its construction. The publication of the schedule tables at the end of 2014 showing the opening of BER in the second half of 2017 has restored confidence in future prospects. Over the course of the comprehensive restructuring process since 2013, the business fields Operations, Finances, HR, and Marketing and Sales as well as some of the staff positions have been created. All of the activities related to the construction

and operational startup of BER were first compiled under the heading of SPRINT and later, in 2014, bundled in the newly created business field Equipment and Construction. Major structures of the airport's core business Operations have been redesigned and strengthened.

Under the leadership of Karsten Mühlenfeld, who took over the position as CEO of the Airport Company in March 2015, the Airport Company will now continue working toward the operational startup of Berlin Brandenburg Airport quickly, but safely, and until that time will manage air traffic as smoothly as possible through Schönefeld and Tegel Airports.

Flughafen Berlin Brandenburg GmbH

Company Organisational Chart



Last revised: 06/2015

About two jobs are created
at the airports every day.



The aircraft are directed to their places by the marshal.



A bird's-eye view of Tegel Airport.

More passengers, more jobs Growth engine for the region

More than 21,000
people work at the
airports – twice as
many as in 1993.

Job growth at the Berlin Airports continues unabated. A total of 21,362 jobs are directly involved in air traffic in the region of the German capital, an additional 1,978 jobs (+10.2%) since the last Workplace Survey two and a half years ago. The Workplace Survey 2014 encompassed all of the workplaces directly dependent on Berlin air traffic at the Airport Company as well

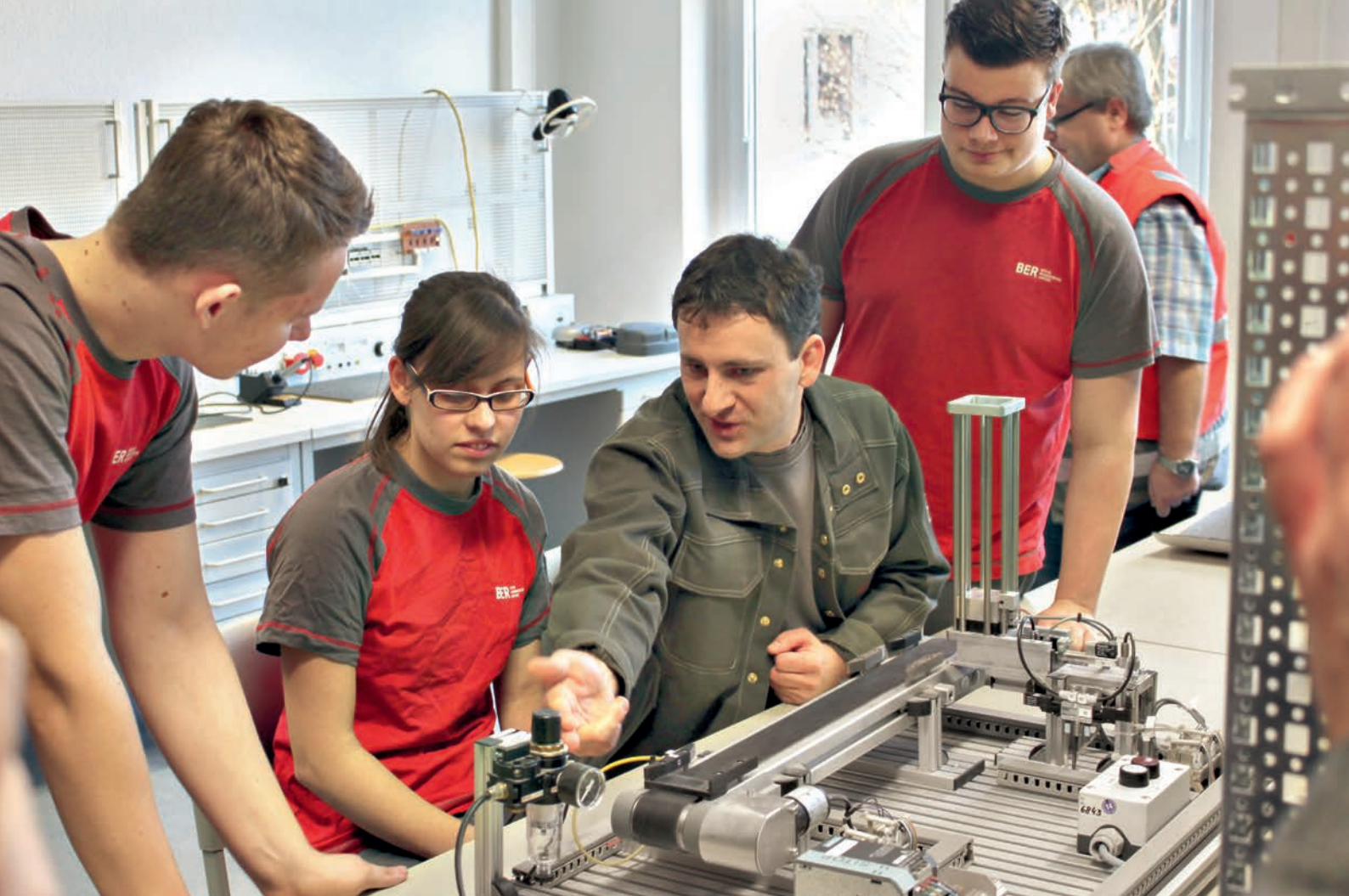
as its tenants and concessionaires. Full-time and part-time associates and vocational trainees are included in the survey. Close date was 01 July 2014. The Workplace Survey has been conducted regularly since 1993. Passenger numbers in Berlin have been rising faster than the national average for more than ten years. As a result, good jobs are created at the airports



The crew of an airberlin plane during the 35th anniversary celebrations.

year after year. The number of jobs has more than doubled since the first survey in 1993. As the number of passengers increases, job growth will continue to grow as well. The development in recent years in the airport's environment also confirms that BER is even today an important engine driving jobs and growth. The community of Schöne-

feld, for instance, now has more associates covered by social insurances than inhabitants. Its tax revenues have trebled within ten years. So the surrounding region has already profited from the airport today. There is unique potential for growth inherent in BER.



The vocational training offered by the Airport Company make it a popular address for young people in the region.

HR

Working for the Airport Company

In 2014, the Airport Company hired 249 new associates, bringing the total headcount in the Company to 1,802 (per 31 December 2014). Moreover, 81 vocational trainees and students in dual study programmes were employed at FBB at the end of the year. The submission of 3,931 job applications, 350 of which were not in response to specific positions vacant

announcements, is an indication of how attractive the Airport Company is as an employer. FBB follows a clear course in its HR policies: the build-up of expertise in the Company for the construction and, above all, for the later operation of BER. This is the background to actions such as the modernisation of the management structures and the hiring of additional

associates for the new business division Equipment and Construction and in the Operations division.

Vocational training

FBB currently offers a diversified range of opportunities for vocational training as commercial workers in aviation and office management, electronics technicians for informa-



Rescue personnel conduct regular training sessions to maintain their readiness for emergencies; here they are during a drill at Schönefeld Airport.

tion and system technologies, motor vehicle mechatronics engineers for commercial vehicle technology and mechatronics engineers. The dual study programme at the Berlin School of Economics and Law in the fields business administration/industry, business administration/real estate management, business administration/facility management and business informatics rounds off the portfolio. In 2014, 31 vocational trainees and students in dual study programmes were newly hired.

Twenty vocational trainees and students in dual study programmes have successfully completed their educational programmes. All of the course graduates with a minimum performance level of "Good" were offered further employment.

HR development

A total of about 450 training programmes and HR development measures in advanced training were



The new communication format "We asked" with Equipment head Jörg Marks and HR head Constanze Schweinsteiger.

conducted for about 2,500 associates. Increased demand was noted especially in the areas of professional competencies, project management, conduct of meetings and negotiations and coaching and team formation. Moreover, the process for the further development of associate interviews into a valuable management and feedback system began.

Improvement in the communications culture

Commensurate with the motto of "We asked. Because your opinion is im-

portant to us.", the Airport Company launched a new communications format in October 2014. The members of senior management invite associates to a personal and informal get-together at regular intervals (50 associates selected at random for each meeting) at which time the executives give insights into the work they are doing, describe the latest subjects of interest in the company and answer questions. This series of events is intended to promote an internal culture of communication and dialogue.



Discover Berlin Brandenburg Airport during "BER on a Bike".

How can we help? How to reach us

"What terminal does my flight leave from?" "What train will take me from the airport to the city centre fastest?" "Who do I contact to book a tour of the airport?" These and other questions cross our associates' desks every day. Whether on the phone, by email, on a social network or personally at the passenger information counter – we try to answer all of your questions as quickly as possible.

Airport information

The associates in our call centre will help you with information about arrivals and departures and getting to and from the airport or will connect you to the right person to answer your questions — around the clock, seven days a week.

Phone: 030 | 6091-1150

(local rate applies; higher rates may be charged for calls from mobile phones)

→ Online

Our home page contains information for travellers and visitors, business customers and partners, information about Berlin Brandenburg Airport and additional data about the Airport Company.

www.berlin-airport.de

Service on Twitter

Queries about Berlin-Tegel Airport and Berlin-Schönefeld Airport can also be submitted via Twitter. The airports can be reached around the clock at @berlinairport, and all service questions in German and English are answered quickly. Simultaneously, the Airport Company actively publishes information via Twitter and on Facebook in case of restrictions on air travel because of strikes, terminal lockdown or other events.

www.twitter.com/berlinairport

Blog and Facebook

The Airport Company is also active on the social web. Go to the Airport Blog to find interesting news, important information and fascinating trivia about the two legacy airports and BER. Our Facebook page reports on all the latest happenings, enters into a dialogue with our fans and of course organises contests. We are delighted about every fan, commentary, and "Like".

<http://blog.berlin-airport.de>

www.facebook.com/berlinairport

YouTube and Pinterest

We accompany our associates with a camera, feature passengers in a "Show and Tell" with the contents of their luggage or offer travel tips. Recent as well as historical photos of the airports are especially popular.

www.youtube.com/berlinairport

www.pinterest.com/berlinairport

Information for media representatives

You will find all of the press releases, basic information, photos, videos and

order forms for the latest publications on our internet site. Your contact to the Press Office:

**Flughafen Berlin Brandenburg GmbH
Press Office**

Phone 030 | 6091-70100

Fax: 030 | 6091-70070

The airport experience

Berlin Brandenburg Airport offers visitors various means of gathering information so that they can form their own independent opinions. The view from the information tower overlooks the entire airport complex. During an airport tour, visitors are taken around BER on a coach; at certain points (which change monthly) they can also leave the coach for a closer look. The best place to get a breath of airport air is on our Visitors Terraces in Schönefeld and Tegel. Moreover, we offer various tours for children at Schönefeld Airport.

Information and booking

Monday to Friday

Phone 030 | 6091-77770

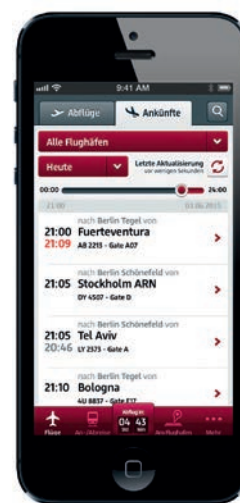
or www.berlin-airport.de

Section "Travellers > The Airport Experience"

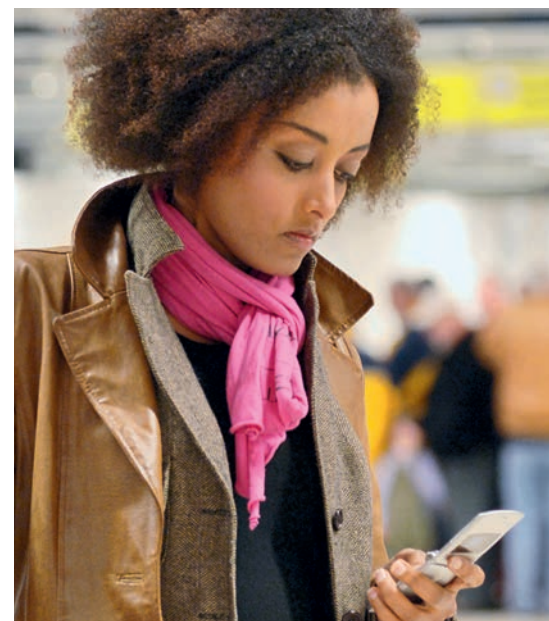
Direkt zum BER

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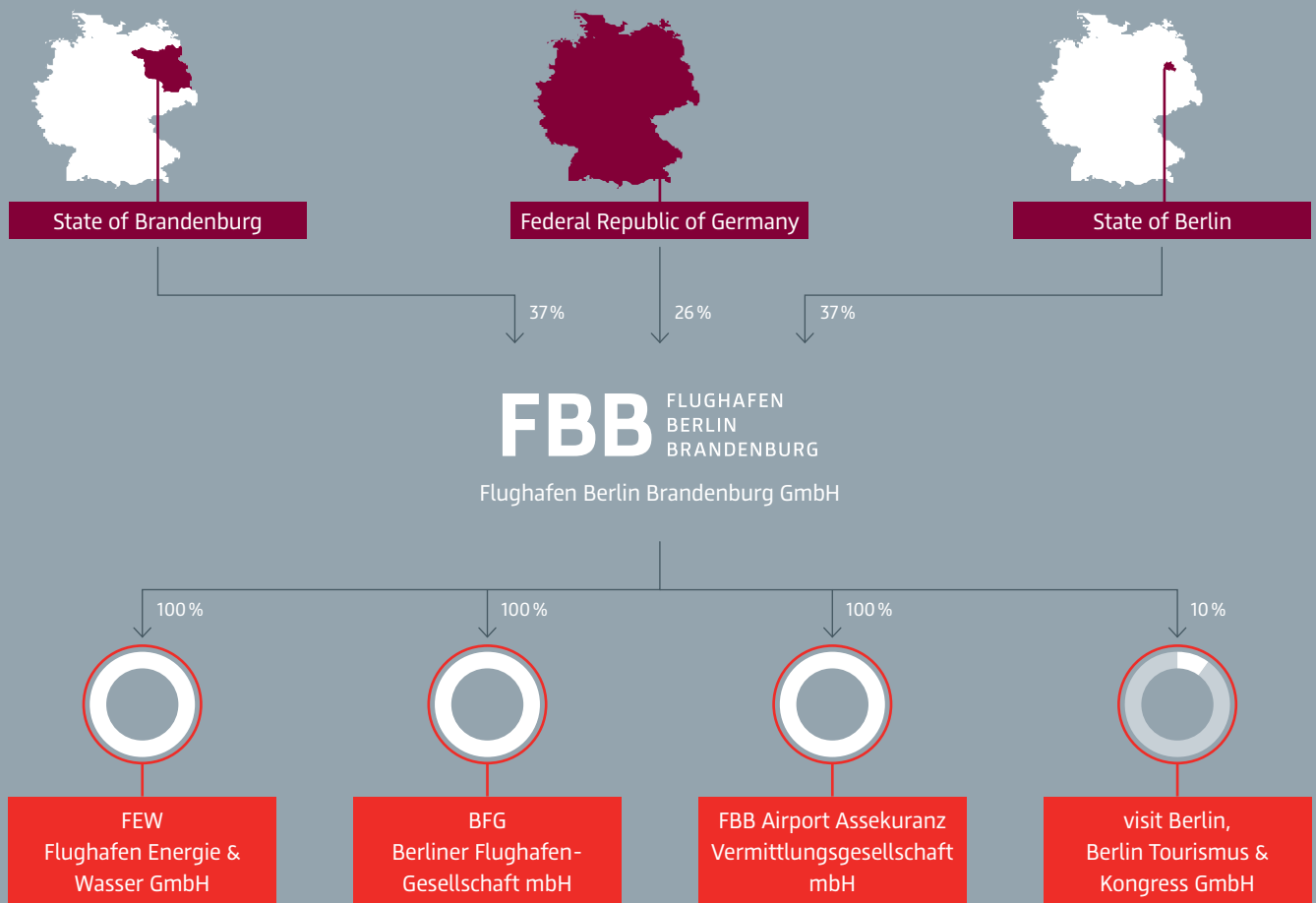
The "BerlinAirport" app ensures that your information is always up to date.



Passengers and visitors can use the WiFi at Schönefeld and Tegel for one hour free of charge.



Shareholder Structure



Operations Structure



Our Figures





Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Balance Sheet per 31 December 2014

Assets		31/12/2014 €	31/12/2013 €
A.	Fixed assets		
I.	Intangible assets		
1.	Purchased concessions, industrial property and similar rights and assets, and licences in such rights and assets	55,234,524.84	21,703,347.25
2.	Payments on account	412,576.62	429,332.66
		55,647,101.46	22,132,679.91
II.	Tangible assets		
1.	Land and buildings, including buildings on third-party land	1,254,717,637.59	1,178,022,308.58
2.	Technical equipment, plant and machinery	383,918,553.60	399,332,335.80
3.	Other equipment, fixtures, fittings and equipment	41,521,158.00	40,832,906.77
4.	Payments on account and assets in process of construction	1,874,228,088.36	1,834,928,106.38
		3,554,385,437.55	3,453,115,657.53
III.	Financial assets		
1.	Participations	51,200.00	51,200.00
B.	Current assets		
I.	Inventories		
1.	Raw materials and supplies	1,556,421.70	1,762,284.01
II.	Receivables and other assets		
1.	Trade accounts receivable	30,976,969.48	52,747,497.99
2.	Other assets	69,670,567.32	77,296,976.91
		100,647,536.80	130,044,474.90
III.	Cash on hand, cash in banks	21,136,039.58	61,902,942.57
C.	Prepaid expenses	15,377,070.55	18,337,020.22
		3,748,800,807.64	3,687,346,259.14

Shareholders' Equity and Liabilities		31/12/2014 €	31/12/2013 €
A.	Shareholders' equity		
I.	Subscribed capital	11,000,000.00	11,000,000.00
II.	Capital reserves	1,531,078,358.41	1,271,678,358.41
III.	Accumulated deficit	-592,241,253.51	-420,991,859.17
IV.	Deferred items for shares of the other shareholders	-1,218,640.12	-1,178,592.62
		948,618,464.78	860,507,906.62
B.	Special account for investment grants	96,256,925.85	101,924,572.86
C.	Provisions		
1.	Provisions for pensions	5,374,246.00	5,446,213.00
2.	Tax provisions	1,767,143.63	1,909,800.00
3.	Other provisions	131,441,917.57	141,562,389.68
		138,583,307.20	148,918,402.68
D.	Liabilities		
1.	Loans and overdrafts	2,445,540,466.48	2,459,023,716.36
2.	Payments received on account	400,000.00	538,655.46
3.	Trade accounts payable	17,926,844.74	21,808,393.10
4.	Other liabilities	43,829,652.10	37,120,373.65
		2,507,696,963.32	2,518,491,138.57
E.	Deferred income	57,645,146.49	57,504,238.41
		3,748,800,807.64	3,687,346,259.14

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Income Statement for the Fiscal Year

from 1 January to 31 December 2014

		2014 €	2013 €
1.	Sales revenues	288,836,681.00	306,636,840.52
2.	Change in inventories	0.00	-25,360,750.91
3.	Other own work capitalized	16,618,999.76	15,424,368.54
4.	Other operating income	21,510,682.38	17,084,540.62
		326,966,363.14	313,784,998.77
5.	Cost of materials		
	a) Costs of raw materials and supplies and of purchased merchandise	7,123,926.52	8,478,434.42
	b) Cost of purchased services	57,481,876.59	63,086,020.01
		64,605,803.11	71,564,454.43
6.	Personnel expenses		
	a) Wages and salaries	89,767,113.46	82,607,691.19
	b) Social security, pension and other benefits (of which relating to pensions €7,083,175.74; 2013: €7,579,118.89)	23,131,459.07	21,887,574.67
		112,898,572.53	104,495,265.86
7.	Depreciation on intangible and tangible assets	96,404,470.99	90,616,349.00
8.	Other operating expenses	114,816,005.21	109,597,960.27
9.	Other interest and similar income (thereof from discounting: €371,164.51; 2013: €215,392.85)	1,944,715.59	5,704,955.37
10.	Interest and other similar charges (thereof from accruals: €2,547,051.40; 2013: €2,172,873.46)	106,611,513.72	120,269,940.01
11.	Profit/loss from ordinary business operations	-166,425,286.83	-177,054,015.43
12.	Taxes on income (2013: income)	0.00	33,558.18
13.	Other taxes	-4,864,155.01	-4,697,381.63
14.	Consolidated loss for the year	-171,289,441.84	-181,717,838.88
15.	Annual results attributable to other shareholders	-40,047.50	-48,754.82
16.	Consolidated profit/loss for the year	-171,249,394.34	-181,669,084.06
17.	Accumulated deficit carried forward from previous year	-420,991,859.17	-224,009,209.39
18.	Withdrawal from earnings reserves	0.00	2,335,861.17
19.	Offset of differences from initial consolidation	0.00	-17,649,426.89
20.	Accumulated deficit	-592,241,253.51	-420,991,859.17

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Capital Flow Statement

for Fiscal Year 2014

	2014 €k	2013 €k
Profit/loss of the period	-171,289	-181,718
Depreciation on fixed assets	96,404	90,616
Increase (+)/decrease (-) in provisions	-10,335	26,590
Change in special items for investment grants	-5,668	-3,102
Profit (-)/loss (+) from disposal of fixed assets	-292	-4
Other cash expenses	25,655	0
Decrease in inventories, trade accounts receivables and other assets	32,562	10,235
Increase (+)/decrease (-) in trade accounts payable and other liabilities	1,546	-17,643
Cash flow from current business activities	-31,417	-75,026
Payments from disposals of fixed assets	4,485	5,522
Payments for investments in tangible assets	-231,356	-220,042
Payments for investments in intangible assets	-29,680	-13,046
Cash flow from investment activities	-256,551	-227,566
Payments from contributions to equity by shareholders	259,400	299,100
Payments for repayment of financing loans	-17,598	-5,328
Payments from investment grants	756	14,006
Cash flow from financing activities	242,558	307,778
Change in operating cash	-45,410	5,186
Change in cash from changes in group of consolidated companies	0	6
Cash at beginning of period	61,903	56,711
Cash at end of period	16,493	61,903

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Analysis of Equity Development

for the Period from 1 January to 31 December 2014

	Parent company				
	01/01/2014 €	Profit/loss for the year €	Non-operating transfers €	Change in consolida- ted companies €	Transfers €
Subscribed capital	11,000,000.00	0.00	0.00	0.00	0.00
(Previous year)	11,000,000.00	0.00	0.00	0.00	0.00
Capital reserves	1,271,678,358.41	0.00	0.00	0.00	259,400,000.00
(Previous year)	972,578,358.41	0.00	0.00	0.00	299,100,000.00
Earnings reserves	0.00	0.00	0.00	0.00	0.00
(Previous year)	2,335,861.17	0.00	0.00	-2,335,861.17	0.00
Accumulated deficit	-420,991,859.17	-171,249,394.34	0.00	0.00	0.00
(Previous year)	-224,009,209.39	-181,669,084.06	0.00	-15,313,565.72	0.00
Consolidated equity	861,686,499.24	-171,249,394.34	0.00	0.00	259,400,000.00
(Previous year)	761,905,010.19	-181,669,084.06	0.00	-17,649,426.89	299,100,000.00

31/12/2014 €	Minority shareholders				31/12/2014 €	Group €
	01/01/2014 €	Change in compa- nies included in the consolidation €	Net result for the year €			
11,000,000.00	0.00	0.00	0.00	0.00	0.00	11,000,000.00
11,000,000.00	0.00	0.00	0.00	0.00	0.00	11,000,000.00
1,531,078,358.41	0.00	0.00	0.00	0.00	0.00	1,531,078,358.41
1,271,678,358.41	0.00	0.00	0.00	0.00	0.00	1,271,678,358.41
0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	0.00	0.00	0.00	0.00	0.00	0.00
-592,241,253.51	-1,178,592.62	0.00	-40,047.50	-1,218,640.12	-593,459,893.63	
-420,991,859.17	0.00	-1,129,837.80	-48,754.82	-1,178,592.62	-422,170,451.79	
949,837,104.90	-1,178,592.62	0.00	-40,047.50	-1,218,640.12	948,618,464.78	
861,686,499.24	0.00	-1,129,837.80	-48,754.82	-1,178,592.62	860,507,906.62	

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Notes for Fiscal Year 2014

General information

These consolidated annual accounts have been prepared in accordance with Sections 290 et seqq. HGB [German Commercial Code].

The consolidated income statement was prepared in accordance with the cost summary method.

Companies included in the consolidation

The consolidated annual accounts are prepared by Flughafen Berlin Brandenburg GmbH (FBB).

The companies included in the consolidation (besides the parent FBB) are shown below:

	Share of equity
Berliner Flughafen-Gesellschaft mbH, Berlin (BFG)	100 %
Flughafen Energie & Wasser GmbH, Berlin (FEW)	100 %
FBB Airport Assekuranz Vermittlungsgesellschaft mbH, Schönefeld (FAA)	100 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt PNA KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt PNB KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt PSA KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt TNP KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt MWC KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt BVD 1 KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt BVD 2 KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt BVD 3 KG, Wiesbaden	94 %
Dalandi Grundstücksverwaltungsgesellschaft mbH & Co. Objekt SD KG, Wiesbaden	94 %

FBB is the sole limited partner of the nine limited partnerships. It holds 94% of the capital contribution of a limited partnership (€4,700.00 capital contribution) and 10% of the voting rights in each partnership. Upon the conclusion of the construction work and the subsequent leasing of the buildings to FBB, the Dalandi Grundstücksverwaltungsgesellschaften GmbH & Co. Objekt limited partner-

ships are to be classified as special-purpose entities within the sense of Section 290 (2) no. 4 HGB because FBB will bear the majority of the opportunities and risks as provided by the terms of the contracts. FBB Airport Assekuranz Vermittlungsgesellschaft mbH was founded in fiscal year 2014.

Accounting and evaluation methods

The annual accounts of the companies included in the consolidated annual accounts of FBB were prepared in accordance with uniform accounting and evaluation methods which were not changed from the previous year. The intangible fixed assets were measured at acquisition costs less reductions in acquisition costs, taking into account any depreciation (straight-line method). Intangible assets are depreciated over the ordinary useful life of 1 year to a maximum of 10 years.

The tangible fixed assets are measured at acquisition or manufacturing costs less reductions in acquisition costs and, if they are limited-life assets, reduced by scheduled depreciation (straight-line method). Proportionate overhead costs as well as the direct costs are included in the own work capitalised taken into account for the manufacturing costs.

The tangible fixed assets are depreciated according to the presumed useful life. Depreciation on additions is always taken pro rata temporis. Low-value assets with a value of up to €150.00 are written off in full in the year of their addition. A collective item which is written off over a period of five years is created every year for fixed assets with acquisition costs per asset ranging between €150.01 and €1,000.00. The disposal of these assets is shown in the fixed assets movement at the end of the five-year utilisation period. The following periods of useful life (in years) have been applied to tangible assets:

Buildings	10 – 50
Technical equipment, plant and machinery	10 – 25
Other equipment, fixtures, fittings and equipment	4 – 15

In accordance with the consensus decision, Tegel Airport will be closed when the new Berlin Brandenburg Airport opens. The leaseholds concluded between the Company and the State of Berlin or the federal government provide for compensation based on fair value if and when the buildings and equipment can continue to be used for state or federal purposes. Since there are at this time no concrete concepts for a later utilisation of the equipment and furnishings shown in the balance sheet, the useful life periods have been adjusted. The end of the useful life period for Tegel has been set for the second half of 2017 after

completion of BER, followed by a half-year hibernation period.

New construction of major infrastructure elements of the airport is linked to the operational startup of Berlin Brandenburg Airport on the Schönefeld site. The end of the useful life for some of the facilities in the area of the terminal Schönefeld North has been set for the second half of 2017 after completion of BER, followed by a half-year hibernation period, because later use of the buildings and equipment in this area is not planned. The useful life periods of equipment which will be used in the future by the diplomatic service and flight service of Germany have not been changed.

Stock rights and bonds in the **financial assets** were measured at the lower of acquisition costs or the attributable value.

Stocks of **raw materials and supplies** in the **inventories** were measured at the lower of average acquisition costs or replacement costs on the balance sheet date. All discernible risks related to raw materials and supplies have been taken into account by reasonable devaluations.

Except for the retention of title clauses usual in business, the inventories are free of any third-party rights.

In the previous year, construction services performed for third-party investments to be carried out in relation to BER measures were essentially disclosed as **uninvoiced services**. The manufacturing costs include proportionate overhead costs as well as the direct costs. The principle of measurement without unrealised losses was observed.

Receivables and other assets are measured at nominal value. All of the items entailing risks have been given due consideration by the creation of reasonable valuation allowances. The general credit risk is covered by lump-sum deductions. Long-term receivables are measured at cash value.

The plots of land for Business Park Berlin designated for sale and disclosed under **Other assets** are measured at the lower attributable value oriented to the fair value for land which is expected to be developed in the near future. This value was determined on the assumption of future development and exploitation as a commercial area.

Cash is disclosed at the nominal amount in the balance sheet.

Prepaid expenses include expenditures for expenses after the closing date. A payment originally in the amount of €14.0m was made in 2009 to the lender within the framework of the loan agreements for the financing of BER. This payment is offset against future interest savings. The Company has deferred this amount as expenses similar to interest so that the expenses are distributed over the term of the loans.

Subscribed capital and capital surplus are shown at nominal value.

Investment grants and investment subsidies for fixed assets are shown as special accounts on the liabilities side. They are reversed over the course of the write-offs. The reversal amounts are shown under Other operating income.

All discernible risks have been taken into account for the **creation of provisions**.

Provisions for pensions and similar obligations are measured at the cash values for current pensions, calculated in accordance with actuarial principles at the interest rate of 4.62% (previous year: 4.90%) determined by the Deutsche Bundesbank for equivalent terms. In this case, the option provided by Section 253 (2)

second sentence HGB was exercised and the market interest rate for a remaining term of 15 years was applied as a flat rate. A pension trend of 2.0% (unchanged) was assumed. The projected unit credit method (PUC method) was utilised as the measurement procedure, and the calculations are based on the probability data of the reference tables 2005 G of Klaus Heubeck.

The **tax provisions and the other provisions** cover all of the contingent liabilities and obligations. They have been created in the performance amount dictated by reasonable commercial judgement. If the remaining term is more than one year, they are discounted at an interest rate determined by the Deutsche Bundesbank for the pertinent term. The long-term provisions are measured in accordance with the net method, i.e. provisions are discounted and measured at cash value. Changes from interest expenditures do not result until subsequent years within the context of the accrued interest.

The provisions for partial retirement regulations include commitments from outstanding wage payments based on the collective bargaining agreement regulating partial retirement as well as obligations to pay additional increases of benefits which will presumably arise pursuant to the collective bargaining agreement in force from 01 January 2010. Provisions for partial retirement were measured on the basis of an actuarial assessment pursuant to Section 253 (1) and (2) HGB. The discounting of the provisions to cash value is calculated by applying an interest rate of 4.62% (previous year 4.90%). A salary trend of 1.5% was assumed (unchanged) for the measurement of the partial retirement provisions.

Liabilities are shown at the payment amounts.

Deferred income contains income representing earnings for a certain period after the closing date.

Deferred taxes

There was no measurement of a reimbursement from deferred taxes in conformity with Section 274 (1) HGB. A deferred payment is disclosed as a balance. No deferred taxes from consolidation measures pursuant to Section 306 HGB resulted.

Consolidation principles

Capital was consolidated according to the basis method. The book value of the shareholdings in the consolidated companies disclosed in the FBB balance sheet is offset against the equity disclosed in the balance sheets of these subsidiaries at the point in time of the initial consolidation. The capital consolidation of BFG results in a difference on the liability side in the amount of €21.2m (previous year €21.2m) which is allocated to the capital reserves. The capital consolidation of the Dalandi real estate management companies results in a difference on the assets side in the amount of €17.6m. In exercise of the de facto option existing at the time of the initial consolidation, the difference was offset against the existing earnings reserves (€2.3m). The remaining amount of €15.3m was offset against the accumulated deficit carried forward.

Shares of other shareholders were measured in the amount of the arithmetic share of shareholders' equity of the consolidated companies.

Receivables and liabilities among the consolidated companies are offset against

each other. Sales revenues and other income were offset against the corresponding expenditures.

The closing date for all of the companies included in the consolidation is the same as that of the parent company. All of the annual accounts included in the consolidation were prepared in euros.

Explanatory Comments on the Consolidated Balance Sheet

Fixed assets

The movement of individual items of the fixed assets, including write-offs taken in the fiscal year, is shown in the fixed assets movement.

	31/12/2014 €k	31/12/2013 €k
Intangible assets	55,647	22,133
Tangible assets	3,554,385	3,453,116
thereof land and buildings	1,254,718	1,178,022
thereof payments on account and assets in process of construction	1,874,228	1,834,928
Financial assets	51	51
Total	3,610,084	3,475,300

Receivables and other assets

All of the receivables and other assets have a remaining term of less than one year.

	31/12/2014 €k	31/12/2013 €k
Trade accounts receivable	30,977	52,747
thereof short-term receivables	20,977	52,747
thereof long-term receivables	10,000	0
Other assets	69,671	77,297
Total	100,648	130,044

The Other assets comprise primarily the land of the Business Park Berlin (€28,647k, previous year €28,691k).

Subscribed capital

The share capital amounts to €11,000k, as in the previous year.

Capital reserves

The capital reserves of €988.5m contain among other elements the financing contributions from the shareholders for BER. In the fiscal year, €259.4m was allocated to the capital surplus.

Earnings reserves

The earnings reserves contained earnings from the first-time discounting of provisions in 2010 in the amount of €2,336k pursuant to the first-time application of the BilMoG [German Accounting Law Modification Act] in accordance with Art. 67 (1) EGHGB [Introductory Act to the German Commercial Code]. The earnings reserves were offset in fiscal year 2013 against the proportionate difference from the initial consolidation of the Dalandi real estate management companies.

Accumulated deficit

The consolidated accumulated deficit in the fiscal year amounts to €171,289k (previous year deficit of €181,718k). Following inclusion of the share of results of other shareholders (€-40k) and the addition of the consolidated accumulated deficit carried forward from the previous year (€420,992k), the result is a consolidated accumulated deficit of €592,241k.

The amount of €0k is available from the earned equity of the parent company for disbursement to the shareholders.

Investment subsidies and investment grants

Investment grants and investment subsidies for fixed assets (€96,257k; previous year €101,925k) are shown as special accounts on the liabilities side. They are reversed over the course of the write-offs.

Tax provisions

Tax provisions include contingent land tax liabilities for the sites Schönefeld and Tegel (€872k; previous year €1,082k) and provisions for electric power tax.

Other provisions

Other major provisions are related to:

	31/12/2014 €k	31/12/2013 €k
Services not yet performed for the BER rail connection	1,535	4,120
Contingent loss provisions for underground fuelling	2,011	7,112
Partial retirement	12,706	16,433
TransFair BER	12,981	14,283
Risk provisioning due to the postponement of the operational startup of BER	30,446	25,702
Unpaid invoices	13,091	9,516

Liabilities

Details of the remaining terms are shown in the liabilities movement.

Liabilities movement in €k

Type of liability	Remaining term			Total	
	Up to 1 year	1 to 5 years	More than 5 years	31/12/2014	31/12/2013
1. Loans and overdrafts (Previous year)	47,812 (21,921)	1,433,737 (217,815)	963,992 (2,219,288)	2,445,541	2,459,024
2. Liabilities from payments received on account (Previous year)	400 (539)	0 (0)	0 (0)	400	539
3. Trade accounts payable (Previous year)	17,927 (21,808)	0 (0)	0 (0)	17,927	21,808
5. Other liabilities (Previous year) thereof for taxes: (2,360; previous year 2,808)	43,830 (37,120)	0 (0)	0 (0)	43,830	37,120
Total (Previous year)	109,969 (81,388)	1,433,737 (217,815)	963,992 (2,219,288)	2,507,698	2,518,491

Loans and overdrafts result from the utilisation of the credit lines for the BER long-term financing, of which €2,221,540k is guaranteed by guarantees given by shareholders and €224,001k by mortgages.

Deferred income

The major components of the deferred income are payments received on account for ground rent and grants for investments in buildings or investments for the development of land areas and grants for servicing and maintenance obligations. Payments received on account are discounted to the cash value as agreed in the leases and reversed over the duration of the leases. The subsidies are included as operational earnings on the basis of the useful life of the pertinent assets.

Deferred taxes

Deferred taxes are a consequence of deviations in value measurements of assets, liabilities and deferred expenses and income caused by differences in commercial and tax laws. In the annual accounts per 31 December 2014, the deferred tax liabilities of €452k, which essentially result from differing measurements of tangible assets and other provisions, are offset against deferred tax reimbursements of €8,185k. The option provided under Section 274 (1) second sentence HGB was exercised so that the balance has not been capitalised. The deferred tax reimbursements are primarily a consequence of the differing valuations of tan-

gible and financial assets, inventories, pension provisions and other provisions. Deferred tax reimbursements arising from the application of tax laws related to accumulated deficits brought forward have not been measured because they cannot be offset within the next five years according to the corporate planning. The deferred taxes are based on a tax rate of 24.8%. No deferred taxes resulted from consolidation measures.

Contingent liabilities

In connection with the sale of GGB, BFG agreed to a limited guarantee catalogue usual on the market which includes standard guarantees and risks, especially pension provisions, the effectiveness of the retroactive effect of the collective agreement for safeguarding jobs of the GGB and the correctness of disclosed information. A balanced tax exemption obligation, limited to 31 December 2007, was given. The amount of the liability is limited to €2,053k. There are no discernible reasons to expect any claims pursuant to the liability obligation because no claims have been asserted against BFG in the past.

FBB has received letters of claim from airlines, service providers, tenants and other companies requesting damages/regress payments as a consequence of the postponement of the operational startup of Berlin Brandenburg Airport originally set for 3 June 2012. The majority of the letters have initially done no more than assert the grounds for the claims; very few of the claim letters include concrete figures or they contain at most estimates. As a consequence, it is not possible at this time to make any definitive statements regarding the total amount of the claims asserted by the various claimants. FBB has reached an out-of-court settlement with some of the claimants. With respect to the unsettled claims, FBB assumes that the justification for the claims will be clarified in the course of litigation because there are new or legally complex issues, especially in those cases where there is no contractual relationship, which will require clarification, possibly involving a series of appeals.

Discernible risks have been given due consideration in the annual accounts by the creation of provisions. The possibility of additional risks cannot be completely excluded, but it is not possible at this time to determine their value with any degree of certainty.

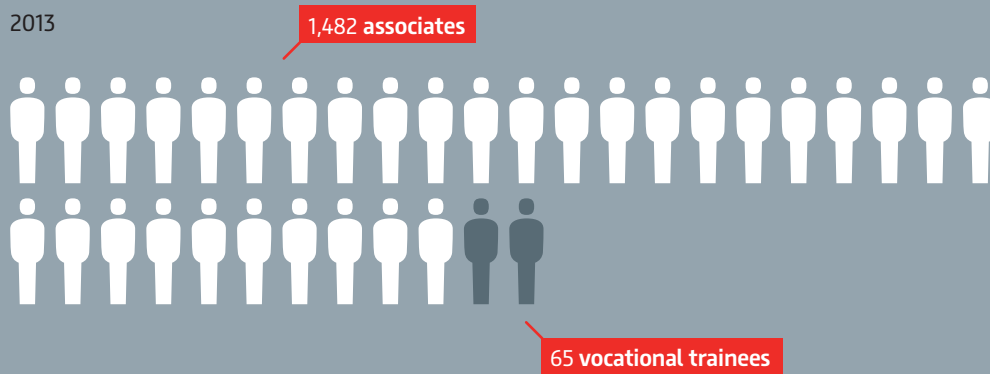
Number of associates

Average number of employed associates in 2014

2014



2013



Off-balance-sheet transactions

There are Other financial obligations in the amount of €921.6m. This obligations arise specifically from the following circumstances fixed by contract or commissioned:

No.	Other financial liabilities	31/12/2014 €k	31/12/2013 €k
1.	Noise protection measures	647.0	444.0
2.	Order commitment from awarded investment contracts KGs	212.5	159.1
3.	Invoices for measures subject to capitalisation still under review	31.7	162.0
4.	Payment obligations from leases and leasing agreements	24.4	16.4
5.	Payment obligations equalisation levy for sealing in accordance with the planning stipulation decision	6.0	9.4
6.	Completed construction work which has not been billed	0	55.0
7.	Payment obligations pursuant to construction permit agreements/ compensation payments	0	2.1
Total		921.6	848.0

There is an obligation pursuant to the (supplementary) planning stipulation decision to initiate **noise protection measures (Item 1)** and/or make compensation payments. These obligations will amount to as much as €647.0m by the time of the operational startup.

The awarded **investment/consulting contracts (Item 2)** essentially concern measures for BER, including the terminal, underground construction, planning and technical infrastructure.

Invoices for measures subject to capitalisation which had been received at FBB by the balance sheet date, but **which are still under review (Item 3)**, amount to €31.7m. The amount which would actually be reasonable for the claims submitted by the contractors with respect to these invoices has not been finally clarified.

The **obligations pursuant to the leases and leasing agreements (Item 5)** end in the period between 2015 and 2027 and are related primarily to hereditary tenancy, office blocks, IT equipment, motor vehicles and office furniture.

Derivative financial instruments

The interest for the long-term borrowing represents a major component of the payment obligations of FBB.

The Company therefore secured its position in the event of an increase in interest rates and the resulting rise in financing costs by concluding interest swaps in December 2006. Each of these agreements has been concluded to hedge future cash flows. The secured risk is the change in value of the interest

payments for the long-term borrowing resulting from changes in the 3-month Euribor interest rates. The objective of the interest hedge transactions is to establish a fixed rate for a part of the series of expected interest payments (3-month Euribor) and thus to secure the viability of the planning.

During the period between 2014 and 2026, about 50% of the total borrowing needs according to current liquidity planning and business plan is to serve as the underlying transaction for the hedge. Risks from payment flow fluctuations in the amounts shown above are therefore excluded for future interest payments on these underlying transactions. The derivative financial instruments are cases of pending transactions. That is why they are not disclosed in the balance sheet per 31 December 2014. The interest swaps and the loans to finance the construction of the BER create a hedge in accordance with HGB. They are disclosed in the balance sheet in accordance with the net hedge presentation method. Changes in the value of the interest swaps are accordingly not disclosed in the balance sheet if they are balanced out by value changes in the underlying transaction. The creation of a provision for contingent loss would be required if there is a possibility of unrealised loss. The attributable fair value per 31 December 2014 amounts to a nominal value of about €1.1bn for a market value of €-305.3m. The market value of the swaps was determined by application of the discounted cash flow measurement. The future interest payments were discounted by the interest structure curve of 31 December 2014. The cash value of these payments represents the value of the swaps. The five swaps are amortising swaps.

The prospective effectiveness of the hedging relationship was calculated on the basis of a regression analysis. In this scenario analysis, interest rates are shifted parallel in a range from -2% to +2%. Full effectiveness is to be assumed on the basis of the critical term match method.

Section 285, no. 23a HGB requires disclosure in the notes of the amount of risk secured by the hedges. Owing to the creation of the hedge, the swaps have a negative market value of €-305.3m which is not to be taken into consideration.

Explanatory comments on the consolidated income statement

Sales revenues	2014		2013	
	€k	%	€k	%
Aviation	198,021	68.6	192,302	62.7
Non-Aviation	49,790	17.2	47,243	15.4
Leasing	31,527	10.9	33,410	10.9
Sales revenues construction services	1,759	0.6	25,864	8.4
Sales revenues services	2,951	1.0	2,959	1.0
Miscellaneous	4,789	1.7	4,859	1.6
Total	288,837	100.0	306,637	100.0

Expenditures and earnings related to other periods

Earnings related to other periods in the amount of €14,353k (previous year €15,030k) were received in the reporting period. They comprise essentially earnings from the reversal of provisions (€11,240k; previous year €7,567k).

Expenditures related to other periods in the amount of €31,318k (previous year €37,069k) contain primarily the valuation allowance for a creditor with a debit balance (€26,338k).

Interest from interest accrual and discounting of provisions

Expenditures related to interest accruals on provisions and liabilities of €2,547k (previous year €2,173k) were incurred in the reporting period. Income from the discounting of provisions in the amount of €371k (previous year €215k) has been disclosed in the reporting period.

Miscellaneous information

Related persons

Existing business relationships with related persons were agreed subject to terms and conditions usual on the market. Institutions which perform official duties at the airports and other public institutions are charged rents at cost as prescribed by law.

Exemption from disclosure pursuant to Section 264 (3) HGB

Berliner Flughafen-Gesellschaft mit beschränkter Haftung, Berlin, exercises the provision for exemption from the disclosure of the annual accounts pursuant to Section 264 (3) HGB.

Explanatory comments on the consolidated cash flow statement

The capital flow statement was prepared in accordance with the principles of DRS 2. Cash and liquid funds are equivalent.

Total interest payments amounted to €69,233k (previous year: €58,889k). The balance of paid and reimbursed taxes on income in the fiscal year amounted to €0k in contrast to €34k (reimbursement) in the previous year.

Cash comprises liquid funds (€21,136k; previous year €61,903k) and a utilised current account credit line (€4,643k; previous year €0k).

Auditor's fees

These fees cover the services of all of the companies and break down as shown below:

	2014 €k	2013 €k
Audit services	140	100
Tax accountant services	73	92
Other services	10	32
Total	223	224

The audit services 2014 include €20k for the previous year.

Supervisory Board

Representatives of the State of Berlin

Klaus Wowereit – Chair until 11 December 2014;
Governing Mayor of Berlin (Ret)

Michael Zehden – Managing Director;
B.H.S. – Berlin Hotelmanagement und Service GmbH

Frank Henkel – Senator;
Senate Department of the Interior and Sports

Dr Margaretha Sudhof – State Secretary;
Senate Department for Finances

Michael Müller – from 12 December 2014
Governing Mayor of Berlin

Representatives of the State of Brandenburg

Rainer Bretschneider – Vice Chair;
State Secretary; State Chancellery of the State of Brandenburg

Ralf Christoffers – until 11 December 2014
Minister (Ret); State Ministry for Economics and European Affairs
of the State of Brandenburg

Dr Helmuth Markov – until 07 January 2014

Minister; State Ministry of Justice and for Europe and Consumer
Protection of the State of Brandenburg

Christian Görke – from 07 April 2014 until 11 December 2014

Minister; State Ministry of Finances of the State of Brandenburg

Dr Wolfgang Krüger – Chief Executive IHK Cottbus

Daniela Trochowski – from 12 December 2014

State Secretary;
Ministry of Finances of the State of Brandenburg

Axel J. Arendt – from 12 December 2014

Axel Arendt Management Consulting

Representatives of the Federal Republic of Germany

Rainer Bomba – State Secretary

Federal Ministry for Transport and Digital Infrastructure

Werner Gatzert – State Secretary;

Federal Ministry of Finance

Labour Representatives on the Board

Holger Rößler – ver.di Trade Union Secretary;

Vereinte Dienstleistungsgewerkschaft Berlin District

Franziska Hammermeister – until 29 September 2014

Associate at Berliner Flughafen-Gesellschaft mbH;
Tegel Airport

Claudia Heinrich – Chairperson of the Works Council at

Flughafen Berlin Brandenburg GmbH; Schönefeld Airport

Sven Munsonius – Associate at Berliner Flughafen-Gesellschaft mbH;

Tegel Airport

Peter Lindner – Chairperson of the Works Council at

Berliner Flughafen-Gesellschaft mbH;
Tegel Airport

Gerhard Voß – from 30 September 2014

Vice Chairperson of the Works Council at Berliner Flughafen-Gesellschaft mbH;
Tegel Airport

Total compensation paid to the Supervisory Board

The reimbursements for attendance fees paid to the Supervisory Board members amounted to €17.5k (previous year €33.7k).

Management

Dr Hartmut Mehdorn – CEO

Heike Fölster – CFO

Total compensation paid to management

€k	Basic compensation	Contingency compensation	Employer's contributions to social insurance	Miscellaneous compensation	Total
Hartmut Mehdorn	600	122	7	24	753
Heike Fölster	230	31	11	18	290
Total	830	153	18	42	1,043

Total compensation to former members of management

Pension payments made to former members of management amounted to €503k (previous year €492k). Provisions for pensions to former members of management and their survivors have been created in full and amount to €5,310k (previous year €5,352k) per 31 December 2014.

The provision for risk provisioning for unpaid salaries to a former member of management amount to €1,444k per 31 December 2014.

Staff

Average number of associates during the fiscal year:

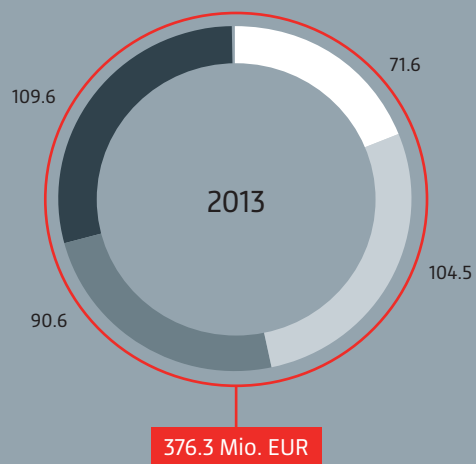
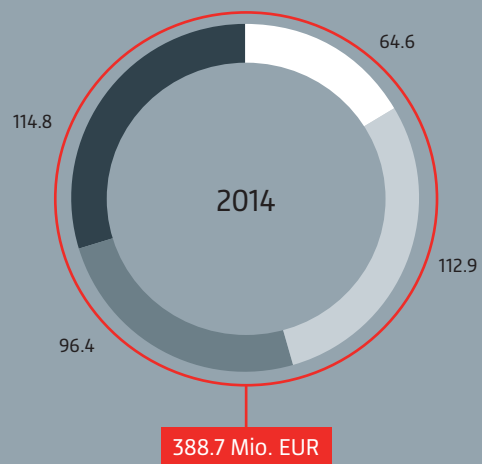
	2014	2013
Associates (white-collar)	1,689	1,482
Vocational trainees	71	65
Total	1,760	1,547

Schönefeld, 12 March 2015

Dr Hartmut Mehdorn

Heike Fölster

Expenses in €m



■ Cost of materials ■ Personnel expenses ■ Write-offs and depreciation ■ Other operating expenses

Flughafen Berlin Brandenburg GmbH, Schönefeld

Development of group fixed assets for the fiscal year from 01 January 2014 to 31 December 2014

FBB Group		Acquisition and manufacturing costs				
		Per 01/01/2014 in €	Additions €	Disposals €	Transfers €	Last revised: 31/12/2014 €
I.	Intangible assets					
1.	Purchased concessions, industrial property and similar rights and assets, and licences in such rights and assets	43,746,426.11	29,616,744.25	2,091,746.41	6,980,170.87	78,251,594.82
2.	Payments on account	429,332.66	63,056.12	0.00	-79,812.16	412,576.62
		44,175,758.77	29,679,800.37	2,091,746.41	6,900,358.71	78,664,171.44
II.	Tangible assets					
1.	Land and buildings, including buildings on third-party land	1,760,075,313.18	35,352,031.05	1,567,946.20	95,902,601.91	1,889,761,999.94
2.	Technical equipment, plant and machinery	630,600,514.09	5,906,613.24	45,000.00	9,365,090.39	645,827,217.72
3.	Other equipment, fixtures, fittings and equipment	131,319,539.62	6,965,447.82	6,423,177.39	3,192,363.55	135,054,173.60
4.	Payments on account and assets in process of construction	1,841,036,583.74	183,131,904.41	28,479,065.41	-115,360,414.56	1,880,329,008.18
		4,363,031,950.63	231,355,996.52	36,515,189.00	-6,900,358.71	4,550,972,399.44
III.	Financial assets					
1.	Participations	51,200.00	0.00	0.00	0.00	51,200.00
		4,407,258,909.40	261,035,796.89	38,606,935.41	0.00	4,629,687,770.88

	Accumulated depreciation					Book values	
	Last revised: 01/01/2014	Additions	Disposals	Transfers	Last revised: 31/12/2014	31/12/2014	31/12/2013
	€	€	€	€	€	€	€
	22,043,078.86	3,010,523.53	2,036,532.41	0.00	23,017,069.98	55,234,524.84	21,703,347.25
	0.00	0.00	0.00	0.00	0.00	412,576.62	429,332.66
	22,043,078.86	3,010,523.53	2,036,532.41	0.00	23,017,069.98	55,647,101.46	22,132,679.91
	582,053,004.60	53,221,276.81	331,971.48	102,052.42	635,044,362.35	1,254,717,637.59	1,178,022,308.58
	231,268,178.29	30,733,751.32	0.00	-93,265.49	261,908,664.12	383,918,553.60	399,332,335.80
	90,486,632.85	9,437,149.08	6,391,307.19	540.86	93,533,015.60	41,521,158.00	40,832,906.77
	6,108,477.36	1,770.25	0.00	-9,327.79	6,100,919.82	1,874,228,088.36	1,834,928,106.38
	909,916,293.10	93,393,947.46	6,723,278.67	0.00	996,586,961.89	3,554,385,437.55	3,453,115,657.53
	0.00	0.00	0.00	0.00	0.00	51,200.00	51,200.00
	931,959,371.96	96,404,470.99	8,759,811.08	0.00	1,019,604,031.87	3,610,083,739.01	3,475,299,537.44

Flughafen Berlin Brandenburg GmbH, Schönefeld

Development of group fixed assets for the fiscal year from 01 January 2014 to 31 December 2014

thereof BER	Acquisition and manufacturing costs				
	Per 01/01/2014 in €	Additions €	Disposals €	Transfers €	Last revised: 31/12/2014 €
I. Intangible assets					
1. Purchased concessions, industrial property and similar rights and assets, and licences in such rights and assets	24,383,526.26	28,862,034.10	30,850.00	7,000,211.37	60,214,921.73
2. Payments on account	388,751.66	48,987.00	0.00	-39,231.16	398,507.50
	24,772,277.92	28,911,021.10	30,850.00	6,960,980.21	60,613,429.23
II. Tangible assets					
1. Land and buildings, including buildings on third-party land	1,136,051,598.10	32,951,523.54	1,238,033.67	95,888,805.08	1,263,653,893.05
2. Technical equipment, plant and machinery	470,018,652.49	5,443,959.05	45,000.00	9,341,366.67	484,758,978.21
3. Other equipment, fixtures, fittings and equipment	42,109,548.23	1,899,757.31	352,538.46	3,148,524.96	46,805,292.04
4. Payments on account and assets in process of construction	1,840,664,275.53	181,000,157.11	28,485,454.37	-115,318,023.01	1,877,860,955.26
	3,488,844,074.35	221,295,397.01	30,121,026.50	-6,939,326.30	3,673,079,118.56
	3,513,616,352.27	250,206,418.11	30,151,876.50	21,653.91	3,733,692,547.79

	Accumulated depreciation					Book values	
	Last revised: 01/01/2014 €	Additions €	Disposals €	Transfers €	Per 31/12/2014 €	Last revised: 31/12/2014 €	Last revised: 31/12/2013 €
	4,589,090.26	2,412,927.67	18,683.00	1,947.84	6,985,282.77	53,229,638.96	19,794,436.00
	0.00	0.00	0.00	0.00	0.00	398,507.50	388,751.66
	4,589,090.26	2,412,927.67	18,683.00	1,947.84	6,985,282.77	53,628,146.46	20,183,187.66
	100,239,171.87	44,818,519.26	2,058.95	103,497.21	145,159,129.39	1,118,494,763.66	1,035,812,426.23
	75,641,682.78	29,549,050.78	0.00	-97,019.66	105,093,713.90	379,665,264.31	394,376,969.71
	11,469,650.23	6,307,295.65	338,719.44	4,935.33	17,443,161.77	29,362,130.27	30,639,898.00
	6,016,249.82	0.00	0.00	-9,327.79	6,006,922.03	1,871,854,033.23	1,834,648,025.71
	193,366,754.70	80,674,865.69	340,778.39	2,085.09	273,702,927.09	3,399,376,191.47	3,295,477,319.65
	197,955,844.96	83,087,793.36	359,461.39	4,032.93	280,688,209.86	3,453,004,337.93	3,315,660,507.31

Flughafen Berlin Brandenburg GmbH, Schönefeld Consolidated Management Report for the Fiscal Year from 1 January to 31 December 2014



01

Flughafen
Berlin Brandenburg GmbH

Flughafen Berlin Brandenburg GmbH was able to complete the structuring phase at BER in 2014. The schedule tables announced on 12 December 2014 provide a solid foundation for a confident projection of the opening date. The opening of BER is scheduled for the second half of 2017.

The Airport Company set a new record for the operation of Schönefeld and Tegel Airports in 2014. Almost 28 million passengers flew to and from Berlin, the highest volume ever. The air traffic at both of the legacy airports flowed smoothly with little disruption thanks to investments in service, infrastructure and the high level of commitment on the part of associates and process partners. The airport site remains in third place in Germany (based on PAX figures) and has grown overproportionately in comparison with the average of the German commercial airports in recent years.

The internal reorganisation of the Company was continued with success. The business field Equipment and Construction was reorganised in 2014, the builder position was strengthened and further know-how was acquired, especially in the divisions Operations and Equipment and Construction, through the hiring of new personnel.

A Organisation and Business Activities

Schönefeld and Tegel Airports provide the aviation infrastructure for the capital region Berlin-Brandenburg. Once operation of Berlin Brandenburg Airport Willy Brandt commences, all air traffic will be concentrated on this facility.

Shareholders of FBB are the State of Berlin (37% of the initial capital), the State of Brandenburg (37%) and the Federal Republic of Germany (26%).

Dr Hartmut Mehdorn has been CEO since March 2013. Heike Fölster has been CFO since May 2013. Members of management include the heads of the business fields Operations, Marketing and Sales, Equipment and Construction and HR.

Hartmut Mehdorn announced on 15 December 2014 that he would be resigning as chairperson. On 20 February 2015, the Supervisory Board adopted a resolution designating Karsten Mühlenfeld as his successor for the position of FBB CEO.

Corporate Governance

Good corporate governance is strongly emphasised at Berlin Brandenburg Airport. Corporate governance stands for transparent management and control of the company in awareness of responsibility and oriented to long-term value creation. The key standards are the rules and recommendations for action contained in the "Corporate Governance Code for the Participation of the State of Brandenburg in Companies Under Private Law". Management and Supervisory

Board at FBB have prepared a corporate governance report which can be viewed on the Company's website at www.berlin-airport.de. One special component of the report is the declaration that the rules and regulations contained in the Code have been observed and will be observed in the future as well.

B Projects and Future Business Fields

B.1 Overview of the BER Project

Berlin Brandenburg Airport is scheduled to open in the second half of 2017. Flughafen Berlin Brandenburg GmbH has prepared the schedule tables in recent months. The Supervisory Board discussed the schedule tables and the milestones between now and the opening in detail and adopted them on 12 December 2014.

The decision on 12 December 2014 adopting the schedule tables for the opening puts an end to a two-year phase without an opening date or clear prospects for the completion of BER. The adoption of the schedule tables also completes the basic work phase during which the Airport Company had to take care of fundamental issues such as the undersized LAN network, gaps in documentation or the inconsistent room numbering system which had previously prevented a reliable planning of milestones between now and the opening.

Moreover, the work on the North Pier was completed in 2014. The responsible government authority issued the release for utilisation on 19 December 2014.

B.2 Expansion of Activities: Services and Holdings

The objective of FBB management is to strengthen permanently the earning power of the company as well as the traditional airline business. The expansion of these so-called non-aviation activities is in line with a long-term development in the German airport landscape. Whereas non-aviation activities contributed only a fraction of the total sales of the airport companies two or three decades ago, their share today is as high as 60%. FBB is planning to set up a new business field called “Services and Holdings Management”, establishing for the first time in the Company’s history a uniform sales structure. In the past, sales activities were scattered among a number of different divisions, which prevented a holistic assessment of the added-value chain.

The first step was taken at the end of 2014 when FBB Airport Assekuranz Vermittlungsgesellschaft mbH was founded as a wholly-owned subsidiary of FBB. Starting in 2015, FBB Airport Assekuranz mbH will take over responsibility for the determination and management of all of the Company’s own insurance needs for the Berlin airports. Until the end of 2015, the previous insurer, Berlin Airport Assekuranz Vermittlungsgesellschaft mbH (BAAV), will continue to handle the third-party business with a close connection to the airports (e.g. cover for the third-party firms at the airport like ground traffic service providers) and claims adjustment for BER. Beginning in 2016, FBB Airport Assekuranz mbH will also assume these responsibilities as well.



02 Business Report

A Development of Aviation Industry

German airports counted 207,934,803 passengers (arrivals and departures) last year. This growth of +3.0% (arrivals and departures) was substantially higher than the rate of the previous year (+0.7%). While domestic air traffic posted a plus of 0.8%, European travel developed by +3.1% and intercontinental traffic by +5.6%. Air freight also rose in comparison with the previous year by +2.8% (arrivals and departures) and 4,445,145 tonnes. All in all, the development of the aviation market in Germany was highly positive despite the existing growth inhibitors such as the aviation tax (source: ADV Verkehrsstatistik 2014).

The trend of recent years — growth primarily at larger airports — continued in the same direction in 2014. Air traffic clearly concentrated on locations such as Frankfurt am Main, Munich and Berlin where passengers benefit from a broad range of services featuring numerous opportunities for connecting flights.

B Commercial Development in 2014

B.1 Aviation Management/Traffic Development

The year 2014 was yet another record year for the Airport Company. A total of 27,980,533 passengers passed through the gates at Tegel and Schoenefeld Airports over the course of the year.

Passenger volume increased by 6.3% over 2013, significantly exceeding expectations. Overall, air traffic in the Berlin-Brandenburg region enjoyed more successful development than the average of the international commercial airports in Germany (ADV average +3.0%) for the twelfth year in succession. It has further cemented its position as the third-largest airport site in Germany. Viewed over the whole year, the flight schedules featured a total of 171 destinations in 52 countries offered by 72 airlines.

Traffic development in detail

The past year was marked especially by a major expansion of capacities on the part of airberlin on numerous routes (+11.3% more seats in comparison with the previous year). The airline raised the frequency of its flights to Abu Dhabi to two a day so that passengers have more frequent connections to Asia at more favourable times. Moreover, airberlin flew to Chicago every day during the summer months. The North American hub of the oneworld alliance partner American Airlines provides convenient transfers to a large number of further destinations from here.

In other developments, Lufthansa shifted its direct flights (with the exception of the routes to Frankfurt and Munich) to its subsidiary Germanwings during the year. This step was a major component of the Score programme announced by Lufthansa for increasing efficiency within the airline group. Germanwings added Verona, Ancona and Sarajevo as new destinations to the tightly woven network of European flights from Tegel.

At Schönefeld, easyJet expanded its services with the addition of two more destinations, Tel Aviv and Faro. Norwegian also expanded at the location, adding a number of new flight destinations. The airline now flies to the Canary Islands (Tenerife, Gran Canaria) and to London-Gatwick and Barcelona. The Berlin airline Germania also began flying to Lanzarote, Tenerife, Gran Canaria and Hurghada. In addition, Ryanair is now flying to the two new destinations of Shannon and Porto from Schönefeld. After TAP began serving Lisbon daily from Schönefeld, the company increased the connection to twelve weekly flights from July. This is another place where the solid growth at the site is on display. When routes within Germany are compared, Munich is the most heavily travelled route from Berlin, flown by almost 1.9 million passengers in 2014 (+2.0%). The top route to destinations outside of Germany is London, as in the past year, flown by about 1.6 million passengers (+9.6%). New York held the top position among the long-haul routes. More than 270,000 passengers flew to the Big Apple last year (+17.6%).

The top growth route in the domestic comparison is Stuttgart, which grew by about 65,000 passengers in comparison with 2013 (+7.0%). Stuttgart is now the seventh destination with more than one million passengers a year. In the European comparison, the connection to Madrid grew the fastest and almost doubled passenger volume by about 430,000 passengers (+81.6%). airberlin was the first

to begin flying the route in 2013 and was joined by Iberia Express in October of the same year.

Successor to Chicago in 2013, Doha posted the greatest growth in the long-haul segment in the past year (about 150,000 passengers, +63.3%). The decisive factor here is the permanent deployment of an Airbus A330 by Qatar Airways. Overall, double-digit growth rates were posted for virtually all of the routes in the long-haul segment. Larger aircraft and the additional seats that were offered sold well on the market and clearly illustrate Berlin's potential for additional long-haul connections. The number of available seats on long-haul routes increased by 21.6% while passenger volume rose by 18.7%.

Increased flight frequencies and addition of new routes again had an impact on the established airberlin transfer hub in Berlin. The number of transfers rose further (+8.1%), and about 8% of all passengers last year were transfers.

In contrast to last year, both of the airports developed equally well in 2014.

While Schönefeld had to battle with a decline in passenger numbers in 2013, the airport recorded the second-best year in its history in 2014, handling 7,292,517 (+8.4% over the previous year). A mere 5,000 passengers kept Schönefeld from equalling its record year of 2010.

The success story of recent years at Tegel Airport continued. The location grew once again significantly with a volume of 20,688,016 passengers (+5.6%). The limits to the airport's capacities have almost been reached so that growth was achieved above all by the use of larger aircraft models. Nevertheless, the aircraft movements rose to 182,197 take-offs and landings in comparison with the past year (+4.3%). The two locations together processed 252,522 movements (+5.2%). The average utilisation of aircraft capacity was 76.0% and remained constant overall in comparison with the previous year.

Berlin freight volume rose faster than the national average.

About 83,000 tonnes (+6%) of air freight were transshipped through the cargo facilities of the Berlin airports. 43,388 tonnes of air freight were transported by aircraft (23%; ADV: 5%) while 5,355 tonnes were flown as overnight air mail on behalf of the Deutsche Post World Net AG to Stuttgart (-2%). An additional 13,000 tonnes from the airlines and about 21,000 tonnes from shipping agents were processed as air freight delivered by lorry to the European hubs of the airlines via the air freight facilities in Berlin.

Traffic Volume	2014	2013
Tegel		
Commercial aircraft movements	177,708	170,300
Passengers (Thousands)	20,688,016	19,591,838
Schönefeld		
Commercial aircraft movements	62,471	58,350
Passengers (Thousands)	7,292,517	6,727,306
Total		
Commercial aircraft movements	240,179	228,650
Passengers (Thousands)	27,980,533	26,319,144

B.2 Non-Aviation Management

In the view of Non-Aviation Management, the year 2014 took a positive course. Virtually all of the segments at **Tegel Airport** were able to benefit from the continued increase in the number of passengers. In the retail segment, the new duty-free/duty-paid shops in Terminal C3 made an especially strong contribution to the positive income development in this year. Moreover, the services in the retail and restaurant segments for passengers at Tegel Airport were further optimised in 2014. In the retail segment, new concepts featuring Foodies and a mobile unit from hub CONVENIENCE were implemented in Terminal C3 for the twofold purpose of expanding the product pallet and enhancing the attractiveness and appeal of the services to passengers. Moreover, the sales area of the Metropolitan Pharmacy on Boulevard Tegel was expanded significantly and the facilities in the services segment were improved by the addition of an exchange centre for Travelex and an additional service counter for Global Blue. A total of five new concepts was implemented in the restaurant segment. It was possible to acquire tenants for operations here who will later be found at BER as well. Offers for passengers were expanded and strengthened with the addition of Marché Bistro in Terminal D, my smart break in Terminal C and Traiteur, Kamps Backstube and a mobile unit of C.H.E.F. in Terminal A.

It was possible to improve substantially the development of income in the parking segment over the results of the previous year. The two-stage optimisation of the parking charges on P1, P2 and P5 from last year has proven to be rewarding. At the end of August, the car park P10 at the Mercure Hotel (additional capacities of 185 parking spaces) began operation, a response to the continuing growth in passenger numbers and securing a smooth flow of traffic.

The earnings position in the airport advertising segment experienced a very strong improvement over the previous year. The primary grounds for this are the renewed acceptance of Tegel Airport as an advertising location, the successful marketing of the panorama area in the inner ring and the successful marketing of the giant poster wall along the access and departure road to and from the airport that began operation in August.

There were significant improvements over the previous year at **Schönefeld Airport** that could also be attributed to the rising numbers of passengers. In the retail segment, the switch last year of the book and press units in Terminals A and D to units operated by the tenants LS travel retail — RELAY made an especially strong contribution to the positive development in earnings.

The facilities in Terminal D were supplemented by the concept Remember Berlin (souvenirs) as a means of heightening the attractiveness and appeal of the products on offer to passengers here. In addition, the travel agency of Tropical Tours was taken over by Fun Express — Max Holiday, and counter space for Fun und Sun Travel was installed.

The increase in passenger volume also had a positive impact on the earnings position of the parking segment in 2014. In addition, the increase in the hourly rates in parking area P2 in April of last year had a profitable effect.

Owing to the difficulties associated with the postponement of the BER opening date in 2012, there has not been any noteworthy improvement in the tense earnings position of the airport advertising segment. Moreover, advertising customers are reluctant to accept Schönefeld Airport as an advertising location. Talks were conducted with the non-aviation contract partners in 2014 aimed at supporting the contract partners as they worked to solve the difficulties arising from the postponement of the opening date of BER and securing continued cooperation with BER; another objective was to obtain legal security for FBB by concluding addenda to the contracts with non-aviation partners. Solutions have been found for almost all of the contract partners so that legal security has been obtained for FBB. There were also changes in the organisation in 2014: the division Non-Aviation Management was expanded by the addition of the areas internal/external area leasing and ancillary cost accounting.

B.3 Real Estate Property Management

The Airport Company is the owner of plots of land with a total area of about 1,890 hectares. About 75% of this area is required for the airport infrastructure directly necessary for operation; about 25%, on the other hand, is available for real estate development. For instance, about 195 hectares of commercial space in immediate proximity to the airport can currently be developed to varying degrees and with various levels of potential for marketing; possible uses including

airport-specific services, freight, logistics, parking, hotels, offices etc.

Business Park Berlin

The development activities in the Business Park Berlin are being carried out in three phases. The development of the area during the first two phases was financially supported using funds provided under the joint agreement "Improvement of Regional Economic Structures". According to the latest marketing reports, about 45% of the plots have been sold. The realisation of the third development phase will depend on the demand. The high demand generally expected after the opening of BER can be met here right away.

Subsequent utilisation of the legacy Schönefeld Airport

At this time, the Federal Republic of Germany operates facilities for the diplomatic service of the German government and the flight service for the Federal Ministry of Defence at Tegel Airport. Tegel Airport will be closed when BER is opened. Consequently, Germany is seeking a way to relocate its operations, as simultaneously as possible, to the flight areas and buildings of the current Schönefeld Airport. At the moment, a time-limited further operation of SXF after operational startup of BER airport is being examined to ensure that there are adequate capacities for BER airport. Currently the Federal Agency for Real Estate Management (BImA) and FBB are studying an alternative interim location which could be used for the services needed by the German government diplomatic service.

Tegel Airport

Once BER has started operations, Tegel Airport must be maintained in operational condition for a period of six more months (maximum) to ensure the aviation connections of the City of Berlin if needed. After this period, the removal of the buildings and the dismantling of the airport equipment are scheduled for completion within three months. As consideration for the return of the airport premises to the State of Berlin and Germany as the owners of the property and the heritage building right principals, FBB/BFG, the owner of the buildings and the heritable building right holder, will receive compensation pursuant to the heritable building right agreement. The negotiations with the Senate Administration for Finances and the Federal Agency for Real Estate Management about the amount have not been concluded.

C Commercial Development

C.1 Earnings Position

FBB Group reported a **consolidated deficit** for the year of €171.3m for 2014 (previous year €181.7m). Major factors affecting the consolidated results in fiscal year 2014 are explained in the following.

Sales revenues and earnings

Sales revenues (in €m)	2014	2013
Aviation	198.0	192.3
Non-Aviation	49.8	47.2
Leasing	31.5	33.4
Construction services	1.8	25.9
Services	2.9	3.0
Miscellaneous	4.8	4.8
Total	288.8	306.6

The rise in traffic volume had a positive effect on **Aviation** sales revenues in 2014, causing them to rise by 3.0%. Sales revenues from the **Non-Aviation** division rose by 5.4% from €47.2m to €49.8m, largely a consequence of higher income from parking. The decline in sales revenues from the **Leasing operations** of 5.6% in comparison with the previous year can be explained by the lower earnings from the disposal of wastewater from de-icing operations (€-1.5m).

Sales revenues from construction services for third parties fell from €25.9m to €1.8m, essentially a consequence of the billing of the construction services for underground fuelling performed in the previous year that went hand in hand with the **inventory reduction** in the previous year. **Own work capitalised** resulted essentially from activities related to the construction of BER (€16.6m; previous year €15.4m).

Other operating income rose in comparison with the previous year by 25.9% from €17.1m to €21.5m, caused by higher income from the reversal of provisions (€+3.7m) and income from the billing of the ILA Berlin Air Show 2014 (€+0.9m).

Expenditures

Ongoing expenses for FBB Group (€388.7m) rose by €12.4m in comparison with the previous year (€376.3m).

Expenses in €m	2014	2013
Cost of materials	64.6	71.6
Personnel expenses	112.9	104.5
Write-offs and depreciation	96.4	90.6
Other operating expenses	114.8	109.6
Total	388.7	376.3

The total breaks down into increases in personnel expenses of €8.4m, in Other operating expenses of €5.2m and in depreciation of €5.8m; the cost of materials declined by €7.0m.

The decline in the **cost of materials** by 9.7% to €64.6m was primarily caused by lower expenditures for materials used for winter services (€-1.3m) and lower expenditures for utility services (€-2.8m).

Personnel expenses rose from €104.5m to €112.9m. This is primarily a result in the increased headcount.

Other operating expenses rose by 4.7% in comparison with the previous year from €109.6m to €114.8m. This increase came primarily from expenditures related to other periods owing to the devaluation of a creditor with a credit balance (€25.7m) related to the BER project and from higher expenditures caused by the postponement of the BER operational startup (€+8.1m). In 2013, the allocations to provisions for other litigation from the previous years (€22.4m) caused the Other operating expenses to rise.

Write-offs rose from €90.6m to €96.4m, an increase of 6.4%. This came primarily from higher write-offs caused by the completion and capitalisation of new assets of BER (€+4.3m).

Financial performance indicators

The **financial performance indicators** below depict the commercial development of FBB Group. Income and expenses have been **adjusted for non-operating positions**.

Financial performance indicators in €m	2014	2013
EBIT (excluding non-operating result, financial result and taxes)	-40.3	-34.4
EBITDA (EBIT excluding depreciation)	56.1	56.2
Net result for the year	-171.3	-181.7

In addition to the operating result (€-40.3m), the net loss for the year includes the financial result (€-104.7m), non-operating income (€11.3m; previous year €11.9m) and non-operating expenditures (€37.6m; previous year €40.6m). The expenditures and income from the following items (and others) are disclosed in the non-operating result (€-26.3m; previous year €-28.7m): income from the reversal of provisions, expenditures and risk provisions related to other period as a consequence of the postponement of the operational startup of BER. The definition of the non-operating results and the EBITDA was adjusted in the reporting period. The major items attributed to the operating results (EBIT) are taxes from previous years, specific valuation allowances on trade receivables for previous years and losses from trade receivables, and cost reimbursements and costs from previous years. The figures from the previous year have been adjusted accordingly.

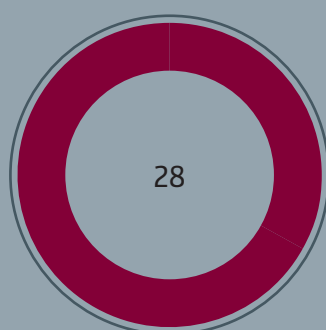
Key Data

2014

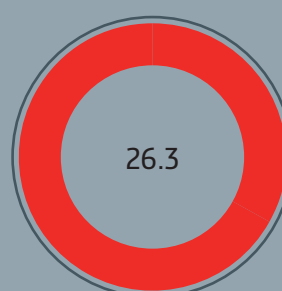
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2013

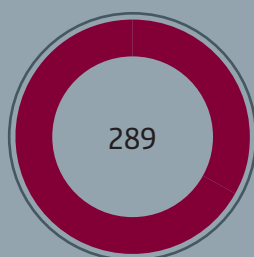
Passengers (in millions)



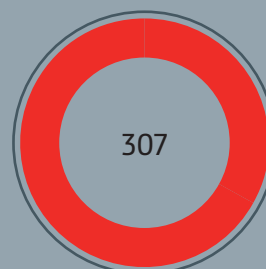
+ 6 %



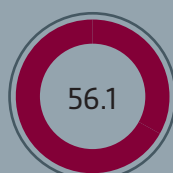
Sales revenues (in €m)



- 6 %



EBITDA (in €m)



+/- 0 %



C.2 Assets and liabilities

Assets and liabilities compare to the previous year as shown below:

	31/12/2014		31/12/2013		Change	
	€m	%	€m	%	€m	%
Assets						
Fixed assets	3,610.1	96.3	3,475.3	94.3	134.8	3.9
Inventories	1.6	0.0	1.8	0.0	-0.2	-11.7
Short-term receivables and other assets	62.0	1.6	101.3	2.7	-39.3	-38.8
Long-term receivables	10.0	0.3	0.0	0.0	10.0	
Land Business Park Berlin	28.6	0.8	28.7	0.8	-0.1	-0.2
Cash	21.1	0.6	61.9	1.7	-40.8	-65.9
Other assets	15.4	0.4	18.3	0.5	-2.9	-16.0
	3,748.8	100.0	3,687.3	100.0	61.5	1.7
Capital						
Shareholders' equity	948.6	25.3	860.5	23.3	88.1	10.2
Special accounts	96.3	2.5	101.9	2.8	-5.7	-5.6
Long-term liabilities	2,502.9	66.8	2,541.1	68.9	-38.3	-1.5
Short-term liabilities	201.0	5.4	183.8	5.0	17.3	9.4
	3,748.8	100.0	3,687.3	100.0	61.5	1.7

The increase in **fixed assets** results primarily from the additions for the realisation of BER (€250.2m). They are contrasted by disposals of fixed assets (€29.8m) and depreciation (€96.4m).

The land in Business Park Berlin is shown under **current assets**, just as in the past. This measurement assumed future development and exploitation as a commercial area. Book value in fiscal year 2014 now amounts to €28.6m.

Among other items, the **long-term liabilities** include loans and overdrafts (€2.4bn), payments received on account for ground rent and grants for investments (€55.8m) and provisions for partial retirement and pension commitments, including TransFair BER (€25.9m).

Short-term liabilities essentially include trade liabilities (€17.9m) and provisions, especially for invoices received (€13.1m). Total provisions of €30.4m have been created to cover risks resulting from the postponement of the operational startup.

The Company's **equity ratio amounts** to:

	2014	2013
Equity ratio in % (equity/total capital x 100)	25.3	23.3

During the reporting period, the shareholders paid contributions to the capital surplus in the amount of €259.4m.

C.3 Investments

The total investment volume of €261.0m was €27.9m higher than the value of the previous year (€233.1m).

The largest part by far of the investment activities was related to Berlin Brandenburg Airport:

- The partial project building construction of €130.4m, thereof €117.5m for the passenger terminal and €4.9m for the operation-specific buildings
- The partial project underground construction of €8.3m, thereof €4.4m for measures related to movement areas, including runway lighting and drainage systems; €1.5m for road construction

C.4 Financial Position

C.4.1 Financial Management

Capital increase at FBB

In view of postponement of the opening of BER and the related additional construction costs, the FBB shareholders, in consultation with the EU Commission, decided in 2012 to provide additional shareholder funds of €1.2bn as a means of securing the long-term liquidity of the Company. A total of €259.4m of this amount was paid during fiscal year 2014. Together with the shareholder funds previously paid in fiscal year 2013, a total of €558.5m has been contributed to the capital surplus.

BER long-term financing

There is long-term financing totalling €2.4bn. There are still some funds available from this financing which are scheduled for payment during the first half of 2015. The first scheduled instalment of €10.9m for the repayment of the utilised loans was paid in 2014. At the end of 2014, the outstanding cash lines amounted to about €2.2bn.

Leasing financing

There is a leasing financing agreement for €240m concluded by Berlin Brandenburg Airport as the lessee to secure the financing of the construction and operational startup of nine buildings in the BER environs. Three car parks in Airport City, a car park close to the terminal on the south side of the Main Pier, a hire car centre, three buildings for ground traffic service providers and a building for security service providers have been built. The lessors are nine limited partnerships from the German Savings Banks Finance Group. FBB is a limited partner in every one of the limited partnerships.

The release for utilisation has been issued for all nine buildings. The complete utilisation of the finished buildings by tenants and concessionaires has been delayed because of the postponement of the operational startup of BER.

C.4.2 Cash Flow Statement

The cash flow statement below shows the cash situation and financial development:

Cash flow statement	2014 in €m	2013 in €m	Change in €m
Cash flow from current business activities	-31.4	-75.0	43.5
Cash flow from investment activities	-256.6	-227.6	-28.8
Cash flow from financing activities	242.6	307.8	-65.2
Change in operating cash	-45.4	5.2	-50.6
Cash at beginning of period	61.9	56.7	5.2
Cash at end of period	16.5	61.9	-45.4

D Group Companies

D.1 Berliner Flughafen-Gesellschaft mit beschränkter Haftung

Berlin Brandenburg Airport is the sole shareholder of the Berliner Flughafen-Gesellschaft mit beschränkter Haftung (BFG). BFG operates Tegel Airport, which will cease operations when the airport BER opens its doors. During the reporting period, BFG realised a profit for the year of €88.1m.

D.2 Flughafen Energie & Wasser GmbH

FBB holds 100% of the share capital of Flughafen Energie & Wasser GmbH (FEW). Tegel and Schönefeld Airports have transferred their activities related to the supply of energy to FEW.

FEW concluded fiscal year 2014 with a net profit for the year of €4.0m.

Business operations at FEW also include the airport BER. In preparation for this, an order for energy provision contracting was awarded in May 2008. At the conclusion of a Europe-wide tender, E.ON edis AG was awarded the contract to provide energy for a period of 15 years in October 2011.

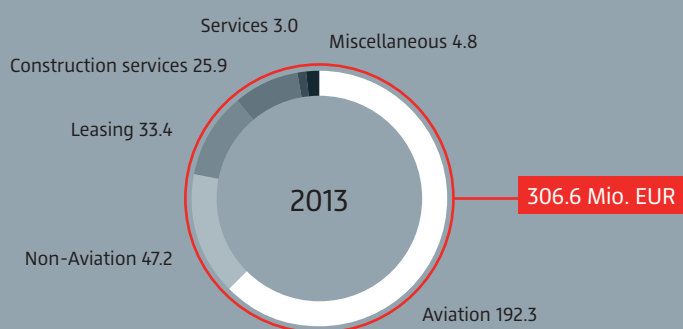
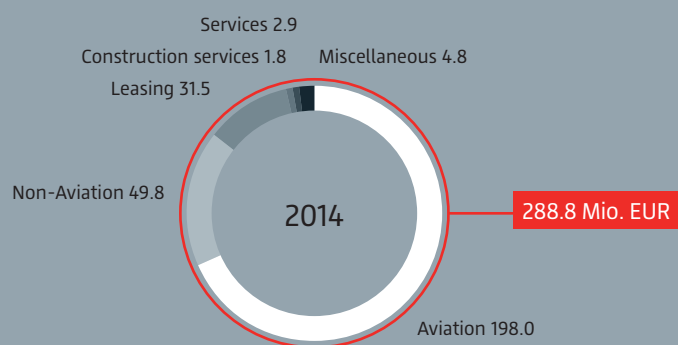
D.3 FBB Airport Assekuranz Vermittlungsgesellschaft mbH

FBB established FBB Airport Assekuranz Vermittlungsgesellschaft mbH (registered office in Schönefeld) by concluding a shareholders' agreement on 25/07/2014. The subject of the company is the brokerage and management of insurance policies of all types, including reinsurance of Flughafen Berlin Brandenburg GmbH. The company began business operations per 01 January 2015.

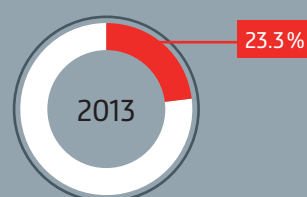
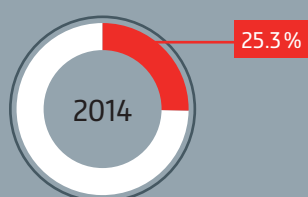
D.4 Berlin Tourismus & Kongress GmbH

Berlin Brandenburg Airport holds 10% of the share capital of Berlin Tourismus & Kongress GmbH (€51.2k capital contribution). The purpose of the company is worldwide advertising for the tourist attractions in Berlin, the promotion of tourism, business travel, events, trade fairs, conventions and congresses and the provision of information to tourists in the Berlin region. The company operates the service and retail businesses related to this purpose.

Sales Revenues (in €m)



Equity Ratio in %



D.5 Dalandi Grundstücksverwaltungsgesellschaften mbH & Co. Objekt KG

Berlin Brandenburg Airport has been a limited partner in nine limited partnerships since 2010; they act as lessors of the nine buildings to be constructed, five in Airport City and four in the nearby Area South.

FBB is the sole limited partner in each of the nine limited partnerships (holding 94% of the equity of the limited partnerships, €4,700.00 in capital contribution and 10% of the voting rights). Sole general partner in all nine cases is Dalandi Grundstücksverwaltungsgesellschaft mbH (6% of the equity of the limited partnerships; €300.00 capital contribution; 90% of the voting rights). The limited partnerships show startup losses typical of leasing endeavours which will, according to plan, be recovered in the future with the realised earnings.

Berlin Brandenburg Airport has granted heritable building rights to the land on the BER premises to the limited partnerships for a term of 60 years. FBB, acting as general contractor on behalf of the limited partnerships, is constructing buildings on the land with the heritable building rights and will lease the completed buildings from the limited partnerships for 25 years.

E Non-financial Performance Indicators

E.1 Personnel

In 2014, 249 new associates were hired by the Airport Company, bringing the total headcount to 1,802 (per 31/12/2014). In addition, 81 vocational trainees and students in dual study programmes were employed per the closing date.

Submissions of 3,931 applications, 350 of which were not in response to specific positions vacant announcements, is an indication of how attractive the Airport Company continues to be as an employer. The restructuring process initiated in 2013 continued. Moreover, the executive groups were reorganised and oriented to both the strategy and organisation at FBB. This re-orientation was supported by HR by HR development, the further development of the HR principles and improvement in the communication culture.

E.2 Environmental Protection

The company is aware of its responsibility to the environment and the interests of its neighbours. Environmental and climate protection have been established as corporate goals; activities in the field of environmental protection are subject to a continuous improvement process such as increases in energy efficiency.

Within the Company, environmental awareness is fostered by training programmes and qualification activities for the associates. FBB has developed environmental guidelines which apply throughout the entire group. In recent years,

FBB has invested substantial amounts in noise and climate protection, measures to maintain air cleanliness, operational environmental protection and intensive provision of information to the environs. FBB will continue these efforts in the coming years. FBB maintains annual statistics on the consumption of resources. These environmental indicators make a major contribution to determining and exploiting possible potential for savings in the company.

E.3 Noise Protection Programme BER

Following the reorganisation of major sections of the noise protection programme by the Airport Company in 2013 and the necessity to take into account additional implementation notes issued by the approval authority in February 2014, the processing of the claims has accelerated substantially. At the moment, claims for noise protection measures for about 19,400 residential units have been received. The Airport Company has fulfilled the requirements for about 11,300 claims (i.e. about 58%). This means that the claim adjustments have been issued. The owners can install noise protection or have already done so. These figures include as well the claims which have been finally processed because a claim is not justified. The costs for noise protection which can still be expected amount to about €647m.

The processing of claims for noise protection concentrated on the regions in the vicinity of the South Runway at BER until the end of September 2014.

E.4 Events After the Reporting Period

No significant events subject to reporting obligations occurred after the balance sheet date.



03 Risks and Opportunities

A Risk Management

Risks in commercial development are carefully recorded, evaluated and observed by the Company. The Company has established a risk management system, integrated throughout the FBB system, for this purpose.

The risk management system is supervised by the central Risk Management. The input from the various departments is submitted by risk management officers in consultation with the people in charge of risk. The responsibility for specific risks is assumed by the manager in charge of the particular area. The risk management officers prepare activities for handling risks. The various risk management officers, who are responsible in particular for the coordination of the risk management in conformity with guidelines and the contemporaneous handling of risks, work together in a cross-departmental working group. Internal auditing has also been integrated into this working group.

B Major Risks

B.1 Overall Economic Risks

The German economy maintained a course of moderate growth in 2014. Contributions to this growth came primarily from the domestic market. Growth continued to demonstrate its sturdy nature even though the international crises had not been resolved. The general conditions for an upswing in 2015 borne largely by the domestic economy have improved. FBB assumes that traffic development will be slightly positive in 2015 and consequently expects steady growth in its business fields Aviation and Non-Aviation.

Depending on general economic developments, FBB sees a risk of bankruptcy for a very few airline customers. Owing to the strength of current demand at the Berlin location and the tense competitive situation, however, possible revenue losses can be compensated by other airlines.

B.2 The Noise Protection Programme

At this time, extensive ventilation construction measures related to protection from aircraft noise are being incorporated into the processing of the noise protection claims for the properties in the proximity of the airport pursuant to the implementation notes regarding the application of DIN 1946-6 issued by the Superior Aviation Authority of Berlin-Brandenburg on 21 February 2014. If retroactively more extensive technical solutions are required as a consequence of litigation now pending, the necessity for yet another revision of applications that have been processed at that time must be assumed.

B.3 Disputed Regulations of the Previous Schedule of Charges/Risk from a New Schedule of Charges

The disputes between BFG and airlines regarding the user charges continued in 2014. Disputes have arisen pursuant to the sale of GlobeGround Berlin GmbH (GGB). BFG has undertaken the obligation to initiate court proceedings to recover user charges for ground services owed by Air Berlin PLC & Co. Luftverkehrs KG (Air Berlin) to GGB pursuant to assigned rights. Besides the review of the permissibility and reasonableness of the user charges claimed by BFG, the interpretation of the contract concluded between GGB and Air Berlin is the subject of the proceedings. In addition, the BFG undertook an obligation during the sale to conduct a test case against GGB to clarify the permissibility and reasonableness of the user charges for ground services claimed by BFG. The subject of the proceedings concerns user charges which GGB invoiced for the handling of Hapag-Lloyd. In deciding on the BFG appeal in the GlobeGround case and with respect to the referral back to the court in the Air Berlin case, the Berlin Superior Court of Justice declared the airside leasing agreements to be null and void. The Superior Court of Justice did not make any comments regarding the landside agreements. There are essentially two grounds for the invalidity. The presentation and clarity of the cost basis is not adequate. There are gaps and inconsistencies in the calculation of the charges, leaving open the possibility that costs may be charged twice. The reference figures in the airside utilisation agreement were not appropriate to the circumstances because they do not ensure that the degree of utilisation of the facilities corresponds to the costs. Leave

to appeal was denied in both cases. BFG filed a complaint against the denial of leave to appeal at the BGH. Appropriate consideration has been given to the risk or back payments in the annual accounts.

Furthermore, there is a risk for the charges approved for 2015 because Lufthansa filed suit against the approval of the schedule of charges in November 2014 and various airlines have threatened to curtail the charges or have already begun to do so. It may be necessary for FBB/BFG to file suit to recover the unpaid charges.

B.4 Continued Operation of Tegel Airport and Closure After Operational Start-up of BER

The operational startup of Berlin Brandenburg Airport will simultaneously result in the closure of Tegel Airport. Both the revocation of the aviation law permit for Tegel Airport and the discharge of the facilities and areas of Tegel Airport from the aviation law zoning (cancellation of the planning approval) are definitive. The operation permit has been extended for an indefinite period. The current notice of revocation provides for a revocation of the operating permit when six months have expired following the functioning operational startup of the extension of the existing runway to 3,600 metres and the construction of the new future runway at the commercial airport BER with a minimum length of 4,000 metres.

With regard to the current utilisation of the state's own areas at the Berlin TXL Airport, it must be noted that the heritable building right agreement from 2008 which established the basis for the utilisation by BFG expired at the end of 2011. The Company and the State of Berlin are currently negotiating the conclusion of a new heritable building right agreement to regulate the utilisation of the land owned by the state until it is returned to the State of Berlin. The parties' views differ in particular with respect to these points:

- Increase in the ground rent for the period from 07/2012
- Amount of compensation to be paid by the State of Berlin to BFG
- Description of the condition of the property owed by BFG upon its return
- Responsibility for any inherited contamination of the buildings/clean-up obligations.

Appropriate consideration has been given to the related risk of additional costs in the annual accounts.

Utilisation at this time continues on the basis of the content of the previous heritable building right agreement, even though ultimately there is no contractual foundation for this utilisation.

The areas owned by the German state are being utilised by BFG on the basis of a heritable building right agreement and a leasing agreement with the Federal Agency for Real Estate Management. This agreement will remain in effect until its cancellation by the parties which BFG can request subsequent to the cessati-

on of flight operations. The leasing contract/heritable building right agreement with the federal government provide that the provisions for the return will be regulated in a separate agreement, which is now in final draft form.

Owing to the delay in the operational startup of Berlin Brandenburg Airport, Tegel Airport must continue its operations. The required upgrade measures have been given only partial consideration in the budget. Higher costs which may be incurred for unforeseen upgrade measures have been appropriately noted in the risk management system of Flughafen Berlin Brandenburg GmbH and, if implemented, could have a negative impact on the FBB results.

B.5 Damage Compensation Claims Arising from Postponement of Operational Startup of BER

FBB has received letters of claim from service providers, tenants, airlines and other companies requesting damages/regress payments as a consequence of the postponement of the operational startup of Berlin Brandenburg Airport originally set for 3 June 2012.

There are currently three cases pending before courts. The majority of the letters have initially done no more than assert the grounds for the claims; very few of the claim letters include concrete figures or they contain at most estimates. As a consequence, it is not possible at this time to make any definitive statements regarding the total amount of the claims asserted by the various claimants.

FBB is reviewing the claims in consultation with outside legal counsel to determine whether they are justified with respect to their basis and amount.

Basically, it is possible (following a preliminary assessment of the damage or loss asserted by a small number of claimants) to determine clearly that compensation cannot be claimed for many of the cases of asserted damage or loss because they rest on a contractual relationship and ultimately assert the interest in fulfilment and lost profit, to which there is no claim as long as there is no contractual relationship.

FBB assumes furthermore that a part of the claims will be clarified in the course of litigation because there are new or legally complex issues which will require clarification, possibly involving a series of appeals. Discernible risks have been given due consideration in the annual accounts by the creation of provisions.

B.6 Progress of the BER Project

In announcing the schedule tables setting a possible opening date for BER, we have created the pre-conditions making it possible to restore clarity to the management of the project.

At this time, all of the details of the scheduling for the completion of construction of the passenger terminal are being finalised. Influencing factors from planning, contract awards, construction progress and required approval pro-

cesses are being taken into consideration and the further phases of the project are being concretised in greater detail.

One of the prerequisites for compliance with the announced deadlines is the business agreement with the companies for addenda and billing issues which are secured by new structures and responsibilities on the part of FBB and the downstream service providers. The planning of the smoke removal systems as part of the fire protection is also on schedule at this time. The prerequisites for the rebuilding of the smoke removal systems will be created by the submission of the 5th addendum for the final design of the mechanical smoke removal systems at the beginning of Q2 2015. We are also cooperating closely with the companies during completion of the remaining construction work so that we can give the companies doing the work clear instructions. Compliance with the prerequisites for legal permits are being reviewed and successively processed, assuring the operational startup.

In 2014, FBB examined the capacity situation at BER in view of rising passenger numbers and determined that measures to increase capacity in the BER terminal and on the movement areas and a new terminal will be required shortly after operational startup of BER. FBB has begun the related planning so that possible capacity bottlenecks can be countered.

The operational startup of BER is also dependent on the provision of funding. The project costs for BER have been reviewed and compiled in a cost forecast. The total costs remain within the constraints of the previously determined scope of the costs.

B.7 Financing and Financial Instruments

The financial needs of FBB are currently covered by the shareholder funds and the BER long-term financing. Precautionary measures in the form of effective financing management have been implemented to prevent any bottlenecks in liquidity. The loans for the BER long-term financing taken out by FBB are secured in full by guarantees submitted by the three FBB shareholders.

As a consequence of the postponement of the operational startup and subsequent to the review of the situation, additional construction costs amounting to €1,049m have been identified. Currently, various financing variants for cover of additional financing needs are being reviewed in consultation with the FBB shareholders.

The interest for the long-term financing represents a major component of the payment obligations of FBB. Since the interest expenses for the BER long-term loans are determined on the basis of the variable 3-month Euribor, FBB is vulnerable to substantial risks from payment flow fluctuations in the event of a change in the interest level. For this reason, the Company has secured its position in part against an increase in interest rates and the subsequent rise in financing expenses with the aid of interest swaps. The secured risk is the change in value

of the interest payments for the long-term borrowing resulting from changes in the 3-month Euribor interest rates.

The security was obtained for only a part of the interest payments expected from the FBB financing so that the current low interest rates favour FBB.

B.8 Full Use of Utility Grids

Owing to the postponement of the operational startup of BER, there is a risk that the utility grids operated by FEW in Schönefeld will not be utilised to their full capacity, which will mean that costs cannot be charged onward in full. Furthermore, there is a risk that the calculated basic price will be too high because the equipment is not being utilised adequately and will not be paid by third-party customers.

B.9 Deconcentration Pursuant to Sections 6 et seqq. EnWG [German Energy Management Act]

The EnWG obligates vertically integrated utility company to deconcentrate electric power and gas grids pursuant to Sections 6 et seqq. EnWG. The electric power grids at the airport locations Berlin Tegel and Berlin Schönefeld have been operated in the form of closed distributor grids by FEW as an independent grid operator since 01 January 2014. The supervisory authority for grid operation in this case is the responsible regulatory authority BNetzA.

B.10 General Risks

General risks which have not been described in detail are recorded in the FBB Group's risk management system and are under constant observation.

B.11 Appraisal of Overall Risk

The risk management system at FBB Group did not reveal any threats to the Company's existence for fiscal year 2014, whether from isolated risks or from aggregate risks, nor are any risks to the Company's existence discernible for 2015.

C Major Opportunities

FBB's objective is to identify and assess opportunities, then to initiate the measures required to turn the opportunities into business success.

This was the reasoning behind the conduct of a project for the exploitation of revenue potential in the business field Services and Holdings in fiscal year 2014; it encouraged associates to articulate their ideas and suggestions for business activities promising high revenues. The aim is to develop ideas at the grass-roots level and to take advantage of opportunities uncovered by associates. This not only fosters commercial success, but also strengthens loyalty to the company and enhances motivation in the long term.

A balanced relationship between opportunities and risks that actively manages risks while simultaneously seizing upon opportunities with the market potential to heighten the Company's earning power continues to be at the focus of FBB's activities.

C.1 Rising Passenger Numbers

Viewed over the long term, the trend toward further stable development in global aviation continues despite possible short-term turbulences on the market. FBB is full of confidence as it looks ahead to 2015 and assumes that it will be possible to increase revenues again because of the continued rise in passenger numbers at the Berlin airports; there is also a chance that revenue will increase in excess of the values proposed in the budget. This increase in revenues can be achieved by optimisations in the flight schedule, in the utilisation of aircraft capacities and airport slots and the adjustment in the charges per 01 January 2015, for instance. A major driver in the development of future increases in passenger volume will be the expansion of capacity realised by planned expansion of the infrastructure at the airport.

C.2 Additional Non-Aviation Revenues

Increased passenger volume from international traffic featuring a clientele of greater spending power offers the chance to increase non-aviation revenues and to profit from the use of larger retail and restaurant facilities in the future.

C.3 Fiscal Opportunities

Favourable development in interest rates may be one of the fiscal opportunities for FBB; for instance, the low interest rates at the moment lead to a reduction in the financing costs.

C.4 Optimised Organisational Structure and Processes

There is potential in the optimisation of organisational and process procedures; their monitoring is of the greatest strategic significance for the Company because cost benefits result from an efficiently designed organisation. In addition, the cooperation with airlines, passengers and suppliers can be optimised further; an attractive service provider for airport solutions stands high in the favour of customers and suppliers, but it also achieves positive feedback effects in terms of outside perception and image.

C.5 General Opportunities

An efficiently managed airport realises savings in operating costs; the low level for energy at the present supports the opportunity for additional cost savings. In terms of the effects of regulatory policies that distort competition, there is a chance that the revocation of the aviation tax as well as emission trading and the expiration of the CO2 regulation would have positive impact on aviation.

→ 04 Outlook

A Development of Commercial Operation

A.1 Aviation Management/Transport Development

The airport association ADV expects growth in passenger volume of 2.5% in Germany in 2015. Low interest rates of the European Central Bank are a disadvantage for savers so a higher consumption rate can be expected. This could also lead to a rise in travelling behaviour of consumers. The current decline in the price of oil could support cost optimisation of the airlines in Germany and produce additional stimulus.

Internal barriers on the market such as the aviation tax and the intensity of the competition will continue to have a decisive effect on market development in 2015. Germany's two largest airlines are currently involved in cost reduction programmes aimed at improving their profitability. As part of these programmes, the transfer of all of the direct traffic from Lufthansa to Germanwings with the exception of the hub routes to Frankfurt and Munich was completed last year. The airline group will continue the flight programme of the previous year for the moment, but all of the routes are still subject to review. airberlin will also continue to focus on cost reduction and revenue increases in 2015. Currently airberlin expects a reduction in capacity of 6% in its overall network. The hub in Tegel will also be affected by this, although the decline in capacity will be less substantial than in comparison with the airline's network as a whole.

After twelve successive years of air traffic development in the capital city region at a higher level than the national average, it can be assumed that this will happen in 2015 as well. Growth at the Berlin-Brandenburg location, however, will weaken slightly in comparison with 2014 as a consequence of the almost complete utilisation of the infrastructure at Tegel and the upcoming repairs of the runway in Schönefeld.

The increase in long-haul flights to Chicago and Abu Dhabi with airberlin in 2014 could continue to stimulate growth at **Tegel Airport** in 2015. The cancellation of the flights to Miami and the deletions in continental traffic (Barcelona, Oslo), however, will counteract this trend. Beginning in summer 2015, Hainan Airlines will have a daily flight to Beijing, continuing the positive trend of this route. Following the substantial increase in capacities at **Schönefeld Airport** by the low-cost airlines last year, slower growth is expected for 2015 than in the previous year. easyJet will maintain its current route service; Norwegian, which also flies from Schönefeld, will add a third daily flight to its schedule to Oslo and compensate at least in part the loss of the airberlin route. Ryanair is also adding two new destinations, Madrid and Palermo, to its route network from Schönefeld.

As a consequence of the efficiency adjustments made by the largest airlines, better use of capacity on flights overall can be expected. The **aircraft movements** are expected to remain at about the same level as last year.

Growth in **freight** is expected to be in the single-digit range. This will result mainly from the additional capacities on the routes to Abu Dhabi, Istanbul and Beijing.

A.2 Non-Aviation Management

Although the focus of daily business in 2015 was on the two legacy airports Tegel and Schönefeld, intensive work continues on all of the subjects related to the BER airport. The highest priority has been given to ensuring legal security for FBB, the ideal mix of sectors and the finalised expansion of tenants as of the opening of BER. In addition, the questions of what additional services can be offered to passengers at BER and how the customer benefits and with them the revenue levels can be raised further are under examination.

A.3 Real Estate Property Management

Owing to the positive market demand, an investor for the construction of another hotel in Airport City was secured in 2014.

In the middle term, the Airport City has huge potential for the realisation of another office project.

In the long term, there is substantial potential for urban and commercial development inherent in the development areas at BER which could be mined to the benefit of FBB as well as of the states of Berlin and Brandenburg. But exploiting this potential is dependent on the opening of BER.

Pursuant to the planning stipulation decision, FBB must realise compensatory and replacement measures in the Zülow lowlands, a large-area natural region of about 1,500 hectares located about 10 kilometres to the south of the airport, to compensate for activities impacting nature and landscape. As of now, well over 50% of the areas has been secured. The greater part of the planned measures will be realised from the year 2015.

B Commercial Development

Forecasts indicate that global growth will slow slightly in 2015. The International Monetary Fund (IMF), for instance, has reduced its expectations for global economic growth in this year to 3.5% — 0.3% lower than in its previous economic forecast. The IMF gives the risk of stagnation in the euro zone and geo-political risks from the conflicts in the Middle East and Ukraine as its reasons for the change. The outlook for Russia's economy were reduced drastically.

In the opinion of the IMF, worldwide growth remains fragile and uneven. The industrialised countries, the euro zone in particular, have not completely left the shadow cast by the financial crisis. Buoyed by the domestic economy, Germany achieved growth of 1.3% in 2014; 1.3% growth is also expected for 2015.

Parallel to this expectation, a continued positive development in passenger volume during the forecast period can be assumed; one growth driver for passenger numbers is the tourism industry, which is looking forward to 2015 with high expectations. This optimism is based on the unabated desire to travel of Germans and on the positive development in the number of international guests arriving at German airports. An increase of 2.9% to about 28.8 million passengers is assumed for the Berlin airports in 2015. The increase in charges that has already been approved and the rise in passenger volume will presumably cause sales revenues to increase to €314m in 2015.

Since additional traffic growth is limited owing to the existing capacity bottlenecks for the legacy airports TXL and SXF, the potential and the primary driver for future growth are found in the new BER airport.

The increase in operating expenses results above all from price increases for external service providers and special projects. There are also factors from an increase in the headcount for operations and the additional costs in the HR sector (which will be only temporary) for the completion of BER. This item also includes the hiring of what were previously temporary workers and freelancers at FBB. The expectation for fiscal year 2015 is that the net result will be a loss/deficit between €-150m and €-160m as a consequence of the expenses incurred for BER.

Traffic development at the Berlin airports is expected to remain favourable in the following years. The years 2015 and 2016 will be characterised by the preparations for the operational startup of BER and measures to secure the problem-free further operation of the current airports. A substantial improvement in the financial situation can be expected once the new airport has finally begun operations.

C The New Berlin Brandenburg Airport

C.1 Completion of Construction and Opening

After conclusion of the preliminary work and communication of schedule tables in 2014, Phase 2 begins in 2015: the completion of the airport. The milestones have been clearly and publicly communicated: all of the planning work is scheduled for completion by the middle of 2015, while the construction work is expected to be completed by March 2016. Work will first be done in the areas which are not affected by the reconstruction of the smoke removal system so that no time is lost. By the middle of 2015, 50% of the area of the passenger terminal is scheduled for completion. The planning for the reconstruction of the smoke removal systems will be prepared at the same time. As soon as the plans are available, the remaining areas will be finished and the related operational startup as well as the acceptance procedures will be prepared. It will now be possible to measure progress in the project publicly on the basis of the milestone schedules.

Phase 3 (the acceptance procedures and tests) will follow in 2016 and continue until the opening of the airport in the second half of 2017. Just how long this phase lasts will depend, first, on how good the Airport Company's test and verification documents are, and, second, on how much time the assessors and the accepting authorities require for their work.

C.2 Creation of Additional Capacities

After the Supervisory Board of Flughafen Berlin Brandenburg GmbH gave a green light on 19 September 2014 to the memo submitted by management for in-depth examination of the expansion of the BER flight operations, management submitted a concept for the possible expansion of the BER capacities to the Supervisory Board on 12 December 2014.

The Supervisory Board has decided to continue with this concept.

After the opening of BER, Schönefeld Airport will initially remain in operation. The German government's air traffic will temporarily operate from an interim terminal at the previous Schönefeld facility. Parallel, the North Pier at BER will be extended to an additional terminal with the corresponding movement areas, a landside connection and development and operational buildings. Check-in counters, security checkpoints, baggage claim areas, restaurants, shopping facilities and waiting areas will be provided to passengers in the additional terminal. After completion, the new infrastructure will offer space for about 8 to 10 million passengers a year and will replace the legacy Schönefeld terminal capacities. After completion of the additional structures at BER, the government airport can be built as planned at the previous Schönefeld Airport.

The background to the necessity for the expansion of capacity at BER is that the starting capacity for BER was designed for an opening in October 2011. Since that time, the passenger numbers have steadily risen, and the figure of just under 28 million passengers in 2014 exceeded the originally planned initial capacity at BER. Moreover, the international benchmark for airport openings reveals that an error-free start is impossible nowadays owing to the far-reaching interconnections and system integration. All experts therefore advise planning capacity reserves of at least 20%.

The plans which have been presented — temporarily continuing operation of the previous Schönefeld airport and the construction of a new terminal — are aimed at securing the capacities at the time of the opening of BER. Moreover, FBB intends to begin preparing the BER master plan for the time from 2020 in 2015. The first step will be the collection and analysis of the requirements from all of the corporate divisions. The data will then be reviewed holistically and compiled in a master plan describing the development of BER for the next 15 years.

Schönefeld, 12 March 2015

Dr Hartmut Mehdorn

Heike Fölster

Auditor's Opinion

We have audited the consolidated annual accounts – comprising balance sheet, income statement, notes, cash flow statement and analysis of shareholders' equity movement – and the consolidated management report prepared by Flughafen Berlin Brandenburg GmbH, Schönefeld, for the fiscal year from 01 January 2014 to 31 December 2014. According to German commercial law, the preparation of the consolidated annual accounts and the consolidated management report is the responsibility of the company's management. It is our responsibility to form an independent opinion, based on our audit, of those consolidated annual accounts and of the consolidated management report.

We conducted our audit in accordance with Section 317 HGB, taking into consideration the German standards of auditing issued by the Institut der Wirtschaftsprüfer (IDW). These standards require that we plan and perform the audit to obtain reasonable assurance that any errors and irregularities which would materially affect the representation of the assets, liabilities, financial position and profit and loss shown in the consolidated annual accounts with due regard to with generally accepted accounting standards and in the consolidated management report would be recognized. In determining the audit actions, we gave consideration to our knowledge of the business activities and the economic and legal environment of the Group as

well as to our expectations of possible errors. The scope of the audit also includes, primarily on a test basis, an assessment of the effectiveness of the internal controlling system related to the accounting as well as of the evidence for the amounts and disclosures in the consolidated annual accounts and consolidated management report. The audit includes assessing the accounting information from the various divisions included in the consolidated annual accounts, the definition of the companies included in the consolidation, the accounting and consolidation methods used and the significant estimates made by the legal representative as well as evaluating the overall presentation of the consolidated annual accounts and the consolidated management report. We believe that our audit provides an adequately assured basis for our opinion. Our audit did not reveal any reasons for objection.

In our opinion, based on our findings during the audit, the consolidated annual accounts are in conformity with legal statutes and, with due regard to the generally accepted accounting principles, give a true and fair view of the Company's assets, liabilities, financial position and profit and loss. The consolidated management report is consistent with the consolidated annual accounts, gives overall a true and fair view of the Group's position and accurately describes the opportunities and risks of future developments.

Berlin, 12 March 2015
BDO AG, Accounting Firm

signed Schulz, CPA
signed Rehmer, CPA

Legal Information

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Günter Wicker: pp. 4, 6, 7, 8–9, 10, 11, 12, 14, 15, 20, 21, 23 (right and bottom),
24–25, 26, 27, 28, 29, 30–31, 35, 36–37, 38, 44 (middle and right), 45, 46, 47, 50, 52,
53, 56, 60–61

Visualisierung OX.11: p. 22

Archiv Flughafen Berlin Brandenburg GmbH: pp. 19 (top), 33 (bottom), 34, 42, 44
(left), 54, 55 (top)

Last revised: June 2015

→ Flughafen Berlin Brandenburg

Area 1,470 hectares

Terminal

Gross floor area

360,000 square metres

Roof area 49,000 square metres

Length 220 metres

Width 180 metres

Height 32 metres

Main Pier

Length 715 metres

Passenger bridges 16

North Pier

Length 350 metres

Walk boarding positions 12

Pier Süd

Length 350 metres

Passenger bridges 9

Runways

North Runway 3,600 metres

South Runway 4,000 metres

Lateral separation 1,900 metres

Parking spaces 10,000

