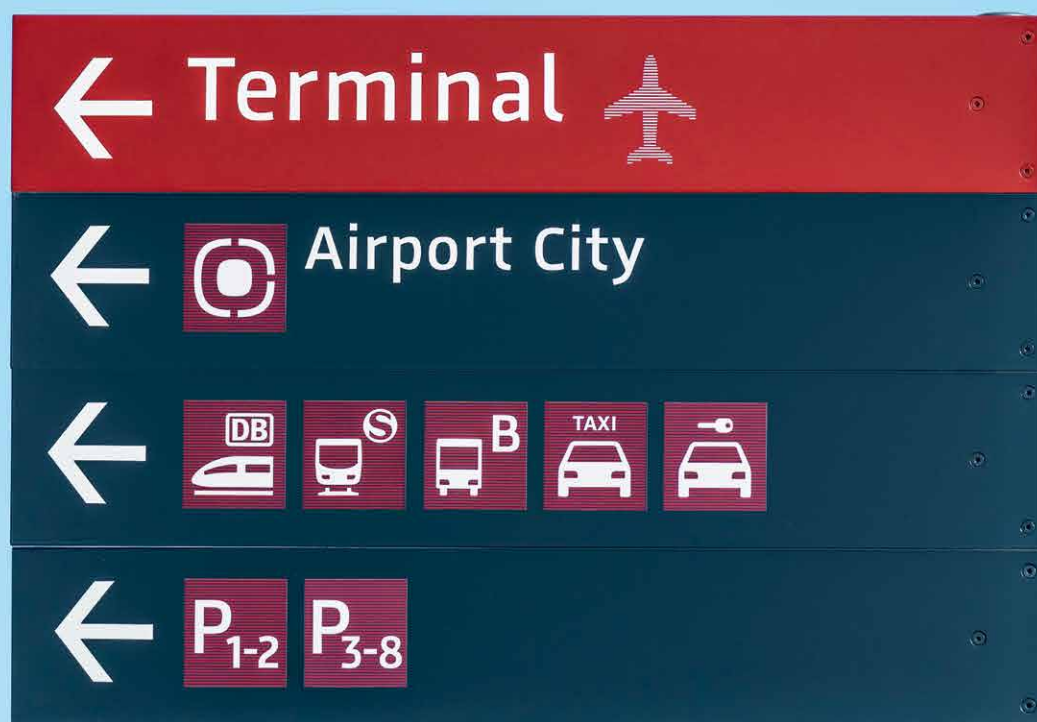


# Annual Report 2019

SXF, TXL, BER





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# Editorial



Dear Ladies and Gentlemen,

The year 2019 has once again demonstrated the importance of our airports for the capital region. For the ninth time in a row, Flughafen Berlin Brandenburg GmbH posted a passenger record. This was the basis for a successful fiscal year for the Airport Company and many companies in the immediate vicinity of our airports.

These good figures are the result of the dedicated work of the employees of the Airport Company, the airlines and all other partners who work together with us on flight operations. On behalf of the entire Supervisory Board I would like to thank them for their commitment.

During 2019, work towards the completion of BER progressed as planned. The most important building permits have been issued. In addition, with the acquisition of ECA, the owner of the exhibition site for the ILA (international aviation and space fair), FBB has laid the foundations for securing the aviation exhibition at the site. Furthermore, since the Supervisory Board at the end

of November 2019 approved 31 October 2020 as the opening date, there is a date for preparations for the launch of BER to be targeted to.

In view of the situation in which the Airport Company finds itself due to the global corona pandemic, the figures in this annual report seem to come from a different, more intact world. The economic impact of the pandemic on the Airport Company will certainly be reflected in the next annual reports. What is also certain, however, is that the capital region will continue to be at least as dependent on an efficient airport infrastructure in the future as it has been in the past. We feel certain also that we will successfully master this task.

**These good figures are the result of the dedicated work of the employees of the Airport Company, the airlines and all other partners.**

A handwritten signature in black ink, appearing to read 'Rainer Bretschneider'.

Rainer Bretschneider  
*Chairman of the Supervisory Board of  
Flughafen Berlin Brandenburg GmbH*



Dear Ladies and Gentlemen,

In 2019, the aviation industry was characterised by a weaker global economy and fierce competition among airlines. Despite these difficult conditions, we had more passengers in 2019 than ever before. From January to December 2019, around 35.65 million passengers were served in Schönefeld and Tegel. This is an increase of 2.6 % from last year. Our growth was thus higher than the average of all German airports. With the airports TXL and SXF, the capital region was the third largest airport location in Germany. We had more people entering and leaving the airport than any other German airport. The employees of the Airport Company, the airlines and all our partners have made considerable achievements. They deserve my special thanks and respect.

In the past year, many important structural hurdles were overcome on the way to the commissioning of the passenger terminal. The TÜV testing agency successfully carried out operating principle tests of the safety and fire protection systems at Terminal T1. We

were thus able to achieve a central milestone on the way to commissioning, which we have been working towards for years. The dedicated work of all those involved in the construction and their firm determination to finally achieve the structural completion of BER laid the foundation for us to obtain the building authorities' approval for use at the end of April this year. Terminal T1 is now a finished building that has given final approval by the authorities. The time of construction is over. Now it's time to get flying!

At BER Terminal T2, which is directly connected to Terminal T1, we were able to celebrate the topping-out ceremony in summer 2019. Right next door, the construction of the new Federal Police building began on schedule in the autumn. At Schönefeld Airport, too, important construction projects were brought forward so that the terminal buildings can continue to be used after BER goes into operation. Among other things, Pier 3a was put back into

operation in November 2019 following a fundamental reconstruction.

In spite of the current extensive shutdown at our airports, everything we achieved in 2019 in terms of operations and construction is by no means in vain. In 2019, the Airport Company once again proved to be one of the driving forces behind the economic development of the capital region. We will continue to fulfil this function in the future under the completely changed conditions created by the Covid-19 pandemic. In the recovery phase after the pandemic, the capacity of BER will become a locational advantage for the entire region. BER makes the region even more accessible for business and tourism.

The Management Board of  
Flughafen Berlin Brandenburg GmbH

Prof. Dr.-Ing. Engelbert Lütke Daldrup  
CEO

# Air traffic



In June 2019, American Airlines began its long-haul connection from Berlin - Tegel to Philadelphia.

## Airport location Berlin-Brandenburg

With 35,645,005 passengers going through Tegel and Schönefeld Airports, the growth in passenger volume in 2019 was +2.6 %, which is slightly higher than the German average of +1.5 % (ADV). The strong passenger growth at the beginning of last year can be attributed to the catch-up effect following the Air Berlin insolvency, because EasyJet only started to operate from Tegel slowly at the beginning of 2018. However, growth slowed from mid-2019 onwards, with the result that passenger numbers declined in the second half of the year.

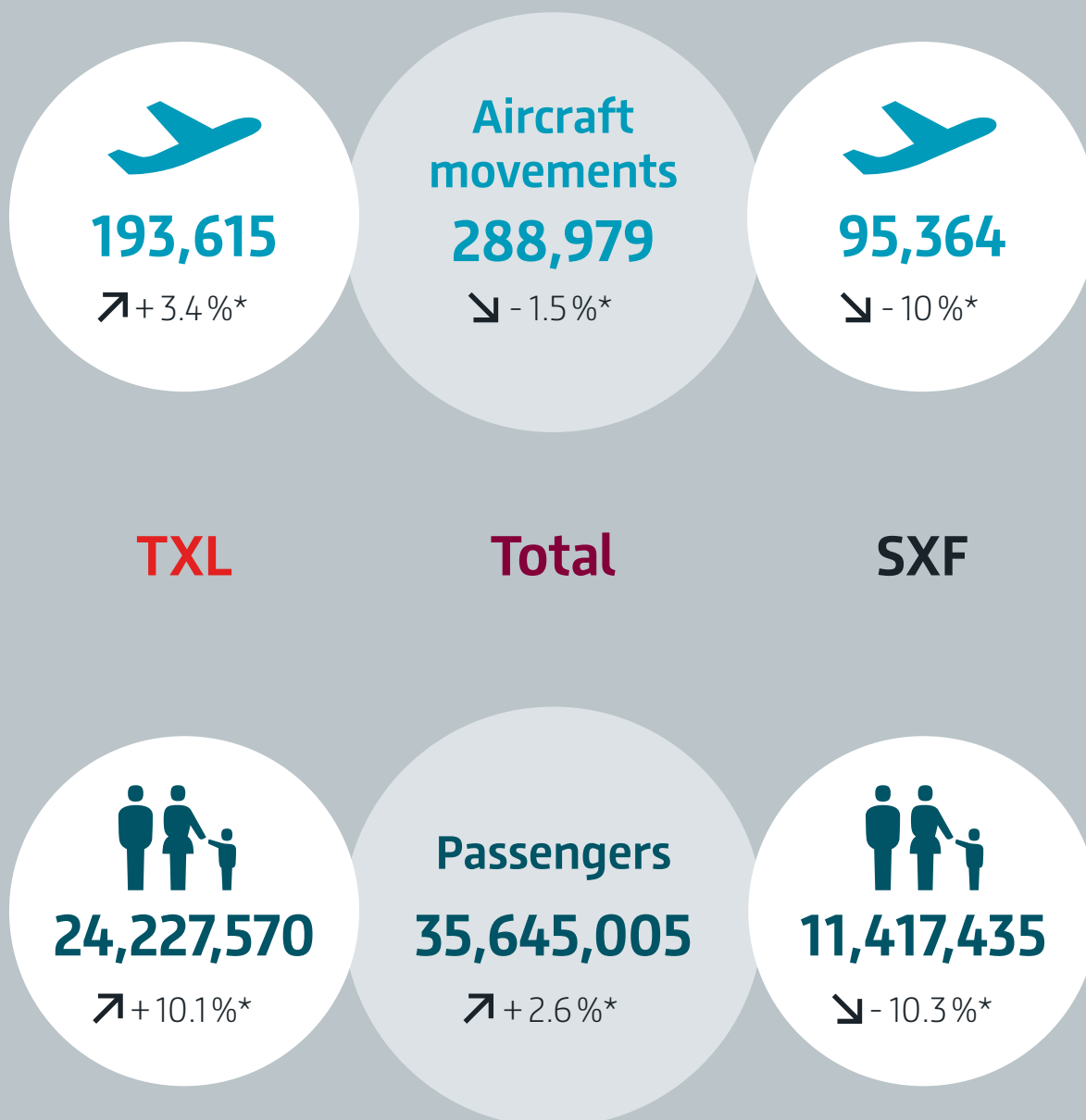
Passenger numbers at Schönefeld Airport fell in 2019 by 10.3 % year-on-year to 11,417,435 passengers. The number of aircraft movements at Schönefeld Airport also fell correspondingly by 10.0 % to 95,364 flights. One reason for this reduction is the relocation of the airlines Ryanair and EasyJet from Schönefeld to Tegel.

At Tegel Airport, on the other hand, passenger traffic grew by 10.1 % in 2019. A total of 24,227,570 passengers were serviced there. Aircraft movements, on the other hand, rose by only 3.4 % year-on-year to 193,615. As a new long-haul

route to Philadelphia, American Airlines was welcomed in 2019 for the first time with four flights per week in Berlin. We have been able to fully offset the insolvencies of the airlines Air Berlin in 2017 and Germania in 2019. With the exception of long-haul routes, all of Air Berlin's routes were taken on by other airlines.

The average capacity utilisation of the aircraft rose by two percentage points compared to the previous year from 77.8 % (2018) to 79.8 % (2019).

# Peak values 2019



\*Percentage change compared to previous year

# Air freight

In 2019, both international trade conflicts, such as the customs disputes between the USA and China, and the restructuring of the German car industry had an impact on loading of freight in Berlin-Brandenburg. At 65,570 tons, 17% less air freight and mail was loaded by plane and lorry via the freight facilities of Berlin Airports.

Of the total volume, 34,854 tons were loaded and unloaded by air, 3,441 tons were flown to Stuttgart by night airmail on behalf of Deutsche Post World Net AG and 27,275 tons were additionally

handled by airlines and freight forwarders as air freight by lorry to the airlines' European hubs via the air freight facilities in Berlin.

At Tegel Airport 52,340 tons of air freight/mail were handled by the freight facilities last year. Of this, 21,624 tons of air freight were loaded into aircraft as additional freight and 3,441 tons of air mail and/or around 27,275 tons in air freight substitute transport for airlines and freight forwarders were handled mainly by the two freight handlers Wisag Cargo

Service and Swissport Cargo Service. Additional freight capacity was provided, for example, by the new commencement of American Airlines to Philadelphia with a Boeing B767 and the expansion of Air Canada Rouge's flights to Toronto by two additional flights per week to six flights per week.

In Schönefeld last year, 13,230 tons of air freight were flown by plane, an increase of about 1,000 tons. The growth drivers were above all the express service UPS, which has been connecting the capital region to its

## Air Freight 2019 in tons



**Total**  
**34,854**

**TXL**  
**21,624**

**SXF**  
**13,230**

loaded and unloaded per plane





To increase capacity, UPS has been using a Boeing 767 cargo plane on the Berlin-Cologne/Bonn route since June 2019.

European hub in Cologne with the larger B767 cargo plane since June owing to an increase in online orders, and Federal Express, which since November has been offering greater capacity between its European hub in Paris and the capital region with a B737 cargo plane. Another B737 cargo plane connects the former TNT Express European hub in Liège via Berlin with Gdansk in Poland. The German Red Cross operates a relief centre at the 24-hour-a-day SXF,

from where in April an AN-12 flew lifeboats to Tehran after severe flooding in Iran.

With DB Schenker and Logwin, other major freight forwarders have moved into the BER Cargo Center, which has been handling freight for Schönefeld since August 2013. Besides the freight handler Wisag Cargo Service, among others Lufthansa Cargo, DHL and all necessary authorities such as border veterinary, plant health con-

trols and the customs are on site there. The Cargo Center has a cooling center for the handling of up to 120 European pallets in two temperature zones for Wisag and Schenker. Around 12,000 square metres of turnover area are available for the freight turnover, through which up to 120,000 tons of freight can be handled per annum. A direct apron access ensures the short route to the aircraft.

# Commercial



In the reopened Pier 3a, passengers can choose between three new restaurants offering a wide range of food and beverages.

## Spending time at the airport Retail, gastronomy and services

In 2019, the offerings at Tegel and Schönefeld Airports were expanded and optimised for passengers in various segments with a larger selection of gastronomy facilities and shops in order to make waiting times more pleasant.

Since April 2019, passengers at Tegel Airport can in the non-Schengen area of Terminal C, once they have been through passport and security control, enjoy a freshly tapped beer or a refreshing lemonade in Hermann's Beer Garden with an exclusive view of the

apron. In the public area, passengers and people waiting to collect passengers can browse through the Ampelmann souvenir shop. The cult brand around the Berlin traffic light man (Ampelmännchen) offers a colourful range of creatively and lovingly designed products. Berlin Barbers, an exceptional barbershop, complements the range of products at Tegel Airport. The barbers offers customers a special hair and beard care experience.

At Schönefeld Airport, the terminal area Pier 3a has been rebuilt. Three

additional restaurants were opened in November 2019 in the newly created gate areas. In the Schengen area, the Marché Mövenpick Sandwich Manufaktur focuses on the sandwich, whether classic or modern. The Augustiner Bier Bar offers not only freshly tapped beer, but also a selection of cold and warm snacks, such as various grilled sausage specialities. The WunderBar offers passengers also in the non-Schengen area a wide range of fruity smoothies, coffee specialities, hearty meals and sweet dishes.



# Commercial marketing

## From indoor navigation to booking parking spaces

The focus of commercial activities in 2019 was on the innovative expansion of end customer services. With “Order your food”, passengers at Schönefeld Airport can pre-order food and beverages in the Berlin Airport App, pay online and pick them up directly after the security check. In Tegel, the indoor navigation system is also available, allowing app users to navigate to any destination within the terminals.

The A-CDM App developed for process partners of “Airport Collaborative Decision Making” was successfully established on the market. In addition to Schönefeld, Hamburg and Düsseldorf, further partners will follow shortly. The app optimises operational efficiency at the site and facilitates harmonisation in air traffic.

We marketed existing parking areas at BER to well-known companies for commercial use. The car-sharing providers are enjoying increasing popularity among passengers. Since 2019, the provider WeShare has also been represented at both airports.

The online marketing of parking spaces has also developed well. The share of pre-booking revenues increased by 9% year-on-year. With the connection to the Holiday Extras sales platform, digital parking space booking was expanded to increase pre-booking revenues in the long term and to offer customers the option of booking a parking space directly in the flight booking process.

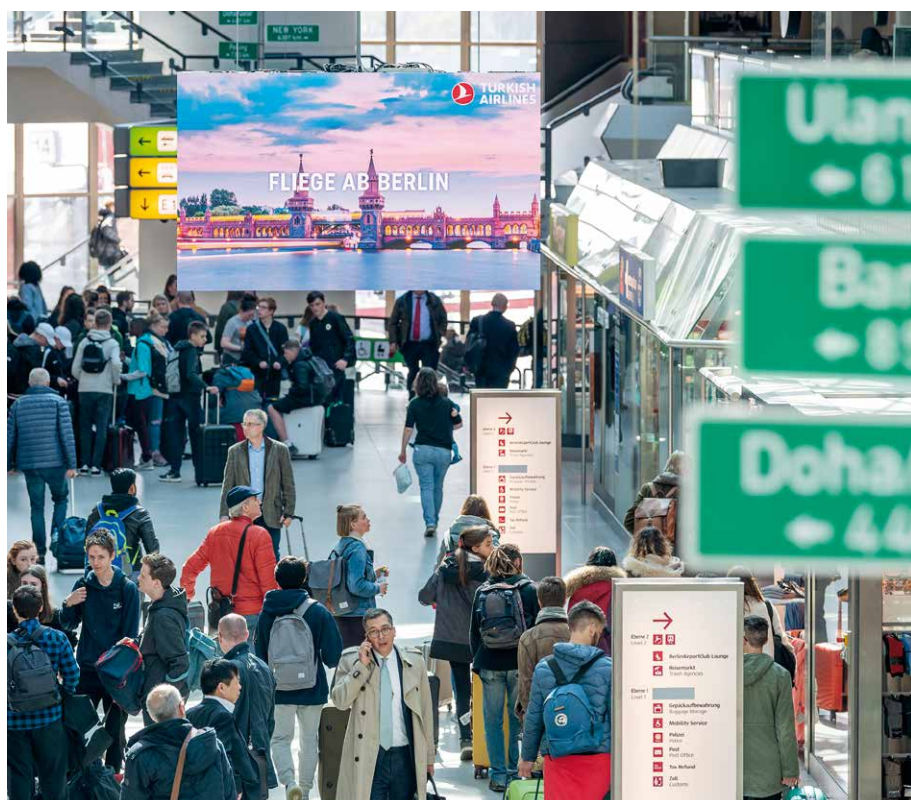
As advertising locations, Schönefeld and Tegel remained attractive for advertising customers in 2019. Revenues

**In the fourth quarter of 2019, bookings increased for all digital advertising spaces.**

from special advertising spaces in particular developed positively. In terms of

existing advertising space, the marketing of the panorama space was particularly successful – the Diamant was 100% utilised in 2019.

Within the scope of the passenger survey 16,149 passengers were questioned regarding their travel and user behaviour at the airports. The results serve to derive trends and develop new products and services. In addition, they form an important basis for master planning.



We pressed ahead with optimising the portfolio by creating new special advertising spaces and digitising the main hall in Tegel.

# Real estate location and Master Plan



View to the north from  
the tower over apron E

## BER 2040 Master Plan

With the BER 2040 Master Plan, presented at the end of 2017, FBB set the mission statement for the future infrastructural and urban development of BER and outlined the future requirements for passenger facilities, flight operation areas, buildings necessary

for operations, media and traffic development as well as land-side real estate development. Urgent short-term measures defined in advance were validated and integrated into the expansion strategy.



## Optimisation of operations in Schönefeld for future double-roof operation

On 31 October 2020, Schönefeld Airport will continue to operate as Terminal T5 of the new airport in the coming years to supplement the facilities developed in the Midfield in what will be known as double-roof operation. In order to ensure smooth operations in both system areas and to absorb the passenger volume expected in the long term, a large number of projects are being implemented. These infrastructural building and civil engineering projects are combined in the so-called FBB expansion programme.

After a construction period of around ten months, Pier 3a, a building

part of the future Terminal T5, was put back into operation in November 2019. The two-story building with a gross floor area of 4,000 square meters was completely rebuilt. The reorganisation of Schengen and non-Schengen traffic also improved operational processes.

In addition, construction work begun in Terminals A, B and D (now L, K and M) to modernise and optimise baggage and passenger logistics was continued. The expansion of the flight operation areas, including apron 3b and taxiways K5/K6, was completed in 2019. The measures will be continued in 2020 and, in particular, the designation system will be harmonised with the Midfield terminal facilities. The planning of new buildings necessary for operations, especially for ground

handling services in the northern part of BER, has been completed, meaning that the start of construction in 2020 is secured.

The new government terminal with the completely renewed Apron 1 was completed and will be handed over to the Federal Government in the fourth quarter of 2020. This is where the Federal Government and international guests of state will take off and land when BER starts operating. In preparation for the future handover of parts of Schönefeld to the Federal Government, work has begun on measures to relocate lines and taxiway infrastructure.

After a construction period of around ten months, Pier 3a, a building part of the future Terminal T5, was put back into operation in November 2019.



After the conversion, Pier 3a will have spacious open waiting areas with a total of nine gates.



At the end of July 2019, the completion of the shell of Terminal T2 was celebrated with a topping-out ceremony.

## Midfield expansion

The expansions at BER Midfield are taking shape. At Terminal T2, the shell construction has been completed and the technical and structural expansion as well as the installation of the baggage conveyor system are well under way. Terminal T2 is designed for a capacity of around 6 million passengers per year and provides all functions from check-in, baggage check-in and reclaim, security controls and service facilities to retail and catering. Passengers board the aircraft from the waiting areas in the North Pier, to which Termi-

nal T2 is connected by two bridges. The building is scheduled to go into operation in October 2020 together with the opening of BER.

The construction of the new Federal Police building, which is located in the immediate vicinity of Terminal T2 and will ensure terminal operations in BER by the Federal Police, began on schedule in autumn 2019. The handover to the Federal Police for its subsequent exclusive use is planned for summer 2020.

We have also pressed ahead with the expansion of the air traffic areas in the Midfield. For example, the M5 and

M6 taxiways have been created on the southern runway, which allow aircraft to taxi to and from the runway more

**Terminal T2 is designed for a capacity of around 6 million passengers per year.**

quickly. The completion work will take place in the first half of 2020. The planning for the expansion of Apron A with seven aircraft stands and Apron E2 with 15 aircraft stands has been completed.





The Federal Police building is currently being constructed in the immediate vicinity of Terminals T1 and T2. The service building is scheduled to open in summer of 2020.

Construction work on Apron E2 had already started at the end of 2019. The work is expected to be completed in 2021.

Further expansion of the terminal infrastructure in the Midfield is necessary to replace the double-roof operation. This will result in all commercial air traffic being concentrated between the runways for take-off and landing. The main project envisaged in the Master Plan is Terminal T3, with a total capacity of 12 to 15 million passengers per year.

Terminal T3 is to be flexibly connected to the existing pier structures

and those to be expanded. In combination with Terminals T1 and T2, we will then be able to handle more than 45 million passengers per year and close Terminal T5. In 2019 an in-depth project concept was developed for T3 with all user requirements, and the relevant interface projects were identified. With the central location of T3 at Willy-Brandt-Platz and the immediate vicinity of the BER railway station, we are intending to upgrade the area and promote the aim of high public transport use of more than 65%.

Concepts have also been developed for selected functional buildings of the

Master Plan 2040, such as a new Fire Station North and a workshop and social building for airport management.

With the acquisition of ECA, the owner of the exhibition site for the ILA, FBB 2019 has seized the opportunity to expand its space for the wide range of services around the airport and flight operations, and at the same time secure the aviation exhibition at the site.





## Real estate development Airport location with potential

The Airport Company is a driving force for high-quality developments in the airport region with its land portfolio totalling around 325 hectares. The portfolio includes development areas with different locational qualities and key areas of use. Through marketing and use in different ways, real estate development will in future make a significant contribution to improving

the Airport Company's revenue situation. Current market development supports this procedure. In addition to meeting the demand of airport-related users, suitable properties can be marketed to almost all user groups, from offices, hotels, leisure facilities, congress and conference halls to industry, right through to logistics and light manufacturing.





Bird's eye view of BER including the area for Midfield Gardens.

## Airport City

The Airport City of Berlin Brandenburg Airport is to be built between the terminal infrastructure and the A 113 motorway. The urban development concept for the area, covering more than 420,000 square metres in gross floor area, outlines a location that combines a variety of different uses into one and offers high-quality surroundings for visitors. Neighbourhoods (Midfield Gardens, Airgate) with a clear focus on offices and hotels are planned; these will benefit from the immediate proximity to the passenger terminal. The high design quality of the buildings, open spaces and green areas, combined with restaurant-based ground floor areas, service offers and local supply units will create an urban place for passengers and employees.

## Quarter Am Seegraben

In the area of T5 north and south of the B 96a, FBB is developing the first areas for office and commercial locations in the entrance area of the municipality of Schönefeld. In a first step, 1.6 hectares of land will be marketed in 2020.

On an additional area of 6.6 hectares, a mixed-use quarter with potential for around 140,000 square metres of gross floor area is being gradually developed.

## Business Park Berlin

To date, around 68 of the total 107 hectares of Business Park Berlin's potential space have already been marketed. Purchase offers are being examined for all connected plots.

## BER Business Park

The building area for exclusively production industry with or without a logistics component is being secured in terms of construction planning law by the Schönefeld local authority and will be available for development and construction for settlements from 2022.



# Neighbourhood around the airport



In 2019, FBB employees were involved in the corporate volunteering programme at the AWO senior citizens' home in Deutsch Wusterhausen and the riding and driving club in Selchow.

## For our region

As a growth and impulse driver, FBB has a special status in the region, but the neighbourhood also brings challenges. For this reason, constant and constructive dialogue between the Airport Company and the neighbouring districts and municipalities is essential. Rosemarie Meichsner, our the Environs Officer, therefore looks after the interests of the local residents. In addition, FBB supported a total of 236 projects in the airport region as part of its work in the surrounding area in 2019: both

through financial support in the form of sponsorships or donations for clubs and with special activities such as corporate volunteering, cultural sponsorships for daycare centres and schools, the Airport Campus lecture series or Christmas campaigns.

The neighbourhood newspaper "Nachbarn – Wir in der Flughaferegion" (Neighbours – We in the Airport Region) provides monthly information to residents about current developments in the airport region.

**2,306 children and young people benefit from cultural sponsorships.**

# Review of the year Environs 2019

**140**

projects  
supported  
financially

**22**

different  
types of sport  
sponsored

**26**

Institutions  
supported for  
the first time

**267**

meetings  
and discussions  
on site

**236**

environs projects

**120**

senior citizens  
surprised with  
our Christmas  
campaign

**224**

working hours  
invested within  
the framework  
of corporate  
volunteering

**210**

students  
at Airport Campus  
events

**250**

children  
read to in the nationwide  
Reading-Aloud Day





As FBB's Environs Officer, Rosemarie Meichsner is in constant dialogue with the political players in the surrounding municipalities, here together with the Management at the Mayors' Round Table initiated by FBB.

## Dialogue Forum – jointly promoting the airport region

Last year, the Berlin Brandenburg Airport Dialogue Forum, a body recognised even beyond the region, again dealt with issues of regional growth in the airport vicinity. The main objective is to take advantage of the opportunities presented by the airport construction while at the same time reducing the burdens and challenges for the local population.

Since the end of 2019, the committee has been chaired by the new chairman

Dr. Alfred Reichwein. At the annual general meeting of the Forum, 69-year-old Dr. Reichwein was unanimously elected after a selection process lasting almost a year.

How the region will develop up to 2030 and beyond, and what adjustments will need to be made by consensus to meet the particularly increased needs of the airport region will be one of the central issues of the municipal working group in its future work. One planning instrument for this is the joint structural concept for the airport region of Berlin Brandenburg 2030 (GSK), the continuation of which was

agreed at the end of 2019. The final report with upstream expert and citizen participation is expected in April 2021. The traffic study for the entire area commissioned by the Dialogue Forum, which builds on the "Traffic and Bottleneck Analysis in the Airport Environs" of the Cottbus Chamber of Industry and Commerce, will also complete the holistic approach of the GSK in particular facets.

# Noise protection programme BER

## Protection for 26,000 households

With the noise protection programme BER, FBB will protect around 26,000 households in Berlin and Brandenburg over an area of 155 km<sup>2</sup> from aircraft noise that is expected to be generated when BER goes into operation. To this end, FBB is conducting inventories in all households and determining for each property what individual measures are required for protection against aircraft noise. These measures can vary greatly depending on the location, condition and use of the property. While the installation of sound-insulation ventilators in bedrooms and children's rooms is often sufficient for properties in the night protection zone, properties in the day protection zone close to the airport often require very extensive work costing tens of thousands of euros.



Once FBB has given its approval, the owners can commission a construction company of their choice to implement the noise protection measures.

### Thousands are hesitating to install sound insulation

By the end of 2019, FBB had received just 21,900 applications for noise protection, of which 20,518 had been processed. While for 900 households it has been determined that no noise protection measures are to be implemented, around a further 6,800 households have been promised a compensation payment from FBB. This compensation payment will be due if the costs of the noise protection measures amount to more than 30 % of the market value of

the property and building or if it is not technically possible to implement the noise protection. The owners of over 6,400 households have so far accepted this compensation payment, and FBB has already paid out more than 260 million euros for this.

For the remaining almost 12,800 applications, FBB was able to promise funding to the respective households for the necessary noise protection measures. Around 3,700 households have so far taken advantage of this offer and implemented measures in

whole or in part or found a special solution with FBB. The houses are thus equipped with ventilators, insulation or soundproof windows and are well prepared for the commissioning of BER, which is scheduled for October 2020. In the case of the remaining 9,000 households, no measures have been implemented thus far, although in some cases the documentation for commissioning noise protection measures has been available to the owners for several years.

# Environment



The areas around the runways are suitable habitats for various animal species. The photo shows the singing skylark, the bird of the year 2019.

## Managing implications on the environment

The Airport Company pursues the aim of operating Schönefeld and Tegel Airports as well as the new Berlin Brandenburg Airport as far as possible in an energy-efficient, resource- and environmentally-friendly manner. The topics of aircraft noise, noise protection, air, climate and energy as well as environmental planning are bundled together in the area of noise protection and the environment.

### Air traffic efficiency at Schönefeld and Tegel airports

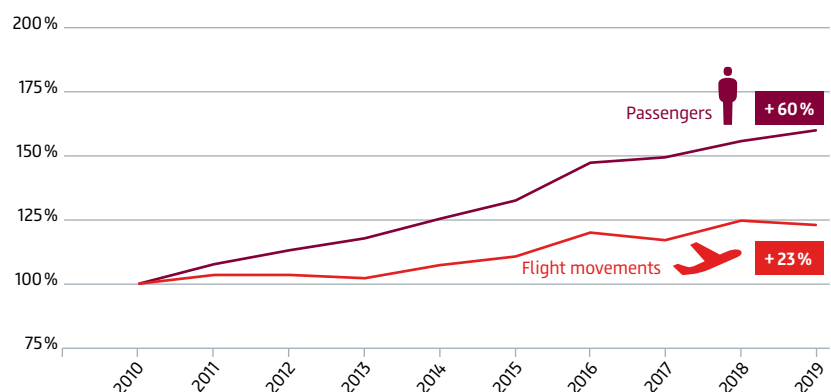
The capacity utilisation of the aircraft at Schönefeld Airport remained at the same level in 2019 with an average of 120 passengers per aircraft. At Tegel Airport, the capacity utilisation rose from 117 to 125 due to the expansion of

EasyJet's involvement. However, the high number of flights by the ADAC rescue helicopter at Schönefeld falsifies the statistics. Excluding the ADAC flights, the capacity utilisation is at the same level as at Tegel Airport with 125 passengers per aircraft.

Overall, the efficiency of Berlin air

traffic has increased greatly in recent years. While the number of passengers has risen by 60 % since 2010, the number of flight movements increased by 23 %. During this period, aircraft became larger and quieter, and the capacity utilisation of individual aircraft increased significantly.

### More and more efficient: Berlin's air traffic





# Aircraft noise measurement FBB creates transparency

## Stationary measuring points

Airports are obligated by the legislator to operate measuring points on the airport and in its surrounding area for documentation of the aircraft noise. Flughafen Berlin Brandenburg GmbH has for this purpose installed a total of 31 stationary measuring points in the surrounding area of Schönefeld and Tegel Airports (status 31 December 2019). The measuring results are transmitted monthly to the responsible authorities and the flight noise commissions and are published in the Internet.

**laerm.berlin-airport.de**

## Sites

The locations for the stationary measuring points are stipulated by consultation with the aircraft noise commissions, in which the neighbouring municipalities and districts are represented. In principle, measuring points are placed along approach and departure routes and in residential areas affected by aircraft noise. In the selection of the locations, other sources of noise are avoided as they can lead to a falsification of the results. The measurement data are retrieved continuously from the measuring points and automatically allocated to the flight movements based on the radar data of the German Air Traffic Control Services. Noise events not caused by the air traffic are removed manually from the statistics. Weather data is included in order to avoid a falsification of the meas-

urement results, for example by strong wind. Finally, the distribution of the individual and permanent noise levels as well as further acoustic key data are calculated. Through this form of aircraft noise monitoring, FBB is in the position to provide information about the noise emissions of each flight movement and reliably and continuously document the development of the aircraft noise situation. The data is in particular used for the calculation of the noise-related take-off and landing fees as well as for the processing of complaints.

## Well informed

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At alternating locations FBB carries out mobile measurements, at which the aircraft noise events are generally recorded over one month.

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## Flight movements live

SXF: <http://travisber.topsonic.aero/>  
TXL: <http://travistxl.topsonic.aero/>

## Operating direction forecast

**nachbarn.berlin-airport.de**

## Flight noise BER

**berlin-airport.de/de/nachbarn/fluglaermprognose-ber**

# Air quality

## Air quality testing and the implications of this

The air quality at the airport location Berlin-Schönefeld has been continuously monitored since July 2011 by an air quality measuring point on the premises. The measurement technology used for this purpose records both gaseous as well as particular air pollutants. The state office for the environment of Brandenburg also has access to the measurement data besides FBB, which also carries out a quality control of the measurement data. All air quality parameters that are to be monitored were substantially below the threshold values in 2019. The measurement data can be viewed as daily mean values

and from July of the following year as an annual report in the neighbourhood portal of the FBB website.

### Biomonitoring

FBB has been examining the implications of the air quality at Schönefeld Airport on various plants with the help of biomonitoring since 2011. For this purpose, grass cultures or kale plants were placed on the site and in the surrounding area of the airport. Both plants are particularly suitable as an organic indicator, as they enrich certain air pollutants. The biomonitoring

was carried out until 2015 and will be continued after the opening of the BER.

**The biomonitoring did not show any influence of the airport operation on the air pollutants in the environment.**

The results so far have been evaluated by independent experts, who have confirmed: The biomonitoring did not show any influence of the airport operation on the air pollutants in the environment.

### Thousands of test flights daily: Bee monitoring at the airport

FBB's bee monitoring covers three sites near the airport and one site far from the airport as a reference site. Samples of pollen, wax and honey are examined for content of typical air pollutants. The results of the survey are clear: The airports have no negative influence on honey and pollen as food or food supplements. In the wax samples, too, no differences could be found between the sites with regard to the pollutant content.



In bee monitoring, samples of pollen, wax and honey from the Schönefeld and Tegel sites are compared with samples from the Schorfheide in Uckermark.



# Environmental planning

## Compensatory and replacement measures for BER

With each large building project, the implications on the environment and nature preservation have to be assessed within the scope of an approval procedure. On this basis, different measures are developed and implemented in order to reduce the implications. FBB also ensures with numerous projects that the unavoidable changes to nature, associated with the construction and expansion of BER, are compensated for elsewhere.

### Ecological building support

FBB also relies on ecological building support during the construction measures relating to BER. This has ensured that environmental pollution and interference with nature has been kept to a minimum. This required, among other things, the protection of trees and the re-settlement of various animals.

### Compensatory and replacement measures

To compensate for construction-related interventions in nature elsewhere, FBB has in addition created high-quality habitats for animals and plants. These lie on an area of around 500 hectares as a “green band” around BER and attract visitors to hike, relax and discover.

In addition to the “green band”, FBB has in the past few years, in cooperation

with Landschaftspflegeverein Mittelbrandenburg e.V. (LPV), also implemented a multitude of measures in Zülowniederung for enhancing the lowland landscape there. Zülowniederung is located to the southwest of BER and, with an area of about 2,600 hectares, is the largest single FBB project in terms of compensation and replacement measures. As part of public relations work, information

boards and signs were erected in September 2019 to illustrate the measures taken on site. In addition to implementing the compensation and replacement measures, FBB is also assuming responsibility for the sustainable development of these for a period of 25 years.



At 39 locations in the Zülowniederung, information boards inform visitors about the ecological upgrading measures that FBB has implemented together with the Landschaftspflegeverein Mittelbrandenburg e.V. (Central Brandenburg Landscape Conservation Association).

# FBB as an employer



## Employee numbers 2019

Average number of employees employed during the fiscal year

**2,109**

workers  
(salaried  
employees)

**87**

trainees and  
students



**2,196**  
employees

Flughafen Berlin Brandenburg GmbH is an attractive employer. The total number of employees has increased by 203 to 2,196 (as of 31 December 2019). As at the reporting date, 87 of these were trainees and students in dual studies being employed by FBB, 27 of whom were newly welcomed to FBB in 2019. Conversely, 22 trainees and students in dual studies successfully completed their training in 2019.

Picture above: On 1 August 2019, 18 trainees started their in-company training at FBB in commercial or industrial/technical training occupations and 9 students in a dual course of study.





By the time BER becomes operational, 200 new posts will be filled in the operational areas.

## Working for the Airport Company

### Recruiting

In the course of the forthcoming opening of BER, the Management Board and the Supervisory Board have announced the creation of more than 200 additional positions in the operational areas of Aviation, Terminal Management, Airport Fire Brigade, Security, IT and Technical Facility Management. A majority of these – 190 positions – were already filled in 2019. In addition, more than 100 additional employees were recruited and hired in further staffing procedures. The recruiting team reviewed over 6,000 applications and conducted 1,700 interviews. Once again, the instrument of applicant days in the form of speed dating proved its

worth. In addition, a further recruiting channel was established with the introduction of the “Employees recommend employees” programme.

### Personnel development

Building on the management development programmes of recent years, training courses, workshops for knowledge transfer as well as collaboration and individual offerings for managers at all levels were offered in numerous target group-specific formats.

In addition, FBB has a broad range of offers for further training, which are directed at the entire workforce and go far beyond specialist training measures stipulated by law or that are necessary

for the business operation. Employees have access to a wide range of further training opportunities that are geared to their respective needs. Employees can take part in centrally organised in-house training courses to strengthen methodological and social skills on topics such as conflict management, self-management and communication. The offer is also supplemented by external individual training courses on special technical and personal development training content.



FBB is not only an important economic engine in the region, it is also an attractive employer.

## Change Management

The focus of Change Management is on preparing the workforce for the commissioning and operation of BER. At the same time, the intention is for individuals, selected teams and/or entire organisational units to be supported in change processes, for example in the context of reorganisations, with a set of proven methods and

moderation services. Supporting team measures to clarify roles and interfaces and developing solutions to optimise cooperation are additional focuses. Moreover, a contribution is also made to cultural development at FBB, thereby having a positive effect on points such as a common understanding of leadership and cross-divisional or cross-interface cooperation.



# Our Figures



# Flughafen Berlin Brandenburg GmbH, Schönefeld

## Consolidated Balance Sheet per 31 December 2019

Aktiva		31.12.2019 EUR	31.12.2018 EUR
<b>A.</b>	<b>Fixed Assets</b>		
<b>I.</b>	<b>Intangible assets</b>		
1.	Purchased concessions, industrial property rights and similar rights and assets, and licences in such rights and assets	371,920,985.14	351,884,460.30
2.	Goodwill	1,595,567.47	0.00
3.	Payments on account	848,113.84	1,660,239.21
		<b>374,364,666.45</b>	<b>353,544,699.51</b>
<b>II.</b>	<b>Tangible assets</b>		
1.	Land and buildings, including buildings on third-party land	1,192,927,312.88	1,158,673,505.66
2.	Technical equipment, plant and machinery	361,331,244.04	342,765,701.00
3.	Other plants, fixtures, fittings and equipment	45,743,839.80	40,983,700.00
4.	Payments on account and assets in process of construction	3,257,537,323.75	2,992,054,215.04
		<b>4,857,539,720.47</b>	<b>4,534,477,121.70</b>
<b>III.</b>	<b>Financial assets</b>		
	Participations	51,200.00	51,200.00
		<b>5,231,955,586.92</b>	<b>4,888,073,021.21</b>
<b>B.</b>	<b>Current assets</b>		
<b>I.</b>	<b>Inventories</b>		
	Raw materials and supplies	1,985,394.46	2,039,540.93
<b>II.</b>	<b>Receivables and other assets</b>		
1.	Trade accounts receivable	30,280,260.82	39,453,524.99
2.	Other assets	41,024,821.53	42,047,525.56
		<b>71,305,082.35</b>	<b>81,501,050.55</b>
<b>III.</b>	<b>Cash on hand and cash in banks</b>	<b>110,715,051.33</b>	<b>71,879,506.32</b>
		<b>184,005,528.14</b>	<b>155,420,097.80</b>
<b>C.</b>	<b>Prepaid expenses</b>	<b>8,702,145.05</b>	<b>7,219,890.06</b>
		<b>5,424,663,260.11</b>	<b>5,050,713,009.07</b>

Passiva		31.12.2019 EUR	31.12.2018 EUR
A.	Shareholders' equity		
I.	Subscribed capital	11,000,000.00	11,000,000.00
II.	Capital reserves	2,174,328,275.68	2,174,328,275.68
III.	Consolidated accumulated deficit	-1,087,974,561.71	-992,113,784.23
IV.	Adjustment items for shares of the other shareholders	-1,166,944.49	-1,227,922.42
		1,096,186,769.48	1,191,986,569.03
B.	Special account for investment subsidies	80,668,187.20	83,781,919.20
C.	Provisions		
1.	Provisions for pensions	4,630,861.00	4,944,886.00
2.	Tax provisions	270,000.00	440,000.00
3.	Other provisions	114,142,721.71	122,410,828.84
		119,043,582.71	127,795,714.84
D.	Liabilities		
1.	Loans and overdrafts	2,813,643,136.21	2,467,550,439.80
2.	Payments received on account	974,380.80	1,985,129.78
3.	Trade accounts payable	70,425,982.69	48,850,100.14
4.	Liabilities due to shareholders	1,148,364,032.51	1,031,297,400.52
5.	Other liabilities	36,840,617.23	38,550,706.94
		4,070,248,149.44	3,588,233,777.18
E.	Deferred income	58,516,571.28	58,915,028.82
		5,424,663,260.11	5,050,713,009.07

# Flughafen Berlin Brandenburg GmbH, Schönefeld

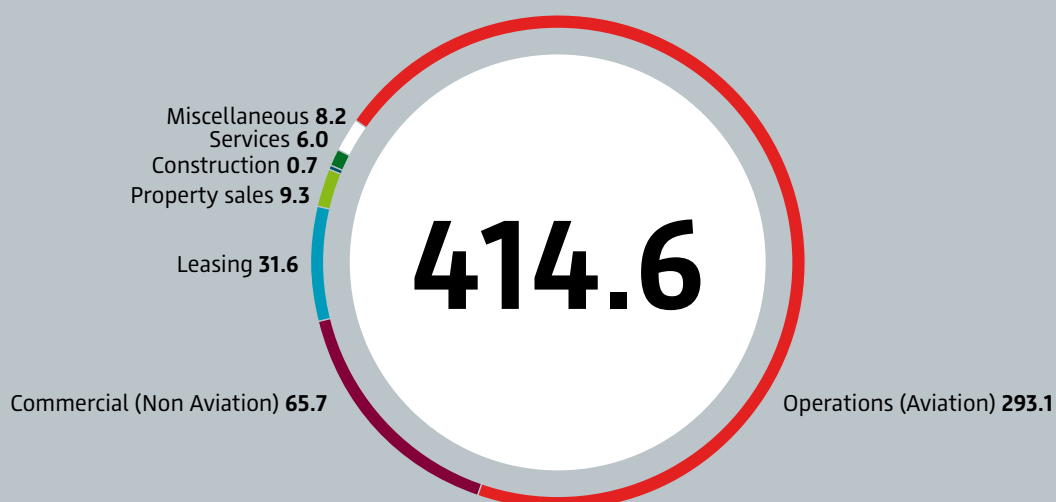
## Consolidated income statement 2019

		2019 EUR	2018 EUR
1.	Sales revenues	416,100,727.80	414,592,839.80
2.	Other own work capitalised	14,630,080.07	15,137,254.25
3.	Other operating income	11,441,825.61	13,138,678.19
		<b>442,172,633.48</b>	<b>442,868,772.24</b>
4.	Cost of materials		
	a) Costs of raw materials and supplies and of purchased merchandise	9,756,552.27	8,500,093.20
	b) Cost of purchased services	67,936,773.18	75,231,876.74
		<b>77,693,325.45</b>	<b>83,731,969.94</b>
5.	Personnel expenses		
	a) Wages and salaries	122,066,214.30	116,818,107.79
	b) Social security contributions and expenses for retirement pensions and other benefits of which for retirement pensions EUR 6,817,438.57 (prev. yr. EUR 5,795,055.24)	28,926,072.70	26,532,948.63
		<b>150,992,287.00</b>	<b>143,351,056.42</b>
6.	Write-offs and depreciation of intangible assets of the fixed assets and tangible assets	99,869,274.35	93,899,240.94
7.	Other operating expenses	99,730,750.89	93,090,729.07
8.	Other interest and similar income – of which from discounting: EUR 0.00 (prev. yr.: EUR 275,582.99)	38,911.39	943,508.42
9.	Interest and similar expenses – of which from compounding: EUR 1,219,204.62 (prev. yr.: EUR 533,325.70)	106,076,827.78	103,213,210.14
10.	Taxes on income and on earnings (expense)	656,156.20	647,959.50
11.	Earnings after tax	-92,807,076.80	-74,121,885.35
12.	Other taxes	-2,992,722.75	-2,985,826.58
13.	Consolidated net loss for the year	-95,799,799.55	-77,107,711.93
14.	Accumulated deficit carried forward from previous year	-992,113,784.23	-914,967,247.44
15.	Profit relating to non-controlling shares	60,977.93	38,824.86
16.	Consolidated accumulated deficit	-1,087,974,561.71	-992,113,784.23

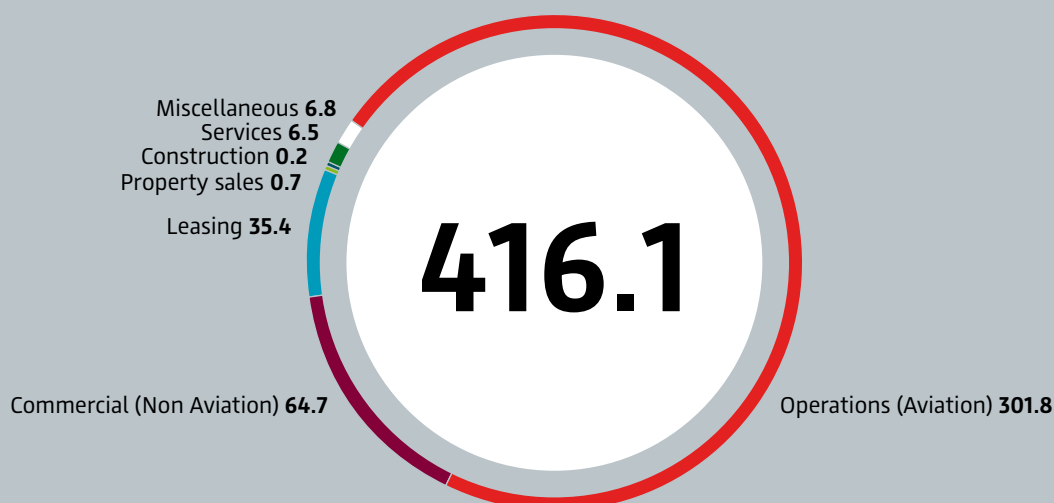


## Sales revenues (in EUR million)

2018



2019



## Equity Ratio in %



2018



2019

# Auditor's report of the independent auditor of the financial statements

To Flughafen Berlin Brandenburg GmbH

## Audit opinion

We have audited the consolidated financial statements of Flughafen Berlin Brandenburg GmbH, Schönefeld and its subsidiaries (of the group) – consisting of the consolidated balance sheet as at 31 December 2019, the consolidated income statement, the consolidated cash flow statement and the consolidated statement of changes in equity for the fiscal year from 1 January to 31 December 2019 as well as the consolidated notes, including the presentation of the accounting and valuation methods. In addition, we have audited the consolidated management report of Flughafen Berlin Brandenburg GmbH for the fiscal year from 1 January to 31 December 2019. In line with the German statutory regulations we have not audited the contents of the declaration regarding company management pursuant to Section 315d HGB (German Commercial Code) in conjunction with Section 289f (4) Sentence 1 HGB contained in the consolidated management report.

According to our assessment on the basis of the knowledge gained during the audit,

- the enclosed consolidated financial statements comply in all essential matters with the German regulations under commercial law and by complying with the German principles of proper bookkeeping give a true picture of the net assets and financial position of the group that corresponds with the actual circumstances as of 31 December 2019 as well as its results of operations for the fiscal year from 1 January to 31 December 2019 and
- the enclosed consolidated management report gives a true picture of the position of the group. In all essential matters this consolidated management report is in line with the consolidated financial statements, complies with the German statutory regulations and correctly presents the opportunities and risks of the future development. Our

audit opinion regarding the consolidated management report does not cover the contents of the declaration regarding company management pursuant to Section 315d HGB contained in Section IV. of the consolidated management report.

Pursuant to Section 322 (3) Sentence 1 HGB we declare that our audit did not lead to any objections against the appropriateness of the consolidated financial statements and the consolidated management report.

## The basis for the audit opinion

We conducted our audit of the consolidated financial statements and the consolidated management report in line with Section 317 HGB by complying with the German principles of proper auditing of financial statements as promulgated by the Institute of Public Auditors in Germany (IDW). Our responsibility according to these regulations and principles is described in more detail in the section "Responsibility of the auditor of the financial statements for the audit of the consolidated financial statements and the consolidated management report" of our auditor's report. We are autonomous of the group companies in compliance with the regulations under German commercial law and the professional code and have fulfilled our other German professional obligations in compliance with these requirements. We are of the opinion that the audit evidence obtained by us is sufficient and suitable to serve as a basis for our audit opinion with regard to the consolidated financial statements and the consolidated management report.

## Other Information

The Supervisory Board and the legal representatives are responsible for Other Information. Other Information covers the declaration regarding company management pursuant to Section 315d HGB in conjunction with Section 289f (4) Sentence 1 HGB (information on proportion of women).

Our audit opinion on the consolidated financial statements and management report does not extend to Other Information and, accordingly, we do not express an audit opinion or any other form of conclusion on this.

In connection with our audit, we have a responsibility to read the Other Information and assess whether this information

- contains significant inconsistencies with the consolidated financial statements, the management report or the knowledge gained during the audit, or
- appears to be substantially misrepresented elsewhere.

### Responsibility of the legal representatives and of the Supervisory Board for the consolidated financial statements and the consolidated management report

The legal representatives are responsible for the preparation of the consolidated financial statements, which comply with the regulations under German commercial law in all essential matters, and for the fact that the consolidated financial statements, by complying with the German principles of proper accounting give a true picture of the net assets, financial position and results of operations of the group that corresponds with the actual circumstances. The legal representatives are further responsible for the internal controls, which have been determined as necessary in compliance with the German principles of proper bookkeeping in order to enable the preparation of consolidated financial statements, which are free of material – intended or unintended – misrepresentations.

When preparing the consolidated financial statements the legal representatives are responsible for assessing the ability of the group to continue the company activity. Furthermore,

they have the responsibility to state facts in connection with the continuation of the company activity, if relevant. In addition, they are responsible for reporting on the basis of the accounting principle of a going concern, if this is not opposed by actual or legal conditions.

In addition, the legal representatives are responsible for the preparation of the consolidated management report, which on the whole gives a correct picture of the position of the group as well as in all essential matters corresponds with the consolidated financial statements, complies with the German statutory regulations and correctly presents the opportunities and risks of the future development. The legal representatives are further responsible for the precautions and measures (systems), which they considered necessary in order to enable the preparation of a consolidated management report in compliance with the applicable German statutory regulations and in order to be able to provide sufficient suitable evidence for the statements in the consolidated management report.

The Supervisory Board is responsible for the monitoring of the accounting processes of the group for the preparation of the consolidated financial statements and the consolidated management report.

### Responsibility of the auditor of the financial statements for the audit of the consolidated financial statements and the consolidated management report

Our objective is to achieve sufficient assurance whether the consolidated financial statements in their entirety are free of material – intended or unintended – misrepresentations, and whether the consolidated management report on the whole gives a correct picture of the position of the group and in all essential matters corresponds with the consolidated financial statements as well as with the knowledge gained

during the audit, complies with the German statutory regulations and correctly presents the opportunities and risks of the future development, and to issue an auditor's report, which includes our audit opinion on the consolidated financial statements and the consolidated management report.

Sufficient assurance is a high degree of certainty, however no guarantee for the fact that an audit conducted in line with Section 317 HGB and by complying with the German principles of proper accounting of financial statements as promulgated by the Institute of Public Auditors in Germany (IDW) will always detect a material misrepresentation. Misrepresentations can result from breaches or inaccuracies and are seen as material if it could be reasonably expected that individually or on the whole they will influence the commercial decisions made by addressees based on these consolidated financial statements and consolidated management report.

During the audit we exercise dutiful discretion and maintain a critical basic attitude. In addition,

- we identify and assess the risks of material – intended or unintended – misrepresentations in the consolidated financial statements and in the consolidated management report, we plan and conduct audit acts as a reaction to these risks and obtain audit evidence, which is sufficient and suitable in order to serve as a basis for our audit opinions. The risk that material misrepresentations are not detected, is higher with breaches than with inaccuracies, as breaches may include fraudulent collaboration, falsifications, intended incompleteness, misleading presentations or the deeming out of force of internal controls;
- we gain an understanding of the internal control system that are relevant for the audit of the consolidated financial statements and the precautions and measures that are relevant for the audit of the consolidated management

report in order to plan audit acts, which are appropriate under the given circumstances, however not with the aim to give an audit opinion relating to the efficacy of these systems;

- we assess the appropriateness of the accounting methods applied by the legal representatives as well as the feasibility of the estimated values presented by the legal representatives and thus associated disclosures;
- we draw conclusions about the appropriateness of the accounting principles applied by the legal representatives of the continuation of the company activity as well as, based on the obtained audit evidence, whether there is essential uncertainty in connection with the events or conditions, which may raise significant doubts about the ability of the group to continue the company activity. If we come to the conclusion that there is essential uncertainty we are obligated to draw attention in the auditor's report to the associated disclosures in the consolidated financial statements and in the consolidated management report or, if these disclosures are inappropriate, to modify our respective audit opinion. We draw our conclusions based on the audit evidence obtained until the date of our auditor's report. Future events or conditions can, however, lead to the fact that the group can no longer continue its company activity;
- we assess the overall presentation, the structure and the contents of the consolidated financial statements including the disclosures as well as whether the consolidated financial statements present the underlying business transactions and events to the extent that the consolidated financial statements, by complying with the German principles of proper accounting, give a picture of the net assets, financial position and results of operations of the group that corresponds with the actual circumstances;

- we obtain sufficient, suitable audit evidence for the accounting information of the companies or business activities within the group in order to submit audit opinions on the consolidated financial statements and the consolidated management report. We are responsible for the instruction, monitoring and execution of the audit of the consolidated financial statements. We bear the sole responsibility for our audit opinions;
- we assess the correspondence of the consolidated management report with the consolidated financial statements, its compliance with the law and the picture of the position of the group conveyed by it;
- we carry out audit acts relating to the future-oriented disclosures presented by the legal representatives in the consolidated management report. Based on sufficient suitable audit evidence we in particular understand the significant assumptions upon which the future-oriented disclosures of the legal representatives are based and assess the appropriate derivation of the future-oriented disclosures from these assumptions. We do not give an independent audit opinion on the future-oriented disclosures as well as on the underlying assumptions. There is a substantial unavoidable risk that future events deviate substantially from the future-oriented disclosures.

We discuss with the persons responsible for the monitoring among others the planned scope and the time scheduling of the audit as well as significant audit findings, including possible deficiencies in the internal control system, which we determine during our audit.

Berlin, 25 March 2020

Ernst & Young GmbH  
Wirtschaftsprüfungsgesellschaft

Seidel	Schmidt
Auditor	Auditor

# Legal information

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As at: May 2020



