

Annual Report 2017

SXF, TXL, BER



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Preamble



Dear Ladies and Gentlemen,

the management of Flughafen Berlin Brandenburg GmbH submitted a broadly coordinated and entrepreneurial responsible opening date for BER to the Supervisory Board last year. Thanks to the solid and understandable planning it thus took a major step towards the opening in October 2020. Together with the important construction companies we are working solution-oriented on the common goal. The Supervisory Board will also continue to make every effort to support the management and the employees in their responsible task.

Despite all structural problems in the past BER should be a success for the entire capital city region. It will follow on smoothly from the positive development, achieved by the two legacy airports at present and in the past few years. In the meantime, more than 20,000 jobs have already been created in the airport environs, this figure may rise to around 50,000 by 2040.

In recent years the airports of the capital city region have grown around twice as quickly compared to the other German airports. However, we also see that Tegel and Schönefeld are meeting their limits. It is all the more important

to look into the future; is the BER opening and then the further development. We have set the right impulses here with the Master Plan.

At this point I would especially like to express my gratitude to all employees at the airports. Irrespective whether at FBB, at the airlines or at partners: With their excellent work they have all ensured that the flight operation is guaranteed safe and reliably. The professionalism and the commitment allow me to be optimistic that the airport team will continue to do everything to put BER into operation and to subsequently ensure at BER that the flight operation will be organised safely and reliably.

For the Airport Company it remains, last not least, a central aim to ensure the good relationship to the environs. The implementation of the noise protection programme is accordingly of major importance. The critical dialogue with those who are directly affected is an importance basis for this aim as well as the cooperation with the surrounding municipal authorities in the

A handwritten signature in dark ink, appearing to read 'Rainer Bretschneider', written in a cursive style.

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



*Dr. Manfred Bobke-von Camen,
Director of Human Resources*

*Prof. Dr.-Ing. Engelbert Lütke Daldrup,
CEO*

*Heike Fölster,
CFO*

Editorial

Dear Ladies and Gentlemen,

2017 began with substantial turbulences for the airport location Berlin Brandenburg. With the insolvency of Airberlin the capital city region lost its airline with the highest volumes, which carried the name of the capital city all over the world. Nevertheless, with the major commitment of all partners it succeeded in generated a slight annual plus of 1.3 per cent with the passenger figures. More than 33.3 million passengers flew from Tegel and Schönefeld, around 31 million thereof got on and off the aircraft in Berlin. There are respectively more than in Frankfurt, Munich or Düsseldorf. This is an important impulse for the economy of the capital

city region. Schönefeld was able to increase to 12.9 million passengers and therefore overtook Cologne/Bonn Airport. This underpins the attractiveness of the location, however above all proven by the daily work of all employees when guaranteeing a smooth flight operation. We were also able to successfully stabilise our position from a financial point of view throughout the entire year and despite slight profit losses with a total revenue of EUR 392.4 million we were able to achieve operating results of just over EUR 100 million.

In the last year we succeeded in naming an entrepreneurial responsible

opening date for BER: BER will be opened in October 2020. Until then there is a lot to do for all parties involved. The remedy of the remaining defects up to the completion of construction of the terminal will require our full commitment in 2018 and 2019. The last months have shown that good progress is being made with the work.

With the completion of the BER opening date set for October 2020 and the development of the Master Plan BER 2040 we have set important signals.





The structural completion of the southern pier for the end of February 2018 confirms our assumption that we have planned the announced opening date realistically.

With the start in October 2020 there will not be less challenges. The region is booming and we expect a further increase in the passenger numbers. In

order to also be able to keep up with this positive traffic development in future we have drawn up a comprehensive Master Plan for the next years in 2017. It envisages increasing the capacities at BER step-by-step to 55 million passengers in 2040. For this purpose we will press ahead with the expansion of BER quickly. The construction of the

new terminal T2 will have already begun by the summer of 2018. The Master Plan is an important orientation for all upcoming extension and expansion projects of the next few years, particularly also for the airlines, the regional economy and all other partners and service providers here at the Berlin-Brandenburg location.

The management of the
Flughafen Berlin Brandenburg GmbH

Heike Fölster
CFO

Prof. Dr.-Ing. Engelbert Lütke Daldrup
CEO

Dr. Manfred Bobke-von Camen
Director of Human Resources

A photograph of an EasyJet aircraft on a runway. The aircraft is white with orange accents. The tail fin is orange and has the 'easyJet' logo in white. The fuselage is white with 'BERLIN' written in large blue letters. Below the text is a red bear logo. The registration number 'OE-IZQ' is visible above the bear. The aircraft is on a grey asphalt runway with yellow and red markings. A large white plume of water or steam is visible in the background, partially obscuring the sky.

Air traffic in the capital city region

Berlin is the third largest airport location in Germany with a total of 33.3 million passengers in 2017. For the first time, Schönefeld Airport handled more passengers than Cologne/Bonn Airport. In 2018 the largest airline at the location in Berlin will be easyJet for the first time, since the airline began its operation in Tegel in addition to Schönefeld.



Berliner Flughafen

3

easyJet

easyJet

20

20

52A

52B



01



02

Airlines at Berlin airports:

- 01 An aircraft of Germania at Schönefeld Airport.
- 02 Lufthansa presents its new branding in Tegel.

- 03 Ryanair recorded the highest growth at Schönefeld Airport in 2017.
- 04 First flight of Delta Air Lines to New York JFK on 26 May 2017.

Airport location Berlin-Brandenburg

For the first time more than 33 million passengers

In the fiscal year 2017 a total of 33,326,000 passengers were handled at Schönefeld and Tegel Airports. The passenger volumes thus increased slightly by 1.3 percent compared to the previous year. In a comparison throughout Germany, a less than average growth was determined this time. The main reason for this at the Tegel location is the insolvency of Airberlin as well as problems with the handling that had already occurred at the airline beforehand. Operative difficulties with Ryanair led at the same time in Schönefeld to a weakening in the growth and a fall in passengers in November and December 2017. The number of flight movements in Berlin fell to 275,014 in 2017 (-2.5%) and is therefore also behind the German average (+1.5% to 2,319,998 movements).

193 destinations

58 countries

90 airlines



At the beginning of 2018 the numbers of passengers initially declined compared to the values of the previous year. In the middle of the year the passenger volumes will improve the results will be positive again. The engagement of many airlines contributes to filling the occurred gaps in the flight plan again after the Airberlin insolvency. For

the first time easyJet has also served Tegel Airport since 5 January 2018 and will fly more than one hundred routes from Berlin for the summer flight plan. Eurowings, Germania and Ryanair are also further increasing their numbers. At the same time, Berlin offers attractive long-haul connections with Singapore, Toronto, New York, Beijing, Doha and Ulan Bator.

03



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Cargo in SXF, TXL and at BER

With a Lufthansa special flight two panda bears for Berlin Zoo arrived in SXF in June 2017. Meng Meng and Chiao Xing were welcomed in their new home in the cargo center at BER – accompanied by substantial media interest.



Lufthansa Cargo

Lufthansa Cargo

欢送梦梦、娇庆赴德

欢送梦梦、娇庆赴德

欢送梦梦、娇庆赴德

Abschied von Mengmeng und Jiaqing nach Deutschland

欢送

Franke

C 334

Air cargo in Berlin 2017

Booming e-Commerce business

Despite the Airberlin insolvency the cargo loaded in the aircraft with almost 50,000 tons in 2017 was 5 per cent above the previous year. An additional 4,000 tons were flown to Stuttgart as overnight airmail on behalf of Deutsche Post World Net AG, and about 36,000 tons additionally transported as air freight, by lorry to the European hubs of the airlines by airlines and forwarding agents were processed through the air freight facilities in Berlin.

Therefore, in total around 90,000 tons of air cargo were turned over through the cargo facilities of the Berlin airports in 2017, whereby respectively 20 per cent had China or the USA as their destination. The market launch of new trend toys and electronics from China (e.g. Fidget Spinners in the spring, new iPhones towards the end of the year), increasing purchasing power in Asia, the e-Commerce boom with sharply rising online orders (e.g. Black Friday & Cyber Monday in the USA, Single's Day on 11 November in China) or also the requirements of pharmaceutical goods from the capital city region together with reduced capacities in ocean-going cargo had also led to a sharp growth in air cargo of up to 25 per cent in October in Berlin.

At Tegel Airport in the last year around 40,000 tons of air cargo were turned over as additional load in the aircraft (+ 6%), 4,000 tons of airmail, as well as around 36,000 tons in the air cargo substitute traffic for airlines and carriers of the two cargo handlers Wisag- and Swissport Cargo Service. The loss of the long-haul routes of Airberlin in September 2017 were compared to the route flown by Lufthansa in the meantime as well as the new commencement of Delta Air Lines to New York, the route of Air Canada route to Toronto as well as larger aircraft from Qatar to Doha (now B777) and more flights with wide-body aircraft of Turkish Airlines to Istanbul. The new long-haul route destinations were presented for the first time in a Cargo-Roadshow by the airport with the cargo sellers or airlines to the carriers in Dresden and Leipzig.

In Schönefeld around 9,300 tons of air cargo were flown by aircraft in 2017 (+ 3 %). The growth driver was the express service UPS, which also connects the capital city region with a second daily cargo plane with its European hub in Cologne owing to increasing online orders. FedEx flies every workday from Berlin to its European hub in Paris. TNT Express flies from its European hub in Liege via Berlin e.g. to Danzig in Poland. The

German Red Cross has a relief goods center in SXF that is open 24 hours.

Since August 2013 the cargo handling of Schönefeld has been carried out via the Cargo Center at BER. Besides the cargo handling company Wisag Cargo

Service among others Lufthansa Cargo, the Fracht-GSA ATC Aviation Services and with the carriers DHL and Müller&Partner have moved in. Border veterinary, plant health controls and

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

Berliner air cargo profits from increased purchasing power in Asia

The additional cargo on long-haul routes is an important business field for the airlines.



Total Traffic statistics Berlin

	2017	Change compared to the previous year given as a percentage %
A. Total passengers	33,326,000	1.3%
I. Local traffic	33,312,016	1.3%
1. Scheduled traffic	32,815,950	1.0%
a) Domestic	8,251,881	-3.2%
b) Overseas	24,564,069	2.4%
2. Occasional traffic	496,066	28.3%
a) Package holiday air traffic	463,744	30.5%
b) Tramp and requirement traffic	22,827	2.9%
c) Other traffic	9,495	4.4%
II. Transit	13,984	-22.4%
B. Total aircraft movements	275,014	-2.5%
I. Commercial traffic	263,200	-2.9%
1. Scheduled traffic	249,737	-3.4%
a) Passenger traffic	247,360	-3.4%
b) Cargo traffic	2,377	-4.0%
2. Occasional traffic	13,463	7.2%
a) Package holiday air traffic	3,162	25.1%
b) Tramp and requirement traffic	5,726	4.4%
c) Cargo traffic	256	>100%
d) Other traffic	4,319	-3.9%
II. Non-commercial traffic	11,814	8.0%
C. Total air cargo (kilogrammes)	49,290,757	4.9%
I. Total local traffic	48,371,485	5.6%
a) Unloading	20,486,706	1.4%
b) Loading	27,884,779	9.0%
1. Scheduled traffic	47,306,077	3.8%
a) Cargo plane	6,244,723	-14.8%
2. Occasional traffic	1,065,408	>100%
a) Cargo plane	1,060,373	>100%
II. Transit	919,272	-23.0%
D. Total airmail (kilogrammes)	4,392,239	-4.7%
I. Local traffic	4,390,033	-4.2%
1. Overnight airmail traffic	4,206,284	-0.6%
II. Transit	2,206	-92.0%

Peak values 2017

TXL

SXF



173,713

Flight
movements



20,460,688

Passengers



101,301

Flight
movements



12,865,312

Passengers

Peak days

14.07.2017

599

Flight movements



23.06.2017

347

Flight movements

30.06.2017

82,130

Passengers



23.06.2017

45,741

Passengers

Peak hours

20.09.2017, 9 – 10 am

49

Flight movements



23.06.2017, 10 – 11 am

31

Flight movements

23.07.2017, 10 – 11 pm

6,312

Passengers



15.06.2017, 11 – 12 am

4,547

Passengers

SXF

Traffic statistics Schönefeld

	2017	Change compared to the previous year given as a percentage %
A. Total passengers	12,865,312	10.4%
I. Local traffic	12,856,738	10.5%
1. Scheduled traffic	12,578,197	10.6%
a) Domestic	516,621	-31.6%
b) Overseas	12,061,576	13.6%
2. Occasional traffic	278,541	6.0%
a) Package holiday air traffic	250,937	6.0%
b) Tramp and requirement traffic	19,171	5.8%
c) Other traffic	8,433	6.5%
II. Transit	8,574	-42.2%
B. Total aircraft movements	101,301	4.9%
I. Commercial traffic	94,400	5.4%
1. Scheduled traffic	84,260	5.1%
a) Passenger traffic	82,363	5.3%
b) Cargo traffic	1,897	-3.9%
2. Occasional traffic	10,140	7.9%
a) Package holiday air traffic	1,634	-0.7%
b) Tramp and requirement traffic	4,916	15.7%
c) Cargo traffic	252	>100%
d) Other traffic	3,338	-3.2%
II. Non-commercial traffic	6,901	-1.1%
C. Total air cargo (kilogrammes)	9,293,950	2.6%
I. Total local traffic	8,386,298	6.5%
a) Unloading	3,984,568	4.0%
b) Loading	4,401,730	8.8%
1. Scheduled traffic	7,379,660	-5.0%
a) Cargo plane	6,244,723	-12.1%
2. Occasional traffic	1,006,638	>100%
a) Cargo plane	1,006,158	>100%
II. Transit	907,652	-23.2%
D. Total airmail (kilogrammes)	28,675	-18.4%
I. Local traffic	28,019	>100%
1. Overnight airmail traffic	0	0.0%
II. Transit	656	-97.5%

TXL

Traffic statistics

Tegel

	2017	Change compared to the previous year given as a percentage %
A. Total passengers	20,460,688	-3.7%
I. Local traffic	20,455,278	-3.7%
1. Scheduled traffic	20,237,753	-4.2%
a) Domestic	7,735,260	-0.5%
b) Overseas	12,502,493	-6.4%
2. Occasional traffic	217,525	75.6%
a) Package holiday air traffic	212,807	79.4%
b) Tramp and requirement traffic	3,656	-10.1%
c) Other traffic	1,062	-9.8%
II. Transit	5,410	70.7%
B. Total aircraft movements	173,713	-6.4%
I. Commercial traffic	168,800	-7.0%
1. Scheduled traffic	165,477	-7.2%
a) Passenger traffic	164,997	-7.2%
b) Cargo traffic	480	-4.4%
2. Occasional traffic	3,323	5.0%
a) Package holiday air traffic	1,528	73.4%
b) Tramp and requirement traffic	810	-34.5%
c) Cargo traffic	4	0.0%
d) Other traffic	981	-6.0%
II. Non-commercial traffic	4,913	24.1%
C. Total air cargo (kilogrammes)	39,996,807	5.5%
I. Total local traffic	39,985,187	5.5%
a) Unloading	16,502,138	0.8%
b) Loading	23,483,049	9.0%
1. Scheduled traffic	39,926,417	5.6%
a) Cargo plane		-100.0%
2. Occasional traffic	58,770	-39.2%
a) Cargo plane	54,215	-14.9%
II. Transit	11,620	0.2%
D. Total airmail (kilogrammes)	4,363,564	-4.6%
I. Local traffic	4,362,014	-4.6%
1. Overnight airmail traffic	4,206,284	-0.6%
II. Transit	1,550	54.7%





GERMANY

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

Reykjavik



- Chicago
- Los Angeles
- Miami
- Newark
- New York
- Punta Cana
- San Francisco
- Toronto
- Varadero

Casablanca
Agadir
Marrakesch

La Palma
Tenerife
Gran Canaria
Fuerteventura
Lanzarote

Funchal

BERLIN

Destinations in 2017



More than just **flying**

The Airport Company continuously works on making their stay in Schönefeld and Tegel as pleasant as possible for the passengers. This includes a broad range of shops, gastronomy and services as well as the suitable parking space or other products. Particularly often in demand: WIFI. This is now available free of charge 24 hours a day.





Spending time at the airport

Retail, gastronomy and services

In the public area of Schönefeld Airport it was also possible to expand and improve the Non-Aviation offers this year. In order to further improve the quality of the stay of the visitors and passengers, new gastronomy and retail concepts were established, counter areas of travel operators were optimised and the Tourist Information Berlin Brandenburg was situated in a new location.

The offer for travellers and visitors at Tegel Airport was also supplemented by new stores and further adjusted to meet the needs of the customers in the existing facilities.

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01 Since August 2017 visitors and passengers of Schönefeld Airport can find the new Kamps Backstube in front of Terminal A.

02 The Almhütte offers comfort and hospitality in rustic surroundings and, to match, specialities from Bavaria and Upper Austria. Guests can enjoy fresh draught light beer, pretzel or real Munich Weißwurst sausages with sweet mustard here. The gastronomy was substantially expanded in a new location in 2017 and now offers 175 seats in the interior and more than 500 places in the sun on the patio.

03 "Absolutely" spoils at Schönefeld Airport in Terminal A in the public area. Alternatively with regional, hearty meals and fresh draught beer or sweet delicacies such as apple cake just like homemade.

04 With #veryberlin in Terminal A souvenirs and fashion with cheeky slogans and unusual images can be purchased in the public area of Schönefeld Airport Berlin. The collection stems from DJ Timo Röpcke.

05 The new QUICKER's at Tegel Airport is located in Terminal A in the boarding gate ring opposite Gate 10/11. Travellers and visitors will find everything here which they need before departure or after the arrival. Whether open top sandwiches, fragrant coffee specialities "to go", fresh juices, selected press products, cooled soft drinks or travel accessories and small gifts.

03



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02



03



01

Restoration of multi-storey car park P4 in Schönefeld

The multi-storey car park P4 in Schönefeld was re-opened in September 2017 after conversion work. 820 parking spaces directly in front of the terminal, XXL-spaces and the rental car center are now available to the passengers.

02

Donate-your-deposit

The social joint project of the same name is a cooperation of the Airport Company with the Green Dot, the education and employment body Goldnetz gGmbH and the Berlin Tafel [organisation for providing food to the needy] passengers can now donate their no longer needed deposit bottles at Berlin-Tegel Airport– for a good cause.

03

Digital advertising spaces

At Schönefeld Airport the first digital advertising space was put into operation. By the digitalisation spaces were created with higher marketing and proceeds potential, which moreover make a positive contribution to the appearance of the airport.

04

Taxi management Schönefeld

At Schönefeld Airport the professional taxi management was introduced together with APCOA in October 2017. The traffic of the loading and unloading taxis as well as the Federal States of Brandenburg and Berlin are now separated, through which the service quality was substantially improved for passengers and taxi drivers.

Commercial Marketing

Digitalisation of the airports

2017 was marked by the digitalisation of Schönefeld and Tegel Airports. With the introduction of the free WIFI it was possible to decisively improve the service for passengers and visitors. At Schönefeld Airport the first digital advertising space was put into operation.

in the scope of the passenger survey 32,309 passengers were questioned regarding their travel and user behaviour at the airports. The results serve to derive trends and the development of new products and services in particular in the field of digitalisation.

WIFI improves service for passengers

The taxi management was also professionalised there and a comfortable and revenue-making situation was realised for all parties involved. The

project "Donate-your-deposit" has contributed to the reduction in internal costs and at the same time created proceeds for a charitable institution. With-

04



Berlin Brandenburg Airport

The Airport Company announced on 15 December 2017 that Berlin Brandenburg Airport is to be opened in October 2020. The stipulation of the date was preceded by a detailed stock-taking and risk estimate.





All planning has been approved

Completion of construction is progressing well

In 2017 the management initiated a joint stocktaking of the construction work with the construction project management and intensively evaluated the risks on the way to the opening of BER. From a structural point of view the focus was still placed on the topics of fire prevention, doors and sprinklers. Moreover, progress was further made with the technical and commercial clarifications with building companies. In December the management subsequently presented to the Supervisory Board that a startup of BER can be carried out in October 2020. The Superviso-

ry Board acknowledged and approved the report and there is consensus that a responsible and valid estimate is therefore available, which offers a realistic basis for the further work until the operational startup.

Business plan and financing

Besides the aspects of the completion of construction and the thus associated processing of the still existing defects in the building technology, the financing questions arising from the opening date were also discussed in December 2017.

In March 2018 the management finally presented the Business Plan for the years 2018 to 2037. The Business Plan determines an additional financing requirement for the reporting period of around EUR 770 million for the time after the opening of BER in October 2020; no additional money will be required until the BER opening. Besides the postponed opening and additional building costs missing income from the passenger terminal, which has still not been completed, are the essential reasons for the increased financial requirements. The new Business Plan is



Construction on the south pier at BER has been completed and was officially handed over for operation in February 2018. The south pier is therefore the last-but-one building that was accepted under building permission law. Only the passenger terminal is missing still. The south pier has a length of 400 metres, has an area of 40,000 square metres and has – as opposed to the north pier, which is exclusively designed for walk and bus boarding of the passengers – more than nine passenger bridges. On two levels (E0 and E1) there are waiting areas, space for gastronomy offers and moving walkways for the passengers as well as lounges for Very Important Persons (VIP) and Commercially Important Persons (CIP). There is also space for luggage storages and offices for airlines here. Technical systems such as fire prevention systems, power supply, ventilation and smoke extraction systems are housed in the basement (UG) as well as on the second floor (E2).



The operation of the technical control center at Berlin Brandenburg Airport in the fire service station west has been started successfully. Since 1 March 2018 all technical processes (media supply and disposal, power supply, IT technology) have been controlled centrally from there for the infrastructure of the two legacy airports Schönefeld and Tegel and the future capital city airport BER. The conversion of the systems with bundling at one place is an important step towards the opening of BER in October 2020.

based on the opening date October 2020 and takes both the financial consequences of the postponed opening, as well as the expectation of sharply rising income into account based on the rising numbers of passengers from 2021 and improved income possibilities in the Non-Aviation segment. The Business Plan is therefore also the basis for the talks of the management with the banks concerning the coverage of the financing gap, which exists after the use of equity and savings measures.

The business plan describes the entrepreneurial opportunities and risks for the Airport Company

Outlook

In March 2018 the Building Regulatory Authority of the administrative district of Dahme-Spreewald granted the Airport Company further building permission. The maximum capacity utilisation of the airport railway station has therefore been finally approved. This confirmation is a further important module on the way to the startup of BER. Otherwise, the remedy of defects in the terminal as well as the further continuing examinations of the fire prevention and fire alarm systems will move in the expectable range. In some works the final examinations will contin-

ue until into the first quarter of 2019. For the startup in October 2020 sufficient safety buffers are still available. Moreover, the process with regard to the upcoming effect and principle examinations as well as combined tests will be coordinated in order to ensure the accompaniment by the superordinate experts as well as the release of use for the passenger terminal by the lower building supervisory authority. Before the opening of the airport a six-month trial operation will be carried out.

Master Plan **BER 2040**

The forecasts of further rising passenger numbers require a sustainable and continuous further development of the BER infrastructure. The Master Plan BER 2040 was accordingly drawn up in 2017 as a mission statement for the future development of the airport location. The Master Plan offers the airlines, the regional economy and all other partners and service providers a clear orientation.





Capacity maintenance

The expansion programme is taking shape

In order to take the rising numbers of passengers at the air traffic location Berlin-Brandenburg into account in the medium-term, it is envisaged to continue to operate Schönefeld Airport until 2025 parallel to BER in the so-called Double-Roof-Operation. The thus resulting, necessary construction measures are bundled in the expansion programme BER together with the planned expansions in the Midfield of BER. Numerous structural and civil engineering measures were started in 2017 and several civil engineering measures have been completed already.

Construction work runway north

The runway (SLB) north was blocked for the execution of numerous construction measures during the period of time from July to October 2017. The construction measures carried out during the three and a half-month blockage were completed successfully and the blockage of the SLB north was revoked as planned. The blockage was necessary in order to connect taxiways in the taxi protection area of the SLB north into the landing strip and to lay a glide path transmitter of the instrument landing system.

Furthermore, existing taxiways were restored during this period of time and further taxiways and apron connections were established. The simultaneous processing of this multitude of measures with various contractual partners required a high degree of preparation and coordination within and outside of the security area. With the simultaneous taxiing traffic to the aprons in Schönefeld the implementation of the measures was a major challenge in terms of construction logistics, which was stemmed by the close cooperation of all responsible persons from the various company divisions of FBB. Further taxiways and aprons are still being planned, such as for example the extension of apron A in the direct vicinity to the planned Terminal 2 (formerly Terminal 1-E) and the north pier by a further seven parking spaces.

Interim government airport celebrates the roofing ceremony

On the ramp 1 in Schönefeld the interim government terminal with a size of approx. 5,400 square metres is currently being produced. The federal government and international state guests will take off and land here in future. Besides the typical terminal infrastructure there will be rooms in the interim terminal for press conferences, interpreter cabins as well as VIP-areas for high-ranking politicians, the Foreign Office and the Federal Ministry of Defence. In July 2017 it was possible to celebrate the roofing ceremony here and before the end of this year the building itself as well as the adjoining apron should already be completed for the government aircraft, the ramp 1.

01 Blocking of the northern runway in the summer of 2017

02 Construction work on the flight operation areas

03 Visualisation of the new Terminal T2 in front of the north pier



01

New terminal 2 (former Terminal 1-E) as a relief for Schönefeld

For the planned Terminal 2 the blueprint and approval planning were completed at the end of 2017. In this year still a general contractor is to be bound and the construction works begin from the middle of the year. The terminal itself should offer space for up to 6 million passengers per annum and be connected via bridges to the existing north pier. The Terminal 2 serves as a processor building with check-In, security controls, market place and baggage claim for the north pier and uses its existing gate areas.



02

Operational security in Schönefeld

In Schönefeld itself the baggage claim is to be dismantled in Terminal D that has already existed since 2005 and the security control tracks are to be extended. The terminal will therefore be converted to a pure departure terminal. Initial dismantling work in the terminal has already started and lines in the outdoor area will be re-laid as a preparatory measure for the erection of the access control center 5. The conversion work for pier 3a that is primarily used by Easyjet should also be started in this year still and be optimised for the operation. During these conversion measures the passenger flows should be handled via a provisional waiting room in front of Terminal A on the land side.



03

Mission statement for the airport location

Airport for 55 million passengers

The new airport BER and its further expansion are of special significance for the capital city Berlin and the state of Brandenburg. The region around the BER is currently one of the strongest growing areas in Berlin- Brandenburg. The airport is already today a starting point and a driving force for this growth.

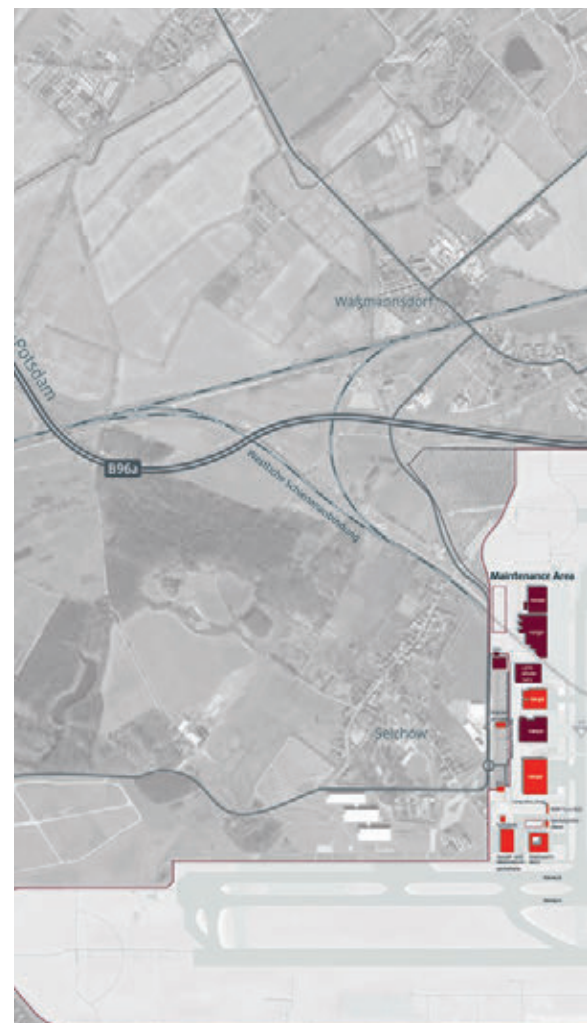
The rapidly changing air traffic market with a substantial increase in the Low-Cost-Carriers, new airlines and connections as well as rising security requirements repeatedly poses new challenges for the airport operation. A modern airport must react to these changes. Not only in the operation and the processes, but also with the infrastructure. The most important factors for this are the wishes and expectations of the passengers (and airlines) for more quality of the time spent in the airport, the customer experience, good accessibility as well as the changing basic conditions. The forecasts for 2040 assume a growth at the location to up to 55 million passengers per annum. The share of direct traffic will be around 85 to 90 per cent. This requires more flexibility and concentration for the airport and its further development as well as more terminal space for security controls, baggage handling and check-in processes.

A great deal at the new airport BER is already designed so that it can withstand the forecast growth.

With the two runways existing at BER the necessary flight movements can be handled well for 55 million passengers in 2040. The new station directly under Terminal 1 is also designed with its six tracks so that there is sufficient capacity available for the passengers arriving here with intercity, regional and S-Bahn [city trains] as well as the Airport Express.

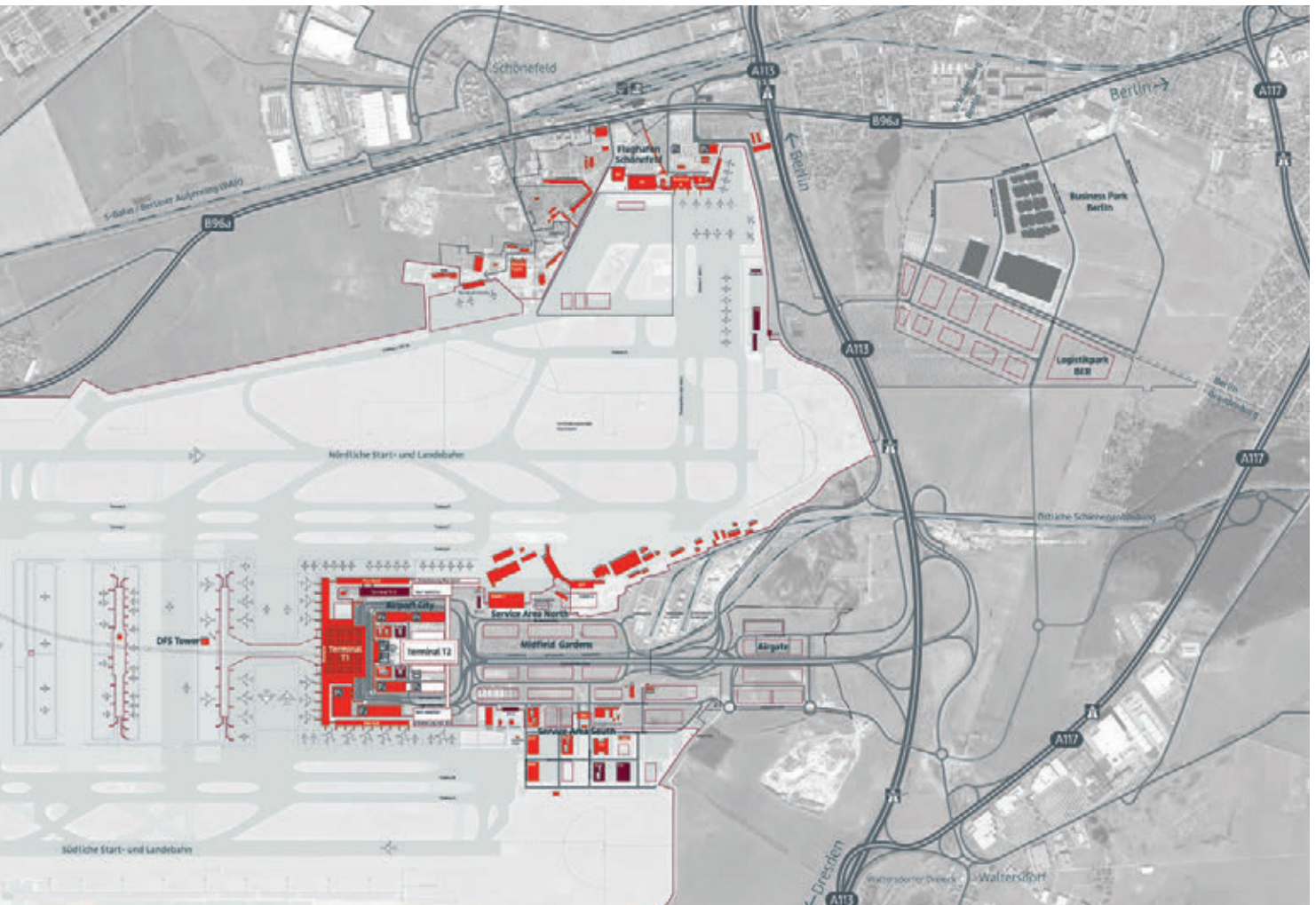
In order to cope with the forecast passenger volumes until 2040 the expansion or new building of terminals as well as of flight operation areas and buildings necessary for operation is necessary. For this reason the project “Master Plan BER 2040” was implemented in 2017. The Master Plan is a strategy paper that describes the implementation of the infrastructural and urban development mission statement against the background of sharply rising passenger numbers and defines the step-by-step expansion of the new airport BER suitable for the needs in five phases. The aim of the Master Plan is also the demand of the economic and structural development of the region.

The Master Plan BER 2040 shows that the Airport Company can make the required capacities available at BER. The general location and the time requirement at passenger systems, flight operation areas, buildings necessary for the operation and the media and traffic development are presented in the concept. In addition, the Master Plan de-



fines areas and the scope of the real estate development at the BER location. It is oriented to the three leading ideas, upon which the order of the development of a Master Plan was based from the start:

Make the necessary capacities available for the capital city region



1. Create central, flexible terminal infrastructure
2. Develop new Airport City as an urban location
3. Establish networked mobility / intermodal connectivity



01



02



03

Real estate development

Airport location with potential

FBB is the owner of plots of land with a total area of about 1,890 hectares. About 77% of this area is required for the airport infrastructure needed directly for operations. At the moment, about 184 hectares of the remaining areas in the immediate proximity of the airport are available for property development including marketing. The areas feature very different location qualities and development conditions, thus commercial areas have been developed to a various extent and are capable of marketing. The land-side development offers a high potential for income for strengthening the own financing power of FBB. Therefore, an infrastructural mission statement was developed within the project Master Plan BER 2040. It shows areas for the development of the air- and land-side buildings and their main uses. Within the scope of the Master Planning an urban development basic structure was developed for the development of around 420,000 square

metres of gross floor area in the Midfield Gardens and Airgate. Buildings with a clear focus on offices and urban quality appearance should be produced, which will contribute to an improvement in the attractiveness of the entire BER location.

Airport City

The project Master Plan BER 2040 has defined the expansion of the infrastructure, concentrated between the runways for take-off and landing, in the so-called Midfield scenario. The preference of the Midfield variant above all led to the fact that the original function of the Airport City as an urban location was over imposed by the terminal development. This function is to be taken over by Midfield Gardens as the new Airport City. Over the course of the Master Planning a location should be established here, which unites many different functions in itself and offers a high quality for time spent in the airport.

Business Park Berlin

The entire development activities in the Business Park Berlin are being carried out in three construction phases and is financially supported using funds provided under the joint agreement

“Improvement of Regional Economic Structures” (GRW). Before the opening of BER already it was possible to market around 66 of the total 109 hectares. The realisation of the third development phase is carried out depending on the demand situation and the companies settling at the location.

Maintenance Area

The maintenance companies operating at BER Airport as well as service facilities of FBB are housed in the district of the Maintenance Area. Hangars, from Harder & Partner respectively LTOV, were already realised at this site. In 2017 it was possible to authenticate a further heritable building right contract regarding a property in the Maintenance Area. A maintenance hangar is to be realised here for the Business Aviation from 2018. It was possible to submit two heritable building right contract offers to the Lufthansa Group in order to erect further maintenance hangars.

- 01 Vision of urban space
- 02 Vision new Airport City
- 03 Urban development concept
Midfield

For our **region**

As a partner for the airport region FBB supported a total of 210 projects of the neighbourhood of BER within the scope of its environs work in 2017 – more than ever before. In the last few years we have succeeded in continuously expanding the activities in the adjoining administrative districts and town districts.





WinTech

RUDER
JUG
RCKW

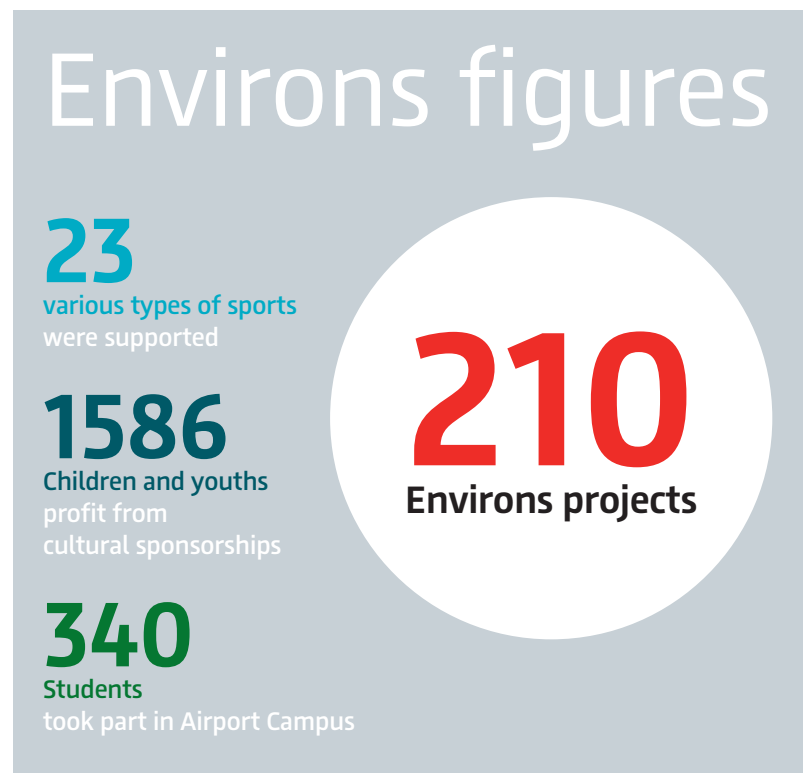
Swift Racing



Financial support

The financial support in the form of sponsoring and donations accounts for a large part with the FBB-environs work. 148 projects from the areas of sport, education, culture and social matters were sponsored. Mainly clubs, schools, child day care centers and kindergartens and institutions from the administrative districts of Dahme-Spreewald, Teltow-Fläming as well as the district of Treptow-Köpenick profit from the sponsorship. Thus, for example it was possible to acquire new sports equipment and jerseys or to renew parts of club grounds. New smartboards were installed or tablets procured in schools in order to thus be able to adjust better to the digital era.

The Airport Company supports clubs such as the rowing club in Königs Wusterhausen or the RSV Blankenfelde, participates in the reading day or with the playground construction in Schulzendorf.



Corporate Volunteering

Twice a year FBB employees exchange their workplace against work utensils such as for example wellington boots, spade, rake or brushes and assist in work directly. In 2017 there were assignments at the Arboretum with bee world of experience and hedgehog rescue stations in Königs Wusterhausen and on the school farm island of Scharfenberg near Tegel Airport. Work, which otherwise is often left lying around or must wait for months, could therefore be settled quickly.

Nationwide reading to others day, cultural sponsorships and Airport Campus

For the sixth time the Airport Company took part in the nationwide reading to others day, this time employees read to pupils in an elementary school in Schönefeld.

In addition, 1,586 children profited from the cultural sponsorships, which are offered by FBB in cooperation with various cooperation partners. Schools and child day care centers and kinder-

gartens have the possibility to be able to see free theatre performances or visit other cultural events. Students of the region have the possibility to attend practical lectures on industry-related topics directly at the airport.

In the dialogue

As the environs officer Rosemarie Meichsner places the focus on the communication with the airport region. The neighbourhood newspaper BER aktuell is an essential part in this case. Moreover, the

environs officer maintains constant contact and an exchange with the district chief executives and mayors and represents the FBB in the dialogue forum. She further always has an open ear for the citizens of the airport region.

Contact: umlandarbeit@berlin-airport.de

Dialogue forum

Berlin Brandenburg Airport

“Regional growth zone” airport environs

The construction of the new Berlin Brandenburg Airport is one of the largest infrastructure projects in Germany. Associated with this the region around BER has without a doubt special opportunities, however particularly also special challenges to overcome. The development is highly dynamic: The labour market figures in the airport region are permanently lower than the national average, the rise in the number of persons moving into the environs continues and the value added has multiplied already. Nevertheless: This positive development also requires enormous efforts for the municipal authorities and the neighbouring residents. The increasing traffic and the thus associated noise emissions are of central importance in the discussion. In order to be able to also manage the development of the airport region in a controlled manner, the dialogue forum Airport Berlin Brandenburg was created

in 2006. The communication platform of the Brandenburg municipal authorities in the surrounding area, the states of Berlin and Brandenburg, the federal government and the airport operator as well as its shareholders have since then represented the most important platform for a fair and transparent dialogue.

Demand for an efficient traffic infrastructure

In December 2017 green light was given for the updating of the joint structural concept (GSK) Dialogue Forum Airport Berlin Brandenburg. The updating of the GSK was designed with a setting of a clear time and content-related framework. The central fields of action here are the traffic and mobility concept, in particular the creation of sustainable mobility chains as well as the strengthening of the local public transport in order to make the traffic infrastructure even more efficient, the noise protection and an overall noise analysis for the airport environs as well as the top-

ics of housing and working including the skilled worker problem. The updating of the joint structure concept will be commissioned in the second quarter of 2018 and should be completed in two years.

Year of transformation: on the path to the new legal form

At the end of the past year already the process was started to find a new legal form. After extensive planning and work processes the dialogue forum has been organised since 2017 as a municipal working group (KAG). The re-organisation to the KAG dialogue forum was formally completed in the meeting of members in February 2018.

23 members

3 working groups

01 The sound protection open days also took place in the DIALOGUE-FORUM house in 2017.

02 At the opening event for the updating of the GSK the municipal responsible bodies met in order to set important signals for the future.

03 Topics were discussed for the updating of the GSK at four work tables.

01



02



03



Contact

Dialogue forum
Berlin Brandenburg Airport
 Mittelstraße 11
 12529 Schönefeld
 Tel.: +49 (0)30 | 60 91 75 98 88
 www.dialogforum-ber.de

Citizens' advice of the administrative districts of Dahme-Spreewald and Teltow-Fläming
 Tel.: +49 (0)30 | 634 10 79 00



EX-802
PLUG INLET
Meteo Instruments, Inc.
Portland, Oregon USA

DC

Manage implications on **the environment**

The Airport Company pursues the aim to operate 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 the compensatory and substitute measures are bundled in the field of environment management.

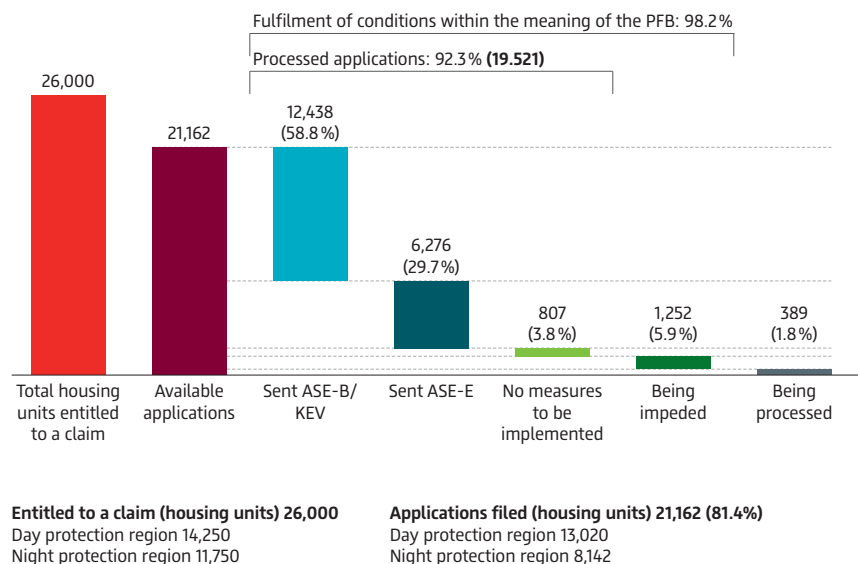


Noise protection programme BER

Protection for 26,000 households

With the noise protection programme BER the neighbouring residents of BER Airport are extensively protected against expected aircraft noise in a region of 155 km² in Berlin and Brandenburg. FBB carries out stocktaking for this purpose in the households around BER and determines individually for each property, which noise protection measures are necessary. The measures can vary considerably depending on the location, condition and use of the properties. Whereas in some properties it is merely necessary to install a noise insulation ventilator, enormous and extensive work on windows and walls for tens of thousands of Euro are necessary elsewhere.

Substantial progress made with the processing of applications



FBB reimburses extensive noise protection measures

Until the end of 2017 applications for noise protection were received by FBB for more than 21,000 households from the environs of BER Airport, of which a good 19,500 and therefore more than 92 per cent could be dealt with.

For more than 12,000 households FBB has already promised the reimbursement of the necessary noise protection measures. The owners are

therefore in the position to commission a building company with the implementation of the measures. More than 3,000 owners have done this so far and had the noise protection measures implemented in their properties in full or in part. A further just under 6,300 households will receive a compensation payment from FBB, which will be due if the costs of the structural noise protection measures amount to more than 30 per cent of the noise protection-related market value.

In this terraced house in Blankenfelde-Mahlow several windows were exchanged for high-insulating noise protection windows. In the attic the panelling of the ceiling was removed and the old insulation installed behind this was exchanged for new sound insulation. The balconies under the roof were reinforced for this purpose. So that everything looks like it did beforehand extensive painting and decorating work were moreover necessary. The costs in the amount of around EUR 26,000 were taken over by FBB in full.



Above all in the attic the noise protection measures were very complex. The complete ceiling was insulated here and the panelling removed for this purpose and mounted again. The gable window was also replaced.



On the ground floor the windows and the patio door were renewed.

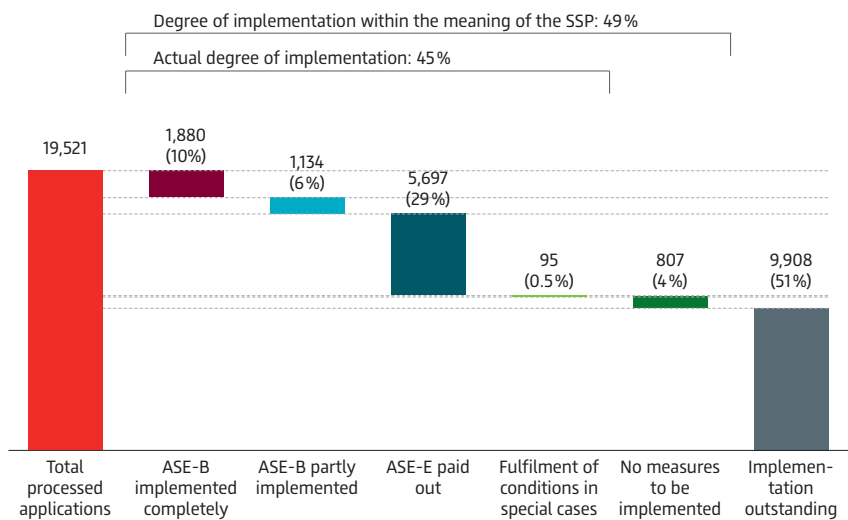


More than 3,000 owners have completely or partly implemented the noise protection measures on their houses. This is around a quarter of the neighbouring residents, who have already received the promise from FBB that the noise protection measures will be reimbursed after the installation. The neighbouring residents are therefore well prepared for the startup of BER in October 2020. Just under 5,700 owners

have already had compensation paid out to them, these are more than 90 per cent of the neighbouring residents, who were promised such compensation. The neighbouring residents are absolutely free to decide on the use of the compensation. FBB however intensively advertises to use the money for the implementation of noise protection measures and offers free advice for this by an engineering office.



Status of the implementation





FBB continues to place its trust on an intensive dialogue with the neighbours. Since 2014 37 information events were carried out in the municipalities all around the BER already. Since 2016 there has moreover been noise protection open days, with which FBB invites the neighbouring residents to the rooms of the Dialogue Forum and is available there for questions relating to the noise protection programme. Almost 4,000 guests could be welcomed by FBB to the various events already. In addition, FBB makes extensive information available in the internet and can be contacted by the sound protection telephone on 5 days a week.



Air quality

Technical and ecological air quality monitoring

The air quality at the airport location Berlin-Schönefeld has been continuously monitored since July 2011 by an air quality measuring point on the business site. 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 moni-

tored were substantially below the threshold values in 2017. The measurement data can be viewed as an annual report and as a daily notification in the neighbourhood portal of the FBB website as well as on the website of the state office for the environment.

FBB has been examining the air quality at the current Schönefeld Airport and the future BER Airport since 2011 moreover with the help of an organic and bee monitoring. For this purpose either grass cultures or also

sprout plants were placed on the site and in the surrounding area of the airport depending on the season. Both plants are particularly highly suitable as an organic indicator, as they enrich certain air pollutants. With the bee monitoring pollens, wax and honey from the airport environs are compared with honey from other regions and residues of pollutants are analysed. The monitoring are assessed by independent experts and since 2011 have showed a clear result: Schönefeld Airport has no relevant influence on the quality of honey. The organic monitoring did not show any influence of the airport operation on the air pollutants in the environment.

The air quality measuring points of FBB supply results about the air quality at the airport location. Since 2016 ultra-fine dust measurements have also been possible.

Ultra-fine dust measurements at Schönefeld Airport

Since September 2016 FBB has been carrying out ultra-fine dust measurements at the airport location. These measurements have a purely scientific background and should contribute to the better characterisation of the external air composition in the airport environs. There is no threshold stipulation for ultra-fine dust. Since 2017 FBB has had a mobile air quality measuring point, which also carries out ultra-fine dust measurements. With the mobile measuring point measurements are possible outside of the airport site.



Compensatory and substitute measures



The Airport Company has been supporting the International Workcamp in the Zülowniederung for 13 years. In 2017 the work took place in the climate garden Rangsdorf.

FBB ensures that the unavoidable changes in the landscape are compensated for from an ecological point of view. Therefore, for previous habitats of animals and plants, which have been lost by the building of BER, high-quality substitute areas have been created elsewhere. However, FBB does not only create these areas it also assumes the responsibility for a period of 25 years for their sustainable and optimum development.

FBB has among others create a “green belt” with an area of 500 hectares, which is situated all around BER and increases the value of the landscape there with attractive leisure locations for neighbouring residents and visitors.

The greatest single project with the compensatory and substitute measures is the ecological increase in value of the Zülowniederung. The area is located in the south of Berlin between Mittenwalde, Dabendorf and Groß Machnow/

Rangsdorf and comprises around 2,600 hectares of open lowlands. FBB has implemented numerous measures there in connection with the Verein für Landschaftspflege und Umweltschutz Teltow-Fläming e.V. (VLU TF – Association for Landscape Care and Environmental Protection). The compensatory measures improve the living conditions for flora and fauna and thus also the experience value of the Zülowniederung.

Aircraft noise management

Monitor, calculate, avoid



Die neue CSeries ist für Swiss im Einsatz.

In 2017 Schönefeld and Tegel Airports recorded a plus in passengers of 1.3 per cent. Due to an improved capacity utilisation of the aircraft and the use of larger machines the efficiency of Berlin air traffic is increasing continuously. Whereas the passenger volumes increased by 56 per cent since 2008, the number of flight movements only increased by 3 per cent.

Noise measurement SXF

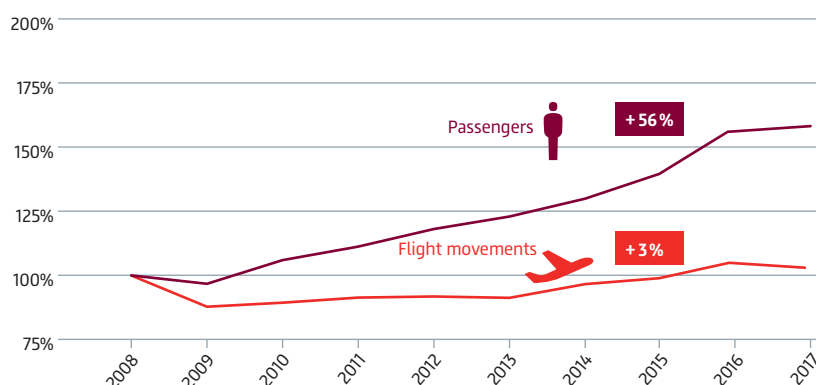
In Schönefeld 101,301 aircraft took off and landed and thus around 5 per cent more than in the previous year.

A development of the annual permanent sound level cannot be disclosed directly for the years 2015 and 2017, as owing to the work in the area of the

northern runway the aircraft partly took off and landed on the southern runway. The six months with the highest volumes of traffic that are to be used for the annual permanent noise level are distributed over both runways in these years. These levels that are mixed

with regard to the noise burden are not comparable with the previous years. In the diagram presented on page 55 a comparable value is neither less shown. This has been determined to the extent that the six months with the highest traffic volumes without the southern

More and more efficient: Berlin's air traffic



runway operation shares were projected to the traffic volume of the subsidised evaluation periods.

Accordingly the permanent noise levels (the mean value over the measuring points 2-9) compared to the previous year hardly changed. For the last five years an increase is produced owing to the sharp rise in traffic in 2016 by 2.5 dB during the day and 1.5 dB during the night.

Permanent noise level TXL

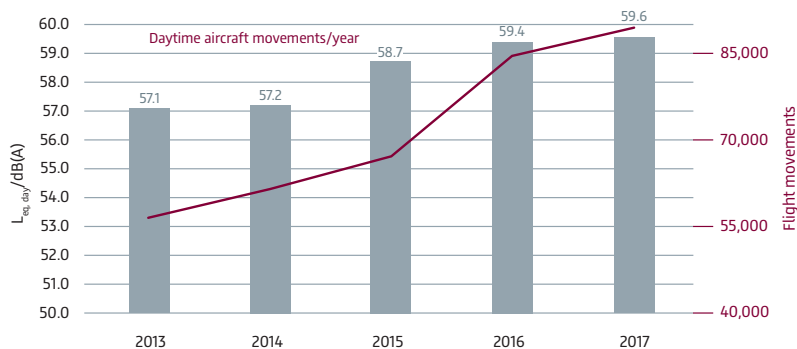
The average equivalent permanent noise level at the measuring points in the environment of Tegel airport remained almost constant in the comparison to the previous year (+0.1 dB).

During the six months with the highest traffic volumes that are relevant for the calculation of the permanent noise level a fall in traffic was recorded at Tegel Airport of 0.6 per cent compared to 2016. The six months with the highest traffic volumes were in the period from May to October in 2017. The sharp fall in the traffic figures due to the insolvency of Airberlin was only noticed from October.

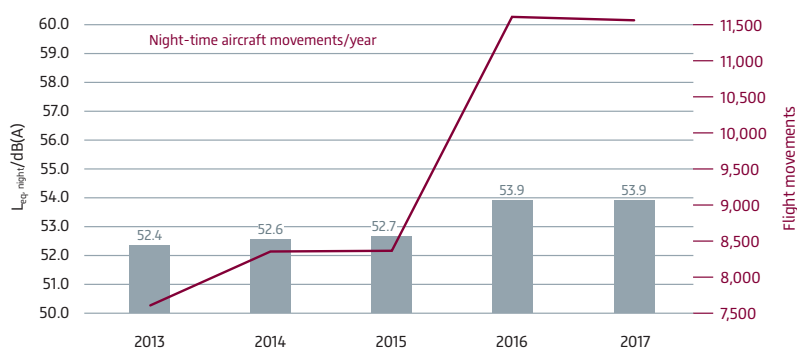
The flight movements at night increased in 2017 as opposed to the slightly falling total movements by approx. seven per cent. The increase is mainly due to the delay situation caused by the change in the ground handling service providers carried out by Airberlin. Owing to the increased traffic figures the night-time permanent noise level determined over all measuring points increased slightly by 0.3 dB.

The number of flight movements at night in Tegel increased from 7,746 in 2013 to 10,303 flight movements in 2017. The permanent noise level for the night period increased in the same period of time from 56.0 to 57.5 dB(A).

Permanent noise level during the day at Schönefeld*

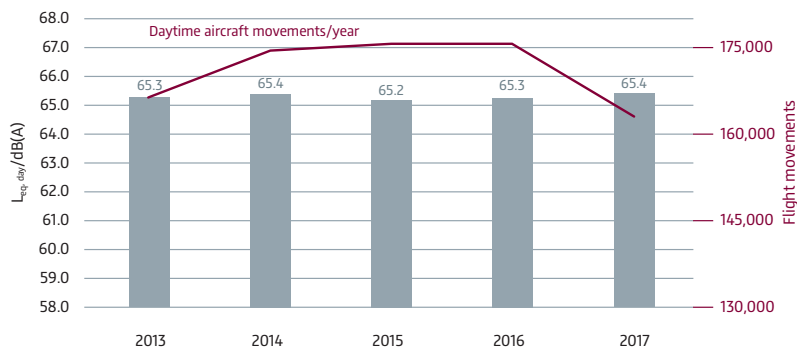


Permanent noise level during the night at Schönefeld*

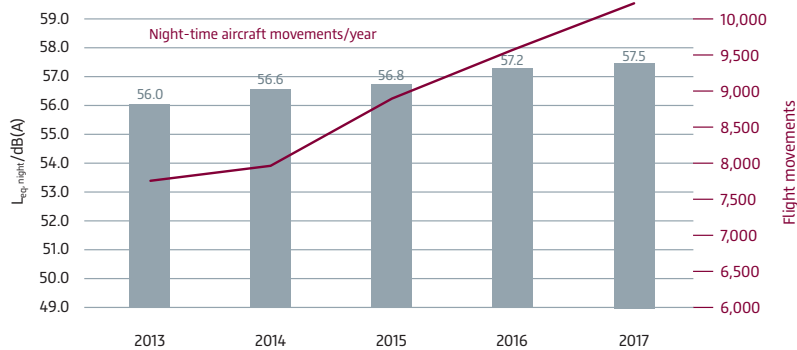


* Owing to the mixed operation of the northern and southern runway at Schönefeld Airport in 2015 and 2017 a value was projected for these years from the northern runway operation and the traffic figures.

Permanent noise level during the day at Tegel



Permanent noise level during the night at Tegel



Avoid noise

The air traffic industry is tackling it

The air traffic is growing and is just developing particularly dynamically at the Berlin location. Despite the enormous growth in passengers the aircraft noise burden in Schönefeld and Tegel has increased on average almost unchanged or only moderately in the past few years. This is possible, because aircraft and engine manufacturers, airlines, airports and the German Air Traffic Control Services, with the decisive participation of science have developed technologies and processes, which make flying quieter. The use and further development of low-noise technologies and flight processes are central prerequisites in order to secure the acceptance

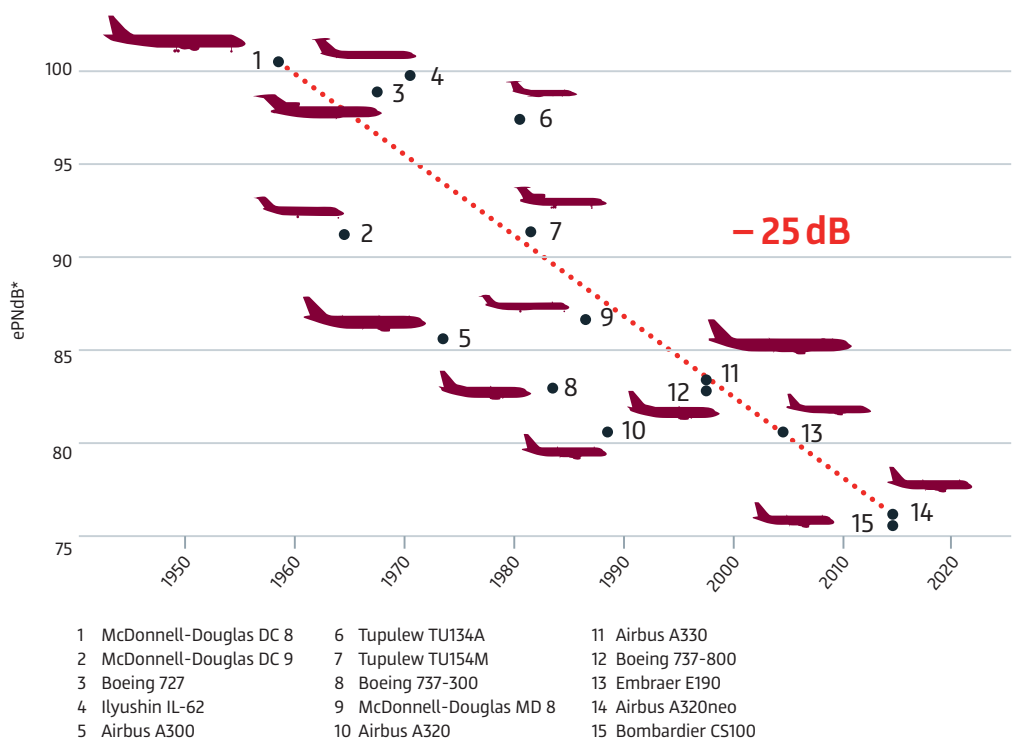
of aviation in Berlin and Brandenburg in the long-term.

Modern air traffic allows people in the capital city region to reach many European and worldwide destinations directly. The air traffic connects local companies and their products with the world economy. The capital city region is however also attractive for tourists from all over the world: Around 43 million overnight stays were counted in 2017 alone. The task here is to bring the need for mobility of the company in line with the need for peace and quiet and protection of the neighbouring residents in the surrounding area of Schönefeld and Tegel Airports. FBB ensures this by an

extensive noise protection programme at BER, charging of noise-dependent take-off and landing fees as well as the avoidance of unnecessary ground noise.

It is particularly effective to minimise noise at the source. The airlines invest continuously in new aircraft technologies and modernisation of their fleets. Modern aircraft have substantially quieter engines. Industry and science are continuously working on further reducing the noise sources on the aircraft surface, on the wings and on the landing gear. By the year 2020 already aircraft of the newest generation will only be perceived half as loud as aircraft built at the turn of the century.

Aircraft used in Berlin are getting quieter and quieter Aircraft noise since 1960 reduced by 25 dB



Noise level when flying over at a distance of 6.5 km from the point of take-off. The number of seats is also included in the presentation of the level. Aircraft with more than 100 seats receive a corresponding deduction, aircraft with less than 100 seats a surcharge.

* EPNdB (Effective Perceived Noise Level in decibels) level factor, which is used within the scope of the certification of aircraft. This level takes, among others, corrections into consideration for tonal shares and is not comparable with the A-assessed noise level.

Quieter, cleaner, bigger

Quieter aircraft arrive in Berlin

With the A380 Airbus succeeded in constructing a modern wide-body aircraft in 2006, which is substantially quieter than comparable aircraft models.

In the segment of the aircraft used at the airports in Berlin to a large extent for the short- and medium-haul route there has, on the other hand, been no further development in the last 15 years.

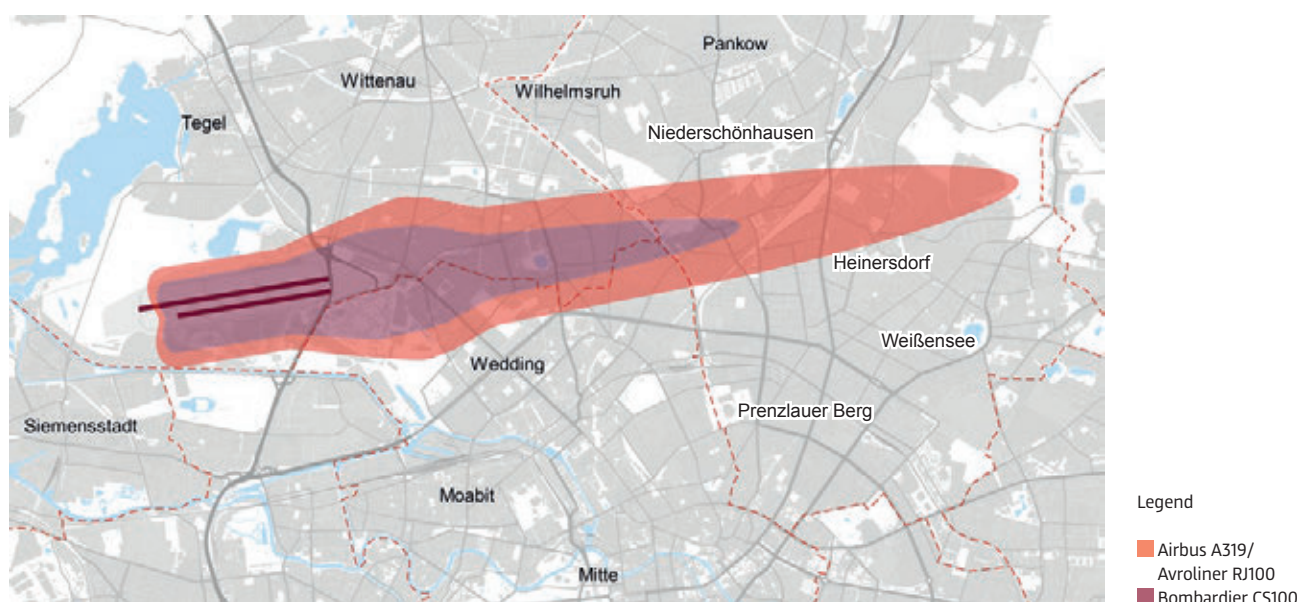
Airbus now also has improved aircraft on offer in this segment. The A320neo (New Engine Option) was thus developed and in 2016 delivered to Lufthansa as the first customer. With

the regional aircraft Bombardier has with the CSeries launched a model with 130 seats on the market. In the meantime the first customer (Swiss) has taken the old Avro Regional jets (RJ100) out of service and replaced these by the CSeries.

FBB evaluated the measurement data of the CSeries flights of Swiss in 2017 and hereby on average measured at the individual measuring points compared to the RJ100 or A319 a substantial reduction in noise by 5 dB. Based on these data it was possible to present a so-called “noise footprint”

(maximum level of > 70 dB(A)) for a start of these aircraft types direction east at Tegel Airport. It can be seen that the “noise footprint” is more than halved by the use of the CSeries. The same also applies to departures in direction west. By taking the settlement structure into consideration at Tegel Airport this corresponds with a reduction in the figure of the encumbered neighbouring residents by around two thirds. In addition, the CSeries has a greater seat capacity compared to the Avroliner, which can convey a maximum of 110 passengers.

Noise-encumbered area is disappearing
Comparison of the area > 70 dB A319/RJ100 – CS100



Aircraft noise measurement

Transparency for the neighbouring residents

Airports are obligated by the legislator to operate measuring points on the airport and in its surrounding area for the documentation of the aircraft noise. Flughafen Berlin Brandenburg GmbH has for this purpose in the surrounding area of Schönefeld and Tegel Airports have installed a total of 30 stationary measuring points (status 31 December 2017). The measuring results are transmitted monthly to the responsible authorities and the flight noise commissions and are published in the internet.

Stationary measurements

The locations for the stationary measuring points for the documentation of the

aircraft noise are stipulated by consultation with the aircraft noise commissions, in which the neighbouring municipalities are represented. Measuring points are principally placed along the arrival and departure routes and in individual localities, which are affected by aircraft noise. With the selection of the locations other sources of noise such as main traffic roads or railway lines are avoided as these lead to a falsification of the results. In 2017 in the surrounding area of Schönefeld Airport five new measuring points were erected (Rotberg, Jühnsdorf, Schulzendorf/Ernst-Thälmann Straße, Roter Dudel and Birkholz).

The measurement data are called once a day from the measuring points

and allocated to the flight movements based on the radar data of the German Air Traffic Control Services. Noise events, which were caused by other sources of noise than the air traffic, are determined subsequently and removed from the statistics. In addition weather data are used in order to avoid a falsification of the measuring results. By this form of aircraft noise monitoring FBB is in the position to provide information about the noise emissions of each flight movement and to reliably and continuously document the development of the aircraft noise situation. The data are in particular used for the calculation of the noise-related take-off and landing fees as well as for the processing of complaints.

Mobile measurements

At alternating locations FBB carries out mobile measurements, with which the aircraft noise events are as a rule recorded over one month. The noise measurement technology of the mobile systems corresponds with the requirements of stationary measuring points. The measurement mobile vehicle is used at the request of the aircraft noise commissions or the municipal authorities or at the request of the neighbouring residents. By repeated measurements at the same locations FBB documents the change in the aircraft noise burden over a longer period of time. With the stipulation of flight routes multiple measurements with the mobile measuring point also document the changes.

The FBB mobile measuring device in Etzin



Southern runway operation Schönefeld

In order to record the noise burden during the southern runway operation in Schönefeld mobile measurements were carried out in 2017 at the locations Eichwalde, Gosen, Erkner-South, Grünheide, Groß Schulzendorf, Wietstock and Ludwigsfelde-South.

As in the previous years the aircraft noise mobile device was used in Pankow in July.

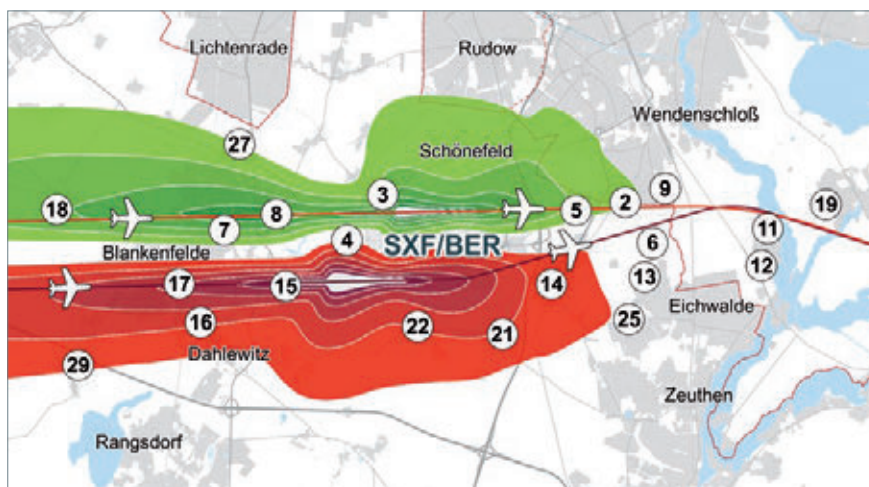
Owing to work on the northern runway the southern runway of BER was used from 16 July until 28 October at Schönefeld Airport. As the southern runway is located at a distance of 1,900 metres to the northern runway, there were changes to the burden and relief zones of various sectors in the area near the airport Schönefeld with regard to the aircraft noise. During the period of time of the southern runway use with the exception of the starts in direction east the flight routes of the BER were used already. The flight routes

in direction east were guided by a swing to the left directly to the start on the existing flight routes of the northern runway so that the routes were flown as before from Karolinenhof.

The flight routes of both runways and the calculated difference of the aircraft noise burden (permanent noise level) are separated for both operating directions presented in the lower maps. The isophones are presented hereby in differences of 5dB, whereby the area of -5 to 5 dB does not have any colouring.

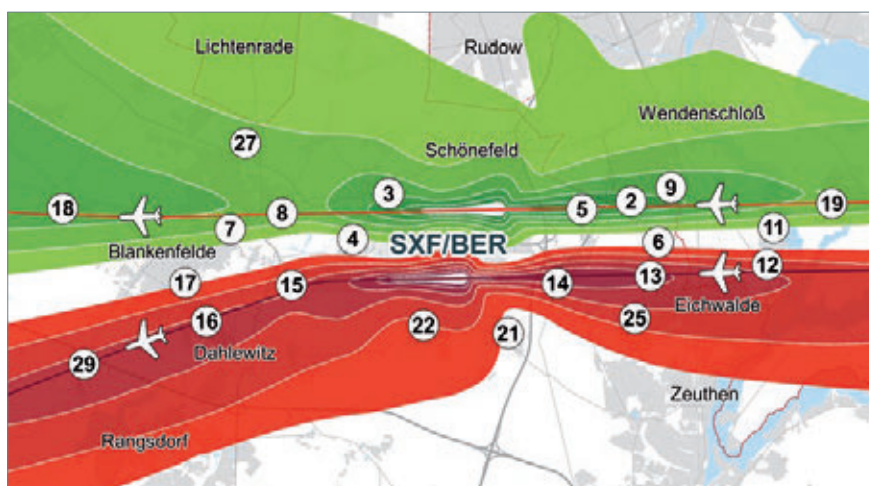
Aircraft noise with the southern runway operation

Southern runway operation: Changed aircraft noise burden with the **flight direction east**. The difference of the calculated permanent noise level during the day is presented.



Southern runway operation: Changed aircraft noise with **flight direction west**. The difference of the calculated permanent noise level during the day is presented.

- <-5 dB
- <-10 dB
- <-15 dB
- <-20 dB
- <-25 dB
- >25 dB
- >20 dB
- >15 dB
- >10 dB
- >5 dB





01

Information tools for the **aircraft noise**

With the information tool Travis the current flight movements can be called for Schönefeld and Tegel with just a few minutes delay. Interested parties will find with just a few clicks information relating to the aircraft type, the airline, the start respectively the destination, the flight altitude, the speed and relating to the approach respectively the angle of climb. The readings of the aircraft noise measuring points are also displayed.

With the aircraft noise forecast for each address in the surrounding area of BER it can be estimated how high the aircraft fly over the house and – insofar as the stated address is located within the presented flight corridors– which maximum levels will occur. The forecast equivalent permanent noise levels as well as the location within the protec-

tive regions of the noise protection programme BER are also determined for each entered address.

The operating direction forecast supplies information about the expected direction of the take-offs and landings of the aircraft at the airports in Berlin.

Someone for whom this information is not sufficient, he can register through the aircraft noise information and complaints system and will receive an answer there to all questions relating to the topic of flight processes and aircraft noise. You can find the described offers and even more information in the internet under:

laerm.berlin-airport.de



02

All readings can
be viewed online



03

01 An aircraft of Germania during the flight operation from the southern runway

02 Aeroflot in July 2017 at BER while flying over the southern runway

03 Rotberg: One of the five new stationary measuring points in Schönefeld



The Airport Company as an **employer**

The airports in Berlin continue to be attractive as employers. The total number of employees thus rose by four per cent to 1,958 (status 31 December 2017). In addition, 83 vocational trainees and students in dual study programmes were employed per the closing date. A focus of the personnel work was placed on recruiting in 2017. In addition there was the further development of the executive development programme, the optimisation of the cooperation e.g. by the structured accompaniment of team development measures as well as the project start for the introduction of a software solution for the recruiting and learning.





Working for FBB

Career take-off at SXF, TXL and BER

Recruiting

With more than 5,700 applications, incl. unsolicited applications, the number of applicants has increased at the Airport Company once again compared to the previous year. In view of the shortage of skilled workers that is also noticeable for FBB as well as the age structure of the employees a recruitment strategy was developed in 2016 by showing consideration for the future requirements of FBB. Based on this it was started in 2017 to draw up and implement a personnel marketing strategy, to revise the career site, to introduce an applicant management software and to improve the presence of FBB as an employer by further advertisement channels.

A leitmotiv was drawn up for the personnel marketing in cooperation with the corporate communication and based upon this target group-oriented measures (skilled workers, engineers, fire service, etc.) were implemented. These include, for example: new advertising materials, advertising in various social media channels, in print media as well as on airport-own advertising areas. Moreover, professional-group-specific employee portraits were filmed

In 2017 784 interviews were conducted for the successful recruiting, which resulted in 287 employees being hired, thereof 79 internal fillings of vacancies. In order to bundle talks for positions with similar contents, open days for

applicants were introduced in the form of Speed-Dating and implemented. Together with the specialist sectors a direct evaluation was carried out so that e.g. with twelve participants eight were able to receive an immediate promise of a contract. This form of recruitment thus proved to be an extremely effective selection tool.

Development of executives

In 2017 the executive development programme was further developed and the executives were given offers suitable for the needs. Thus new executives should achieve full ability to act quickly in the core tasks of their new role and experienced executives make a target-oriented selection from an offer of various training focuses be able to further develop themselves. The programme for the operational managers was supplemented by follow-up workshops in 2017 and successfully completed. Beyond the development programmes the executives were also offered internal modules relating to personnel and financial topics as well as FBB-specific regulations.

Change Management

In order to make the workforce fit for the startup of BER further signals were set. Within the scope of several trial operations the spatial and technical infrastructure were tested in the future working environment. The Change

Management accompanied the specialist sectors with these change processes. In 2018 the cross-location cooperation as well as the testing of new systems and work flows will also be further supported by a systematic change accompaniment.

The focus of the team development measures, which were carried out company-wide in 2017, was also placed on the topic of cooperation. Besides the clarification of roles and interfaces it concerned the drawing up of possible solutions for the optimisation of the cooperation.

The derivation of specific actions should ensure the transfer into the working practice and improve the motivation and efficiency. A consistent further development of the teams, the offer of further dialogue formats for employees and executives as well as rounds of discussions with the management also contributed to a good corporate culture.

Company health management

Within the scope of the company health managements (BGM) further offers were created in 2017 in order to promote the health and the wellbeing of the employees. These included among others many different sports possibilities (running, yoga, Pilates and Zumba), offers for advice on questions relating to health and thus resulting workplace analyses.



For the first time Flughafen Berlin Brandenburg GmbH took part in the competition "Best Employer in the Administrative District of Dahme-Spreewald 2017" and was distinguished in the category "> 500 employees". Among others the personnel strategy, the reconciliation of work and family, the corporate culture and the work organisation. Ines-Beate Korehnke (middle), head of Recruiting & Executive Supervision, accepted the prize.

The BGM is supported by 20 health guides in the specialist sectors, who inform their colleagues about actions and act as contacts in questions relevant to health. In September 2017 the health information days under the motto "healthy diet and exercise" offered the employees an interesting programme relating to the topics of health, fitness and diet. Together with the DRK two blood donation actions were successfully carried out with a total of 99 donors and 3 stem cell typifications with 46 potential donors.

New talent management system

The fundamental aim in the HR-IT-requirement management is to reduce administrative work in the field of Human Resources, to standardise and professionalise processes, through the technical integration of modern IT applications and in the end to accelerate these processes. Within the scope of the project talent management system the Human Resources sector is planning to introduce the success factors- learning and recruiting modules. The recruiting module will support the recruiting process with the FBB standard, as far as possible free of media interruption and in a standardised manner. The learning module will create the prerequisites for the Human Resources sector to control the further education and training management of FBB centrally and in a standardised manner.



Two FBB colleagues in the computer center at BER – skilled workers in IT are highly in demand on the labour market.



The colleagues of Wildlife Management also ensure the operational security at the airports.

Apprenticeship and studies at the airports



Motif of the airport from the campaign "Berlin needs you", from right to left: Brice Tchoung (apprentice electronic technician for operating technology, 1st year of training) and Christian Steiner (instructor)



During their apprenticeship as an electronics technician for information and system technology the vocational trainees also service the technology in the Airport Control Center.

In 2017 28 vocational trainees and students in dual studies started their training and education at FBB again. In total school leavers are trained in eleven different training professions and dual study courses. Besides the current training offers for air traffic management assistants, management assistants for office management as well as electronic technicians for information and system technology, electronic technicians for operating technology, motor vehicle mechatronic specialists for commercial vehicle technology and mechatronic specialists, FBB also offers dual study courses at the University for Business and Law of Berlin, the specialist subjects of Business Administration Studies/service management, Business Administration Studies/industry, Business Administration Studies/real estate management, Technical Facility Management as well as Information Technology for Business.

27 vocational trainees and students in the dual studies successfully completed their education and training in 2017. One trained air traffic management assistant trained achieved hereby such good examination results that he was awarded the prize of "Best apprentice" in this training profession on na-



In February 2018 the new training workshop am BER was officially opened with the Director of Human Resources Dr. Manfred Bobke-von Camen.

tional level. Moreover, the planning was carried out in 2017 to take over three vocational trainees and dual students of the airline Airberlin that had become insolvent so that there was nothing to prevent a start in February 2018. The three vocational trainees respectively dual students can now complete their qualification and apprenticeship as air traffic management assistant as well as the studies of tourism and hotel management.

FBB was furthermore represented once again at various events in Berlin and Brandenburg for the professional orientation for school pupils. In 2017 FBB also actively supported the initiative "BQN – Berlin needs you!" for the professional integration of youths with a migration background. The focus is placed on diversity and equal opportu-



After the apprenticeship, for example, the assignment as a Follow-Me-Driver is possible.

nities with the new campaign "Training: A question of attitude", which is currently to be seen at many locations in Berlin and in the network. As one of the largest employers and trainers of the capital city region FBB is also part of the campaign. Within the scope of the initiative it was possible to realise vari-

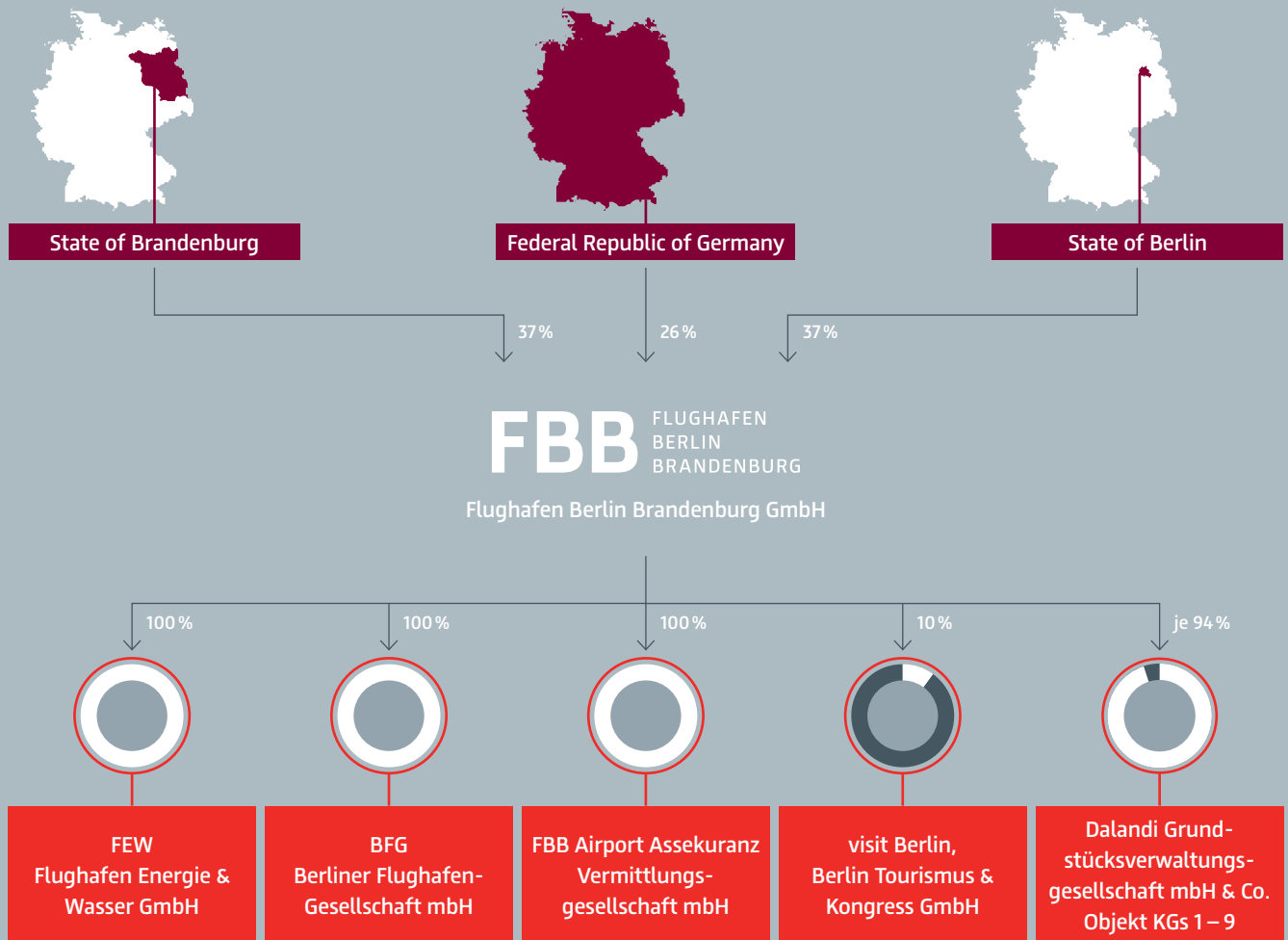
ous internships in the technical as well as commercial sector for people with a migration background. The pilot apprenticeship place agreed within the scope of the cooperation was successfully occupied as of 1 August 2017 in the training profession management assistant for office management.

Flughafen Berlin Brandenburg GmbH

Company organisation chart

F	Chief Financial Officer	G	Chief Executive Officer	P	Chief Human Resources Officer
C	Commercial	GJ	Law & Compliance	PO	Human Resources & Organisation
FC	Controlling & Accounting	GK	Corporate Communication	PU	Environmental Management
FE	Purchasing	GE	Corporate Development	PL	Surrounding area
FM	Financial Management	GR	Internal Audit		
FP	Project Controlling	GB	Construction officer		
		O	Operations		
		OA OS	Aviation Security		
		OT OW OI OM OB	Terminal Management Fire Service Infrastructure & Systems Aviation Marketing Operational Safety		
		GT	Passenger Terminal		
		T	Technology & Construction		
		TA TF TI	Expansion Programme Facility Management ICT		
		TD	Technical documentation center		

Shareholder structure



Operations Structure





BERLIN BRANDENBURG AIRPORT WILLY BRANDT

Our Figures



Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Balance Sheet per 31 December 2017

Aktiva		31.12.2017 EUR	31.12.2016 EUR
A.	Fixed Assets		
I.	Intangible assets		
1.	Purchased concessions, industrial property and similar rights and assets, and licences in such rights and assets	322,732,508.91	265,094,512.22
2.	Payments on account	1,015,084.07	697,138.33
		323,747,592.98	265,791,650.55
II.	Tangible assets		
1.	Land and buildings, including buildings on third-party land	1,160,618,377.62	1,189,974,683.28
2.	Technical equipment, plant and machinery	367,255,030.12	392,332,859.28
3.	Other plants, fixtures, fittings and equipment	37,553,832.20	34,681,318.72
4.	Payments on account and assets in process of construction	2,675,903,058.20	2,358,398,847.02
		4,241,330,298.14	3,975,387,708.30
III.	Financial assets		
	Participations	51,200.00	51,200.00
		4,565,129,091.12	4,241,230,558.85
B.	Current assets		
I.	Inventories		
	Raw materials and supplies	1,920,059.05	1,684,614.02
II.	Receivables and other assets		
1.	Trade accounts receivable	35,498,885.94	34,460,255.13
2.	Other assets	69,454,887.28	54,486,649.73
		104,953,773.22	88,946,904.86
III.	Cash on hand, cash in banks	71,448,365.02	110,217,855.81
		178,322,197.29	200,849,374.69
C.	Prepaid expenses	7,729,494.26	10,883,995.73
		4,751,180,782.67	4,452,963,929.27

Shareholders' Equity and Liabilities		31.12.2017 EUR	31.12.2016 EUR
A.	Shareholders' equity		
I.	Subscribed capital	11,000,000.00	11,000,000.00
II.	Capital reserves	2,174,328,275.68	1,872,578,358.41
III.	Accumulated deficit	-914,967,247.44	- 831,314,324.06
IV.	Adjustment items for shares of the other shareholders	-1,266,747.28	- 1,284,525.87
		1,269,094,280.96	1,050,979,508.48
B.	Special account for investment subsidies	86,900,358.20	90,047,459.81
C.	Provisions		
1.	Provisions for pensions	5,533,397.00	5,574,623.00
2.	Tax provisions	130,000.00	2,046,200.00
3.	Other provisions	127,302,947.67	133,527,771.07
		132,966,344.67	141,148,594.07
D.	Liabilities		
1.	Loans and overdrafts	2,450,353,438.77	2,489,857,828.80
2.	Payments received on account	15,036,165.76	400,000.00
3.	Trade accounts payable	45,570,483.02	39,509,520.90
4.	Liabilities due to shareholders	662,367,905.66	530,352,621.04
5.	Other liabilities	32,847,020.26	54,678,669.07
		3,206,175,013.47	3,114,798,639.81
E.	Deferred income	56,044,785.37	55,989,727.10
		4,751,180,782.67	4,452,963,929.27

Flughafen Berlin Brandenburg GmbH, Schönefeld

Income Statement 2017

		2017 EUR	2016 EUR
1.	Sales revenues	392,420,295.63	371,934,504.19
2.	Other own work capitalized	16,083,596.71	21,112,347.37
3.	Other operating income	50,333,995.82	31,337,517.85
		458,837,888.16	424,384,369.41
4.	Costs of materials		
	a) Costs of raw and auxiliary materials and operating supplies and of purchased merchandise	9,606,346.61	8,342,057.26
	b) Costs of purchased services	76,496,437.07	65,502,881.60
		86,102,783.68	73,844,938.86
5.	Personnel expenses		
	a) Wages and salaries	111,498,667.79	102,289,856.03
	b) Social security contributions and expenses for pension and other benefits (of which relating to pensions EUR 5,632,168.70 (prev. yr.: EUR 4,794,859.29))	25,468,481.89	23,510,295.64
		136,967,149.68	125,800,151.67
6.	Depreciation on intangible and tangible assets	109,833,518.51	108,308,750.97
7.	Other operating expenses	98,714,116.66	103,691,344.39
8.	Other interest and similar income – of which from discounting: EUR 664,096.23 (prev. yr.: EUR 0.00)	710,349.22	373,071.65
9.	Interest and similar expenses – of which from compounding: EUR 560,448.38 (prev. yr.: EUR 773,068.32)	109,378,178.66	109,123,062.36
10.	Taxes on income and on earnings (previous year earnings)	320,483.63	1,937,644.60
11.	Earnings after tax	-81,127,026.18	-97,948,451.79
12.	Other taxes	-2,508,118.61	-3,525,457.37
13.	Consolidated loss for the year	-83,635,144.79	-101,473,909.16
14.	Accumulated deficit carried forward from previous year	-831,314,324.06	-729,842,167.49
15.	Loss relating to non-controlling shares	17,778.59	-1,752.59
16.	Consolidated accumulated deficit	-914,967,247.44	-831,314,324.06

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Cash Flow Statement for 2017

	2017 TEUR	2016 TEUR
1. Cash flow from current business activities		
Profit/loss for the period (including results shares attributable to other shareholders)	-83,635	- 101,474
Depreciation (+)/write-ups (-) on items of the fixed assets	109,833	108,309
Increase (+)/decrease (-) in provisions	-8,182	- 14,596
Other expenses not affecting payment (+) / income (-)	-3,147	- 3,203
Profit (-)/loss (+) from disposals of fixed assets	882	336
Increase (-)/decrease (+) in inventories, trade accounts receivables and other assets	-13,254	- 5,686
Increase (+)/decrease (-) in trade accounts payable and other liabilities	10,635	40,273
Interest expenses (+) / interest income (-)	73,248	83,988
Taxes on income and on earnings	166	1,938
Cash flow from current business activities	86,546	109,885
2. Cash flow from investment activities		
Cash inflows (+) from disposals of items of tangible assets	403	17,335
Cash outflows (-) for investments in tangible assets	-373,883	- 321,325
Cash outflows (-) for investments in intangible assets	-61,134	- 117,594
Cash flow from investment activities	-434,614	- 421,584
3. Cash flow from financing activities		
Cash inflows from the borrowing of shareholder loans	425,344	395,750
Cash outflows (-) from the redemption of bonds and (financial) loans	-44,763	- 50,112
Interest paid (-)	-73,248	- 82,077
Cash inflows (+)/ cash outflows (-) from investment subsidies	1,965	262
Cash flow from financing activities	309,298	263,823
4. Cash and cash equivalents at the end of the period		
Change in cash and cash equivalents affecting payments		
(Subtotals 1 – 3)	-38,770	- 47,876
Cash and cash equivalents at the beginning of the period	110,218	158,094
Cash and cash equivalents at the end of the period	71,448	110,218

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Statement of Changes in Equity for 2017

	Parent company				Equity according to consolidated balance sheet EUR
	Subscribed capital EUR	Capital reserves EUR	Accumulated deficit EUR		
31.12.2015	11,000,000.00	1,872,578,358.41	-729,842,167.49		1,153,736,190.92
Consolidated net income/net loss for the year	0.00	0.00	-101,472,156.57		-101,472,156.57
Consolidated comprehensive income	0.00	0.00	-101,472,156.57		-101,472,156.57
31.12.2016	11,000,000.00	1,872,578,358.41	-831,314,324.06		1,052,264,034.35
Conversion shareholder loans	0.00	301,749,917.27	0.00		301,749,917.27
Consolidated net income/net loss for the year	0.00	0.00	-83,652,923.38		-83,652,923.38
Consolidated comprehensive income	0.00	0.00	-83,652,923.38		-83,652,923.38
31.12.2017	11,000,000.00	2,174,328,275.68	-914,967,247.44		1,270,361,028.24

Rounding differences owing to the calculation of the pro rata share of the equity are possible

	Non-controlling shares			
	Capital reserves EUR	Accumulated deficit EUR	Equity according to consolidated balance sheet EUR	Consolidated equity EUR
	0.00	-1,282,773.27	-1,282,773.27	1,152,453,417.65
	0.00	-1,752.60	-1,752.60	-101,473,909.16
	0.00	-1,752.60	-1,752.60	-101,473,909.16
	0.00	-1,284,525.87	-1,284,525.87	1,050,979,508.49
	0.00	0.00	0.00	301,749,917.27
	0.00	17,778.59	17,778.59	-83,635,144.79
	0.00	17,778.59	17,778.59	-83,635,144.79
	0.00	-1,266,747.28	-1,266,747.28	1,269,094,280.96

Flughafen Berlin Brandenburg GmbH, Schönefeld

Consolidated Notes for Fiscal Year 2017

General information

These consolidated financial statements 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.

In order to improve the clarity of the presentation the disclosures relating to the inclusion in other items and thereof notes were made in this note.

Register information

The parent company is registered under the corporate name Flughafen Berlin Brandenburg GmbH with registered seat in Schönefeld in the register of companies of Cottbus County Court under the number HRB No. 9380.

Companies included in the consolidation

The consolidated financial statements are prepared by Flughafen Berlin Brandenburg GmbH (FBB). The consolidated financial statements comprise Flughafen Berlin Brandenburg GmbH as well as twelve domestic subsidiaries. Reference is made to the disclosures regarding the shareholdings.

Consolidation principles

The capital consolidation for companies, which were consolidated for the first time owing to an (additional) acquisition, is principally carried out according to the acquisition method at the time, at which the Company has become a subsidiary.

The time that is decisive for the determination of the fair value of the assets, debts, prepaid expenses and deferred income and special items to be included in the consolidated financial statements and the time that is decisive for the capital consolidation is principally that at which the Company has become a subsidiary. The book value method is retained for the capital consolidation for the companies consolidated before 1 January 2009 for the first time (Section 301 (1) Sentence 2 No. 1 old version HGB). 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 equity is recognised with the amount, which corresponds with the fair value at the time of consolidation of the assets, debts, prepaid expenses and deferred income and special items to be included in the consolidated financial statements. A difference remaining after the offsetting will be principally entered as goodwill if it is produced on the assets side and, if it is produced on the liability side, within the equity.

The capital consolidation of BFG results in a difference on the liability side in the

amount of EUR 21.2 million (prev. yr. EUR 21.2 million), which is allocated to the capital reserves.

The capital consolidation of the Dalandi property companies results in a difference on the assets side in the amount of EUR 17.6 million. The difference was offset against the existing retained earnings (EUR 2.3 million) through application of the de facto option existing at the time of the first consolidation. The remaining amount of EUR 15.3 million was offset against the accumulated deficit carried forward.

Shares of other shareholders are recognised in the amount of the arithmetic share of shareholders' equity of the consolidated companies.

Receivables and liabilities, revenues, expenses and income as well as interim results were eliminated within the companies included in the consolidation.

The key date of the financial statements for all included companies corresponds with that of the parent company. All of the annual financial statements included in the consolidation were prepared in Euro.

Accounting and evaluation methods

The financial statements of the companies included in the consolidated financial statements were prepared in accordance with uniform accounting and valuation principles. For the preparation of the consolidated financial statements, apart from the following exceptions, the following accounting and valuation methods continued to be decisive. The payments received on account on services of the company that are to be provided still are, as opposed to the previous year, no longer deducted from the trade receivables, but disclosed openly within the liabilities in the position "down payments on orders". In addition, the short-term interest accruals compared to the previous year are no longer disclosed within the other liabilities, but in the credit liabilities.

The **intangible assets** were measured at acquisition costs less reductions in acquisition costs, taking depreciations into account (straight-line method).

Intangible assets are depreciated over the ordinary useful life of between one year and a maximum of 30 years.

Investments in noise protection measures are expected to be depreciated over 40 years after the startup of BER.

The **tangible assets** are recognised at acquisition or manufacturing costs less reductions in acquisition costs and, if they are subject to wear and tear, 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 EUR 150.00 are written off in full in the year of their addition. A collective item, which is written off over a period of 5 years, was formed annually by 31 December 2015 for fixed assets whose acquisition costs for an individual asset range between EUR 150.00 and EUR 1,000.00. The disposal of the fixed assets is shown in the statement of changes in fixed assets at the end of the five-year useful life periods. Assets with acquisition costs between EUR 150.00 and EUR 410.00 are entered individually from 1 January 2016 and depreciated over a useful life of one year.

The following useful lives were used as a basis in years for the tangible assets:

Buildings	10 – 50
Technical equipment, plant and machinery	10 – 25
Other plants, 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 leasehold agreements concluded between the Company and the State of Berlin or the German federal government provide for compensation based on market value if and when the buildings and systems can continue to be used for state or federal purposes. For the assets that will principally no longer be usable after the closure of Tegel Airport the period of use was stipulated to the year 2018 after the originally planned completion of BER and retained for reasons of materiality. Useful lives are fixed for new additions by paying attention to the further operation until 30.04.2021. 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 2018 after the originally planned completion of BER and retained, because a subsequent use of the buildings and systems is not planned here. The useful lives of systems which will be used in future by the protocol service and special air mission of the Federal Republic of Germany have not been changed.

With the **financial assets** the stock rights are recognised at acquisition costs or at the lower fair value.

Stocks of **raw and auxiliary materials and operating supplies** are recognised at average acquisition costs or lower replacement costs on the balance sheet key date. All discernible risks related to raw and auxiliary materials and operating supplies have been taken into account by reasonable devaluations.

Except for customary reservations of title the inventories are free of any third party rights.

Receivables and other assets are recognised at the nominal value. All of the items entailing risks have been taken into account by the formation of reasonable individual value adjustments. Long-term receivables are recognised at their cash value.

The plots of land for Business Park Berlin intended for sale and disclosed under **other assets** are recognised at the lower fair value oriented to the market value for undeveloped land which is expected to be developed in the near future. This

value was determined on the assumption of development and exploitation as a commercial area.

The **liquid funds** are entered on the balance sheet at the nominal amount.

Prepaid expenses include costs for expenses after the key date of the financial statements.

Subscribed capital and capital reserves are recognised at the nominal amount.

Investment subsidies for fixed assets are shown as special items on the liabilities side. They are reversed in line with the course of the depreciation. The reversal amount is shown under other operating income.

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

Provisions for pensions and similar obligations are recognised at the cash values for regular pensions, calculated in accordance with actuarial principles at the interest rate of 3.68 % (prev. yr. 4.01 %) 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. Expected salary increases were taken into account with 0 % (prev. yr. 0 %). The fluctuation was taken into account with a rate of 0 % (prev. yr. 0 %). The projected unit credit method (PUC method) was utilised as the measurement procedure, and the calculations are based on the probability data of the mortality tables 2005 G of Klaus Heubeck.

The **tax provisions** and the **other provisions** take all uncertain liabilities and impending losses from pending business into account. They have been recognised in the volume of the settlement amount that is necessary according to a reasonable commercial assessment (i.e. including future cost and price increases). 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 recorded at cash value. Changes from interest expenditure only arise in the following 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 that will presumably arise pursuant to the collective bargaining agreement in force from 1 September 2013. 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 2.80 % (prev. yr. 3.23 %). A salary trend of 1.50 % was assumed (unchanged) for the measurement of the partial retirement provisions.

Liabilities are recognised at the settlement amount.

Deferred income contains income representing earnings for a certain period of time after the key date of the financial statements.

Deferred taxes

For the determination of deferred taxes owing to temporary or more or less permanent differences between the valuations under commercial law of assets, debts and prepaid expenses and deferred income and their fiscal valuations or owing to tax losses carried forward these are measured at the company-individual tax rates at the time when the differences are reduced and the amounts of the ensuing tax burden and relief are not discounted. Deferred tax assets and liabilities are offset. The capitalisation of an overhang of deferred taxes is not carried out when exercising the recognition option existing for this purpose. No deferred taxes from consolidation measures resulted pursuant to Section 306 HGB.

Insofar as **valuation units** are formed pursuant to Section 254 HGB, the following accounting and valuation principles are applied:

Economic hedging relationships are understood in terms of the balance sheet by the formation of measurement units. In the cases, in which both the „net hedge presentation method“, with which the compensating changes in value from the hedged risk are not entered on the balance sheet, as well as the "realtime update method", according to which the compensating changes in value from the hedged risk both of the underlying transaction as well as the hedging instrument are entered on the balance sheet, can be applied, the net hedge presentation method will be applied..

Explanatory Comments on the Consolidated Balance Sheet

Fixed Assets

The movement of individual items of the fixed assets, including depreciations carried out in the fiscal year, is shown in the statement of changes in fixed assets.

	31.12.2017 TEUR	31.12.2016 TEUR
Intangible assets	323,748	265,792
Tangible assets	4,241,330	3,975,388
thereof land and buildings	1,160,618	1,189,975
thereof payments on account and assets under construction	2,675,903	2,358,399
Financial assets	51	51
Total	4,565,129	4,241,231

Details concerning the shareholdings

The companies included in the consolidation, besides the parent company FBB, are composed as follows:

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

FBB is the sole limited partner of the nine limited partnerships. It holds 94% of the capital contribution of a limited partnership [Kommanditgesellschaft] (EUR 4,700.00 capital contribution) and 10% of the voting rights. Upon the completion of the construction work and the subsequent leasing of the buildings to FBB, Dalandi Grundstücksverwaltungsgesellschaften GmbH & Co. Objekt limited partnerships are to be classified as special-purpose entities within the meaning of Section 290 (2) no. 4 HGB because FBB will bear the majority of the opportunities and risks owing to the contractual regulations. The special purpose entities were therefore included according to the principles of the full consolidation.

Receivables and other assets

	31.12.2017 TEUR	31.12.2016 TEUR
Trade accounts receivable	35,499	34,460
thereof short-term receivables	35,499	34,460
thereof long-term receivables (term > 1 year)	0	0
Other assets	69,455	54,487
thereof short-term	69,455	54,487
Total	104,954	88,947

The other assets primarily include the land of the Business Park Berlin (TEUR 24,187, prev. yr. TEUR 28,866). The sundry other assets (TEUR 45,268, prev. yr. TEUR 25,621) have a remaining term of less than one year as in the previous year.

Prepaid expenses

Entered under the prepaid expenses are payments for future expenses. These essentially exist with TEUR 5,587 for guarantee payments made in advance with a term until March 2018.

Deferred tax assets

The calculation was based on a tax rate of 25.5%. The deferred tax assets are primarily a consequence of the differing recognitions of tangible and financial assets, inventories, pension provisions and other provisions. Deferred tax assets arising from the application of tax laws related to accumulated deficits brought forward have not been recognised because they cannot be offset within the next five years according to the corporate planning.

These were netted against deferred tax liabilities from balance sheet differences in the tangibles assets and other provisions. The deferred tax assets in the amount of TEUR 9,941 were not capitalised by exercising the option according to Section 274 (1) Sentence 2 HGB.

Shareholders' equity

The subscribed capital of TEUR 11,000 and the capital reserves of EUR 2,174.3 million (prev. yr. EUR 1,872.6 million) correspond with the balance sheet items disclosed at the parent company. The capital reserves include, among others, with EUR 1,631.7 million (prev. yr. EUR 1,330.0 million) financing amounts of the shareholders for BER.

Accumulated deficit

The consolidated accumulated deficit in the fiscal year amounts to TEUR 83,635 (prev. yr. deficit of TEUR 101,474). Following inclusion of the share of results of other shareholders (TEUR 18) and the addition of the consolidated accumulated deficit carried forward from the previous year (TEUR 831,314), the result is a consolidated accumulated deficit of TEUR 914,967.

Investment subsidies

Investment subsidies for fixed assets (TEUR 86,900, prev. yr. TEUR 90,048) are shown as special items on the liabilities side. They are reversed correspondingly over the course of the depreciations.

Provisions for pensions

The difference according to Section 253 (6) HGB is TEUR 367 (prev. yr. TEUR 332).

Tax provisions

The tax provisions include property tax obligations for the Schönefeld site (TEUR 80, prev. yr. TEUR 376) and provisions for electric power tax (TEUR 50; prev. yr. TEUR 30).

Other provisions

Other provisions primarily relate to:

	31.12.2017 TEUR	31.12.2016 TEUR
Risk provisioning due to the postponement of the operational startup of BER	51,429	51,274
Unpaid invoices	11,552	14,153
TransFair BER	9,870	9,656
Closure of Tegel	9,057	9,270
Partial retirement	5,411	6,409

Employment Figures

Average number of employees occupied in 2017

2016



1,845

workers (salaries employees)

77

Vocational trainees

2017



1,927

workers (salaries employees)

78

Vocational trainees

Liabilities

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

Liabilities movement in TEUR

Type of liability	Remaining term			Total	
	Up to 1 year	more than 1 year	More than 5 years	31.12.2017	31.12.2016
1. Loans and overdrafts (previous year)	15,650 (10,054)	2,434,703 (2,479,804)	2,387,377 (1,071,972)	2,450,353	(2,489,858)
2. Liabilities from payments received on account (previous year)	15,036 (400)	0 (0)	0 (0)	15,036	(400)
3. Trade accounts payable (previous year)	45,571 (39,509)	0 (0)	0 (0)	45,571	(39,509)
4. Liabilities due to shareholders (previous year)	0 (0)	662,368 (530,353)	662,368 (530,353)	662,368	(530,353)
5. Other liabilities (previous year) thereof for taxes: TEUR 16; (prev. yr. EUR 19)	32,847 (54,679)	0 (0)	0 (0)	32,847	(54,679)
Total (previous year)	109,104 (104,642)	3,097,071 (3,010,157)	3,049,745 (1,602,325)	3,206,175	(3,114,799)

Loans and overdrafts due to banks primarily result from the utilisation of the credit lines for the BER long-term financing, of which TEUR 2,225,215 is secured by guarantees given by shareholders and TEUR 202,890 by land charges.

Deferred income

The major components of the deferred income are payments received on account for ground rent and subsidies for investments in buildings or investments for the development of land areas and subsidies 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 fixed assets.

Contingent liabilities

Owing to the postponement of the startup of Berlin Brandenburg Airport (BER) that was planned for 3 June 2012 various airlines, service providers, tenants and further companies have asserted claims for damages/recourse. The majority of the claims were only asserted according to the grounds; very few of the claims 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 out-of-court settlements with some of the claimants in the meantime. Other claimants have asserted their claims in court. In some of the proceedings the claims were dismissed in the first instance. However, the decisions are not final and binding yet.

Discernible risks have been given due consideration in the annual financial statements by the formation of provisions. The possibility of additional risks cannot be completely excluded, but it is not possible at this time to quantify these with any degree of certainty.

Off-balance-sheet transactions and other financial obligations

There are other financial obligations in the amount of EUR 823.3 million. These obligations arise specifically from the following facts fixed by contract or commissioned:

No.	Other financial obligations	31.12.2017 mio. EUR	31.12.2016 mio. EUR
1	Noise protection measures	378.0	436.0
2	Order commitment from awarded investment contracts	346.1	349.1
3	Invoices for measures subject to capitalisation still under review	67.2	86.2
4	Payment obligations from leases and leasing agreements	29.4	23.1
5	Payment obligations for equalisation levy for sealing in accordance with the zoning resolution	2.6	2.6
	Total	823.3	897.0

There is an obligation pursuant to the (supplementary) planning stipulation decision to initiate **noise protection measures (Subclause 1)** and/or make compensation payments. These obligations will amount to as much as EUR 378.0 million by the time of the operational startup.

The awarded **investment/consulting contracts (Subclause 2)** essentially concern measures for BER, including the terminal, underground construction, planning, technical infrastructure as well as for expansion projects.

Invoices for measures subject to capitalisation which had been received at FBB by the balance sheet key date, but which are still under review (Subclause 3), amount to EUR 67.2 million. 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 (Subclause 4)** end in the period between 2017 and 2027 and primarily relate to hereditary tenancy, office buildings, IT equipment, motor vehicles and office furniture.

Derivative financial instruments

The interest for the long-term external financing 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 rate swaps in December 2006. Each of these agreements has been concluded to hedge future cash flows. The risk that is to be secured is the change in value of

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

The BER long-term financing with variable interest rates consisting of the EIB loan agreements as well as the old syndicated financing, both signed in 2009, served as the underlying transaction for the hedging until February 2017. In February 2017 the syndicated financing was restructured. The majority share was refinanced hereby through a fixed-interest tranche.

Based on this initial situation the interest rate swaps were adjusted to the capital development of the EIB loan agreements in 2017. By the interest rate swaps the remaining share subject to variable interest rates is hedged against fluctuations in interest rates over a firmly agreed term until 2026. The EIB loan agreements have a term until 2034 respectively 2035.

Risks from cash flow fluctuations in the amounts shown above are therefore excluded for future interest payments of the stated underlying transactions. In this period of time the contrary changes in value from the underlying and hedging transaction will be balanced out in full. The interest swaps and the loans to finance the construction of the BER create a micro-valuation unit 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 rate swaps are accordingly not disclosed in the balance sheet if they are balanced out by changes in value in the underlying transaction. The formation of a provision for impending losses would be required if there is a possibility of unrealised loss.

The fair values per 31 December 2017 amount with a nominal value of about EUR 863.2 million to EUR -217.4 million. The market values of the swaps were determined by application of the discounted cash flow measurement. The future interest payments were discounted by the yield curve of 29 December 2017. The cash value of these payments represents the value of the swaps. The five swaps are amortising payer interest rate swaps.

The prospective effectiveness of the hedging relationship is determined based on the Critical-Term-Match-Method. The Critical-Term-Match-Method assumes full effectiveness so that according to IDS RS HFA 35 margin note 59 a retrospective effectiveness test can be waived. As full effectiveness is to be assumed no provision for impending losses is to be formed for the fiscal year 2017.

Section 314, no. 15a HGB requires disclosure in the notes of the amount of risk secured by the valuation units. Owing to the formation of the valuation unit, the swaps have a negative market value of EUR -217.4 million that is not to be taken into consideration.

Explanatory Comments on the Consolidated Income Statement

Sales revenues

Sales revenues	2017		2016	
	TEUR	%	TEUR	%
Operations (Aviation)	271,514	69.2	268,104	72.1
Commercial (Non-Aviation)	61,381	15.6	59,718	16.1
Commercial (Leasing)	30,943	7.9	31,718	8.5
Area sales	15,528	4.0	10	0.0
Sales revenues construction services	316	0.1	566	0.1
Sales revenues services	5,873	1.5	5,490	1.5
Miscellaneous	6,865	1.7	6,329	1.7
Total	392,420	100.0	371,935	100.0

Other operating income

The other operating income in the amount of TEUR 50,334 (prev. yr. TEUR 31,338) essentially include income not relating to the period in the amount of TEUR 42,482 (prev. yr. TEUR 25,443). This essentially includes income from the reversal of value adjustments on the current assets (TEUR 35,911; prev. yr. TEUR 193) as well as from the reversal of provisions (TEUR 8,766; prev. yr. TEUR 11,998).

Write-offs and depreciation

Non-scheduled depreciations of TEUR 606 on buildings and business equipment carried out in the fiscal year.

Other operating expenses

The expenses not relating to the period in the amount of TEUR 1,430 (prev. yr. TEUR 14,582) relate with TEUR 713 value adjustment of receivables from previous years.

Interest from interest accrual and discounting of provisions

Expenses relating to interest accrual on provisions and liabilities in the amount of TEUR 560 (prev. yr. TEUR 773) were incurred in the reporting year. Income from the discounting of provisions in the amount of TEUR 664 (prev. yr. TEUR 0) was disclosed in the reporting year.

Other disclosures

Related parties

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

Explanatory Comments on the Cash Flow Statement

The cash flow statement was prepared in accordance with the principles of DRS 21. The cash and cash equivalents are comprised of liquid funds (TEUR 71,448; prev. yr. TEUR 110,218).

Auditor's fees

These fees cover the services of all of the group companies and are broken down as shown below:

	2017 TEUR	2016 TEUR
Auditing services	215	187
Tax consultancy services	0	0
Other services	0	0
Total	215	187

Supervisory Board

Representatives of the State of Berlin

Michael Müller – until 6 March 2017

Governing Mayor of Berlin; Chairman of the Supervisory Board

Prof. Dr.-Ing. Engelbert Lütke Daldrup – until 6 March 2017

State Secretary /Airport coordinator; Senate Chancellory; Berlin

Dr. Klaus Lederer – 7 February 2017 until 13 March 2017

Senator; Senate Department for Culture and Europe; Berlin

Dr. Dirk Behrendt – 7 February 2017 until 15 March 2017

Senator; Senate Department for Justice, Consumer Protection and Anti-Discrimination; Berlin

Dr. Margaretha Sudhof – since 17 March 2017

State Secretary; Senate Department of Finances Berlin

Gerry Woop – since 17 March 2017

State Secretary; Senate Department for Culture and Europe; Berlin

Prof. Dr.-Ing. Norbert Preuß – since 17 March 2017
Managing Director; CBRE PREUSS VALTEQ GmbH

Boris Schucht – since 17 March 2017
Chairman of the Management; 50Hertz Transmission GmbH

Representatives of the State of Brandenburg

Rainer Bretschneider
State Secretary; State Chancellery of the State of Brandenburg; Potsdam;
Chairman of the Supervisory Board (since 17 March 2017)

Dr. Wolfgang Krüger
Leading Managing Director; Chamber of Industry and Commerce Cottbus;
Cottbus

Daniela Trochowski
State Secretary; Ministry of Finance of the State of Brandenburg; Potsdam

Kerstin Jöntgen – since 7 February 2017
Member of the Management Board; Investment Bank of the State
of Brandenburg; Potsdam

Representatives of the Federal Republic of Germany

Rainer Bomba
State Secretary; Federal Ministry of Transport and Digital Infrastructure

Werner Gatzer
CEO; DB Station&Service AG

Employee Representatives on the Board

Holger Rößler
ver.di – United Services Union; Berlin

Claudia Heinrich
Flughafen Berlin Brandenburg GmbH; Schönefeld Airport; Berlin

Sven Munsonius
Berliner Flughafen-Gesellschaft mbH; Tegel Airport; Berlin

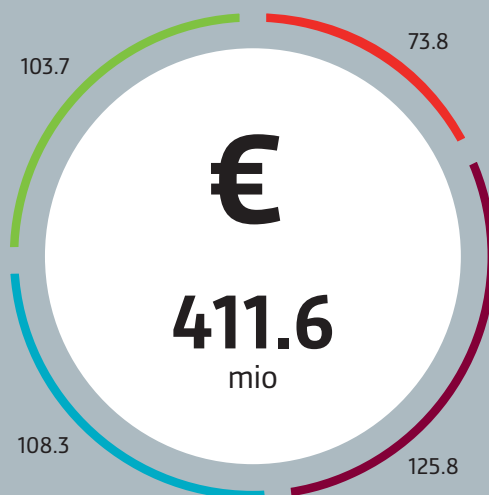
Peter Lindner
Berliner Flughafen-Gesellschaft mbH; Tegel Airport; Berlin

Gerhard Voß
Berliner Flughafen-Gesellschaft mbH; Tegel Airport; Berlin

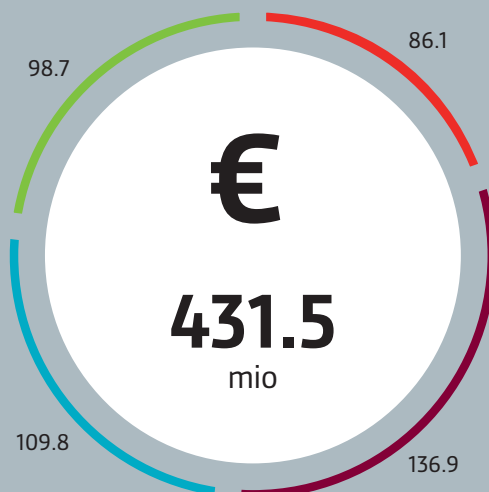
Olaf Christoph – since 7 February 2017
Flughafen Berlin Brandenburg GmbH; Schönefeld Airport; Berlin

Expenses in EUR million

2016



2017



Ralph Struck – since 7 February 2017
 Flughafen Berlin Brandenburg GmbH; Schönefeld Airport; Berlin

Verena Schumann – since 7 February 2017
 Berliner Flughafen-Gesellschaft mbH; Tegel Airport; Berlin

Enrico Rümker – since 7 February 2017
 ver.di – United Services Union; Berlin

Jens Gröger – since 7 February 2017
 ver.di – United Services Union; Berlin

Total compensation paid to the Supervisory Board

The reimbursements for attendance fees paid to the Supervisory Board members amounted to TEUR 45.2 (prev. yr. TEUR 24.8).

Management

Prof. Dr.-Ing. Engelbert Lütke Daldrup
 Chairman of the management since 7 March 2017

Dr. Karsten Mühlenfeld
 Chairman of the management until 6 March 2017

Heike Fölster
 Director of Finance

Dr. Manfred Bobke-von Camen
 MHRO since 17 March 2017

Total remuneration paid to management

TEUR	Basic remuneration	Performance-related remuneration	Employer's share of social insurance	Miscellaneous remuneration	Total
Dr. Karsten Mühlenfeld	400	30	12	503	945
Prof. Dr.-Ing. Engelbert Lütke Daldrup	327	0	6	44	377
Heike Fölster	280	32	12	45	369
Dr. Manfred Bobke-von Camen	209	0	9	46	264
Gesamt	1,216	62	39	638	1,955

Total remuneration to former members of management

Pension payments to former members of management amounted to TEUR 546 (prev. yr. TEUR 535). Provisions for pensions to former members of management and their surviving dependents have been formed in full and amount to TEUR 5,513 as of 31 December 2017 (prev. yr. TEUR 5,537).

Employees

Average number of employees during the fiscal year:

	2017	2016
Employees (white collar)	1,927	1,845
Vocational trainees	78	77
Total	2,005	1,922

Group circumstances

Consolidated financial statements for the largest group of the companies is prepared by FBB. The disclosure is made in the Bundesanzeiger [Federal Law Gazette].

Exemption from the disclosure pursuant to Section 264 (3) HGB

Berliner Flughafen-Gesellschaft mit beschränkter Haftung, Berlin, and FBB Airport Assekuranz Vermittlungsgesellschaft mbH, Schönefeld, exercise the provision for exemption with regard to the disclosure of the annual financial statements pursuant to Section 264 (3) HGB.

Supplementary Report

The updated long-term planning over a period of twenty years was acknowledged by the Supervisory Board in its meeting on 2 March 2018. The financial planning of the FBB Group accounts for an essential part.

Supplementary Report

The assessment of the stated facts with regard to the balance sheet was taken into consideration with the preparation of the annual financial statements as of 31 December 2017.

Schönefeld, 15 March 2018

Prof. Dr.-Ing. Engelbert Lütke Daldrup Heike Fölster Dr. Manfred Bobke-von Camen

Flughafen Berlin Brandenburg GmbH, Group

Analysis of Fixed Assets Movement 2017

	Acquisition and manufacturing costs				31.12.2017 EUR
	01.01.2017 EUR	Additions EUR	Disposals EUR	Transfers EUR	
I. Intangible assets					
1. Purchased concessions, industrial property rights and similar rights and values and licences to such rights and values	292,458,714.79	60,322,179.80	833,073.07	221,554.38	352,169,375.90
2. Payments on account	697,138.33	812,210.72	0.00	-494,264.98	1,015,084.07
	293,155,853.12	61,134,390.52	833,073.07	-272,710.60	353,184,459.97
II. Tangible assets					
1. Land and buildings, including buildings on third-party land	1,916,286,895.54	16,788,821.70	3,094,625.38	10,021,045.59	1,940,002,137.45
2. Technical equipment, plant and machinery	696,128,352.56	12,015,976.84	2,470,784.22	1,648,857.50	707,322,402.68
3. Other plants, fixtures, fittings and equipment	143,702,575.13	13,010,072.73	5,572,970.99	2,545,016.68	153,684,693.55
4. Payments on account and assets under construction	2,364,499,766.84	332,067,974.73	715,552.17	-13,942,209.17	2,681,909,980.23
	5,120,617,590.07	373,882,846.00	11,853,932.76	272,710.60	5,482,919,213.91
III. Financial assets					
2. Participations	51,200.00	0.00	0.00	0.00	51,200.00
	51,200.00	0.00	0.00	0.00	51,200.00
	5,413,824,643.19	435,017,236.52	12,687,005.83	0.00	5,836,154,873.88

	Accumulated depreciation					Book values	
	01.01.2017 EUR	Additions EUR	Disposals EUR	Transfers EUR	31.12.2017 EUR	31.12.2017 EUR	01.01.2017 EUR
	27,364,202.57	2,880,668.29	808,003.87	0.00	29,436,866.99	322,732,508.91	265,094,512.22
	0.00	0.00	0.00	0.00	0.00	1,015,084.07	697,138.33
	27,364,202.57	2,880,668.29	808,003.87	0.00	29,436,866.99	323,747,592.98	265,791,650.55
	726,312,212.26	55,315,960.17	2,244,412.60	0.00	779,383,759.83	1,160,618,377.62	1,189,974,683.28
	303,795,493.28	38,451,056.93	2,422,875.22	243,697.57	340,067,372.56	367,255,030.12	392,332,859.28
	109,021,256.41	12,665,767.12	5,312,464.61	-243,697.57	116,130,861.35	37,553,832.20	34,681,318.72
	6,100,919.82	520,066.00	614,063.79	0.00	6,006,922.03	2,675,903,058.20	2,358,398,847.02
	1,145,229,881.77	106,952,850.22	10,593,816.22	0.00	1,241,588,915.77	4,241,330,298.14	3,975,387,708.30
	0.00	0.00	0.00	0.00	0.00	51,200.00	51,200.00
	0.00	0.00	0.00	0.00	0.00	51,200.00	51,200.00
	1,172,594,084.34	109,833,518.51	11,401,820.09	0.00	1,271,025,782.76	4,565,129,091.12	4,241,230,558.85

Flughafen Berlin Brandenburg GmbH, Group

Analysis of Fixed Assets Movement 2017

thereof BER	Acquisition and manufacturing costs				
	01.01.2017 EUR	Additions EUR	Disposals EUR	Transfers EUR	31.12.2017 EUR
I. Intangible assets					
1. Purchased concessions, industrial property rights and similar rights and values and licences to such rights and values	274,129,006.79	58,589,600.46	102,146.29	-240,814.69	332,375,646.27
2. Payments on account	91,454.48	128,493.00	0.00	-2,246.48	217,701.00
	274,220,461.27	58,718,093.46	102,146.29	-243,061.17	332,593,347.27
II. Tangible assets					
1. Land and buildings, including buildings on third-party land	1,277,376,488.58	10,336,156.43	1,120,182.80	3,244,906.10	1,289,837,368.31
2. Technical equipment, plant and machinery	565,844,277.01	11,375,255.25	0.00	1,472,207.79	578,691,740.05
3. Other plants, fixtures, fittings and equipment	47,741,628.72	1,941,875.39	1,015,480.97	1,664,744.10	50,332,767.24
4. Payments on account and assets under construction	2,347,577,470.93	299,888,368.17	531,847.35	-5,410,514.59	2,641,523,477.16
	4,238,539,865.24	323,541,655.24	2,667,511.12	971,343.40	4,560,385,352.76
	4,512,760,326.51	382,259,748.70	2,769,657.41	728,282.23	4,892,978,700.03

	Accumulated depreciation				Book values		
	01.01.2017 EUR	Additions EUR	Disposals EUR	Transfers EUR	31.12.2017 EUR	31.12.2017 EUR	01.01.2017 EUR
	12,123,870.13	1,693,364.81	96,271.09	231,881.21	13,952,845.06	318,422,801.21	262,005,136.66
	0.00	0.00	0.00	0.00	0.00	217,701.00	91,454.48
	12,123,870.13	1,693,364.81	96,271.09	231,881.21	13,952,845.06	318,640,502.21	262,096,591.14
	226,018,262.16	47,926,434.07	375,319.45	110.10	273,569,486.88	1,016,267,881.43	1,051,358,226.42
	178,725,281.60	37,413,772.47	0.00	-243,697.57	215,895,356.50	362,796,383.55	387,118,995.41
	30,224,783.58	7,602,698.74	835,248.70	284,696.32	37,276,929.94	13,055,837.30	17,516,845.14
	6,006,922.03	484,366.64	484,366.64	0.00	6,006,922.03	2,635,516,555.13	2,341,570,548.90
	440,975,249.37	93,427,271.92	1,694,934.79	41,108.85	532,748,695.35	4,027,636,657.41	3,797,564,615.87
	453,099,119.50	95,120,636.73	1,791,205.88	272,990.06	546,701,540.41	4,346,277,159.62	4,059,661,207.01

Flughafen Berlin Brandenburg GmbH (FBB), Schönefeld Consolidated Management Report for the Fiscal Year from 1 January to 31 December 2017



01

The FBB Corporate Group

In 2017 a new record was achieved with 33.3 million passengers at Berlin-Schönefeld (SXF) and Berlin-Tegel (TXL) Airports. The passenger numbers thus rose by 1.3 per cent. Schönefeld was able to grow by 10.4 per cent to 12.9 million passengers and therefore also overtook Cologne/Bonn Airport. In Tegel, on the other hand, the passenger numbers fell by 3.7 per cent to 20.4 million, above all as a result of the insolvency of Air Berlin.

The increased passenger numbers contributed to increased sales revenues in the segment of Operations as well as Commercial. The operating results before special influences are positive with EUR 101.7 million

The Airport Company announced in December of 2017 that Berlin Brandenburg Airport is to be opened in October 2020. The stipulation of the date was preceded by a detailed stocktaking and risk estimate.

In addition, the Master Plan BER 2040 was drawn up as a mission statement for the future development of the airport location. The forecasts of further rising passenger numbers require a sustainable and continuous further development of the BER infrastructure. The Master Plan offers the airlines, the regional economy and all other partners and service providers a clear orientation regarding the development of the airport location.

A Organisation and Business Activities

A.1 Organisation

Schönefeld and Tegel Airports provide the aviation infrastructure for the capital region Berlin-Brandenburg. Shareholders of FBB are the State of Berlin (37% of the original capital contribution), the State of Brandenburg (37%) and the Federal Republic of Germany (26%). Dr. Karsten Mühlenfeld was CEO until March 2017. Prof. Dr. Engelbert Lütke Daldrup has held this position since the beginning of March 2017. Ms Heike Fölster has been CFO since May 2013. Since the middle of

March 2017 Dr. Manfred Bobke-von Camen has been appointed a further Managing Director and Director of Labour.

A.2 Business Activities

Flughafen Berlin Brandenburg GmbH currently operates two airports: Berlin-Schönefeld Airport in the south east of Berlin and through its subsidiary, BFG Berlin-Tegel Airport, which is situated in the north west of Berlin city center. The entire air traffic of the German capital region is to be concentrated at the Schönefeld location. For this reason the Airport Company is planning and building the new Berlin Brandenburg Airport. Schönefeld Airport has been further optimised since 2016 and is expected to continue to be used beyond the BER opening until into the year 2025. Parallel to this the Master Plan 2040 was drawn up for the expansion of the location suitable for the needs in order to also be able to make sufficient capacities available in the next decades.

A.3 Corporate Governance

Good corporate governance is strongly emphasised at FBB. Corporate Governance stands for transparent management and control of the company in awareness of responsibility and oriented to the long-term creation of added value; which is guaranteed and consistently further developed at FBB by the organisational and functional anchoring of compliance management, risk management, internal control systems and internal auditing. A standardised reporting system has been implemented with regard to compliance management. FBB employees are instructed in the observance of compliance guidelines by means of training and information material. The Supervisory Board and the management receive regular reports.

The key standards are the rules and recommendations for action contained in the "Corporate Governance Code for the Participations of the State of Branden-

burg in Companies Under Private Law". The Board of Management and the 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 Segments

B.1 Overview of the BER project

At BER all buildings and all infrastructure – apart from the main terminal – have been accepted and in operation since 2017. The pier south was released under building law in February 2017 and all security bodies of BER have also commenced their operation.

In 2017 the focus was therefore placed for the startup of BER on the passenger terminal (FGT). All superordinate processes for the opening of BER come together in this building.

An important milestone in the startup process is the obtaining of the release for use for the FGT according to the Brandenburg Building Regulations (BbgBO). The necessary releases also relate to further systems that are subject to testing such as, for example, the authority radio system (BOS).

It is further necessary, within the scope of the effect and principle examination to test the interaction of technical and safety-related systems (e.g. door control, smoke extraction, sprinkler systems, building function control, burglary alarm system, escape door control, central entrance access system) in combination and initially to obtain a positive notification from test experts with regard to the fulfilment of requirements under building law. Only after a positive estimate can the acceptance process begin under building law. The start of the acceptance process is planned for the summer of 2019.

The function test that is to be carried out for with a total of around 1,580 door systems has been completed with around 98 % as of the balance sheet key ate. The execution of the remaining tests is envisaged by the end of April 2018.

In order to receive the necessary certificates under building law of the Brandenburg Building Regulations (BbgBO) for the fire extinguishing technology (sprinklers) hydraulic calculations were initially to be carried out for 131 extinguishing areas. These were available at the end of January 2018. A need for adjustment was determined from this in 51 cases, for which 49 execution plans are to be created. Execution plans for 45 of these 49 determined requirements were available in March 2018. The processing of the 51 determined needs for adjustment from the hydraulic calculations is planned for end of April 2018. With the determination of a substantial retrofitting requirement on flow sensors the measures

may, however, continue into June 2018.

Besides the requirements under building law an operational functional capability is to be achieved for ensuring a functional startup. Extensive function and integration as well as combination tests will be carried out for this purpose, which owing to the complexity and the high time requirements parallel to the effect and principle examinations.

The monitoring of the complex, integrated and time and process planning shall be carried out, by including external service providers as well as test instances, at weekly intervals

B.2 Expansion programmes

The expansion programme was created owing to sharp traffic and passenger growth in recent years at the Berlin Schönefeld and Tegel Airports. It currently consists of 9 projects for the short- and medium-term capacity extensions of BER Airport and for the protection of the Double-Roof operation, which envisages a parallel operation of the BER and SXF Airports. The expansion programme is part of the Master Plan. The financial action framework is EUR 698.0 million. Schönefeld Airport will be expanded and reinforced. In 2017 the planning for the conversion of the Terminals A and D, the relocation of the site for the ground handling service providers and the provisional waiting room was started respectively continued. In 2018 the respective realisation will be continued. Moreover, the Pier 3a will be converted and various smaller measures will be implemented for the optimisation of the airport.

During the blocking of the runway north during the period from July to October 2017 the taxiway Charlie was extended, taxiways were restored and taxiway connections were established for the government airport. The glide path transmitter was relocated for the optimisation of the traffic processing. In 2018 further taxiways and apron areas will follow.

The location of Terminal 1-E was changed in 2017, at the same time the initially planned multi-storey car park P9 was not realised and the area of the terminal was reduced in size. The planning has been completed to a large extent so that the construction can be started in 2018. The completion is planned for 2020.

Substantial progress has been made on the construction measures on the interim terminal of the government airport in 2017. With the completion of the apron work the transitional site should be completed in 2018.



02 Business Report

A Development of the Aviation Industry

With +5.2 % to 234.8 million passengers the passenger growth in Germany in 2017 was higher than in 2016 (3.3 %). The drivers of the growth were, besides the European traffic (+6.0%), the intercontinental traffic (+8.4 %). The traffic within Germany was only less than average (source: ADV Traffic Statistics 2017).

In the last few months of 2017 air traffic suffered under the insolvency of Air Berlin. On 27 October 2017 Air Berlin discontinued its entire air traffic, the long-haul flights had been discontinued over the course of October 2017 already. The growth in Germany subsequently weakened since September 2017, in December the passenger volume in Germany recorded a minus of 1.0 %. This in particular related to the main airports of Air Berlin Berlin-Tegel and Düsseldorf, the other larger airports were able to continue to record a growth.

In Europe growth in 2017 will be driven by the stronger Airline Groups IAG, Lufthansa Group and Air France / KLM however also Low Cost Airlines easyJet and Ryanair.

In total 4,983,656 tons of air freight was moved by the German airport in the fiscal year. This therefore increased by 6.4 %. Both the number of unloading (+6.8 % to 2,320,344 tons) as well as the loading movements (+6.6 % to 2,573,941 tons) increased in 2017.

B. Commercial Development in 2017

B.1 Aviation management/Traffic development

In the fiscal year 2017 a total of 33,326,000 passengers were handled at Schönefeld and Tegel Airports. The passenger volumes thus increased slightly by 1.3 % compared to the previous year. In a comparison throughout Germany lower than average growth was seen for the fiscal year 2017, which is primarily due to handling problems of Air Berlin and the subsequent insolvency of the airline. Operative problems with Ryanair led at the same time in Schönefeld to a weakening in the growth and a fall in passengers in November and December 2017. The number of flight movements in Berlin fell in 2017 (-2.5 % to 275,014) and is

therefore also behind the German average (+1.5 % to 2,319,998 movements). The airlines were able to increase their average capacity utilisation to 79.0 % due to the loss of Air Berlin. This was therefore 2.5 per cent above the level of the previous year.

Almost all airlines recorded a high growth in passengers in 2017 due to the loss of Air Berlin. At Ryanair, Lufthansa Swiss, Austrian, Finnair, Wizzair and further airlines this was in the two-digit range. However, the growth was not sufficient in order to fully compensate for the negative effects by the Air-Berlin insolvency. With a total of 33.3 million passengers Berlin continues to be the third biggest airport location in Germany. In total flights were offered to 193 destinations in 58 countries. 90 Airlines flew to the airports in Berlin in 2017.

a) Traffic development in detail

Traffic volume	2017	2016
Tegel		
Commercial aircraft movements	168,800	181,541
Passengers (thousands)	20,461	21,254
Schönefeld		
Commercial aircraft movements	94,400	89,585
Passengers (thousands)	12,865	11,653
Total		
Commercial aircraft movements	263,200	271,126
Passengers (thousands)	33,326	32,907

At **Tegel** Airport the passenger volume fell by 3.7 % owing to the Air-Berlin insolvency. The number of movements fell even more substantially with 6.4 %.

In the spring/summer of 2017 there were handling problems at Air Berlin. Besides the planned increase in flights these were, in particular, triggered off by the change in the handling company. Improvements in the situation were recognisable over the summer, however had not been fully implemented by the

insolvency application of Air Berlin on 15 August 2017. In the middle of October Air Berlin had discontinued all long-haul flights from Berlin and returned the Airbus A330 fleet to the leasing companies. Despite strong marketing efforts to retain the trust of the passengers less Air-Berlin flights were booked, which also had implications on the passenger numbers from and to Berlin. The last flight of Air Berlin took place on 27 October 2017. Other airlines could not fully cover the requirements– due to capacity utilisation–. Since October 2017 various airlines therefore used wide-body aircraft also within Germany and Europe. The operative problems of Air Berlin and the subsequent insolvency are reflected in the traffic numbers. From September 2017 the passenger numbers have fallen at Tegel Airport compared to the previous year.

New airlines or destinations, which would be welcomed in Berlin Tegel, were among others Air Canada rouge to Toronto, Rusline to Kaliningrad, Mykonos and Faro with Eurowings, LOT to Warsaw.

Due to the additional four aircraft stationed by Ryanair in September 2016 the passenger volume grew at **Schönefeld** Airport by 10.4 % compared to the previous year. In addition easyJet stationed a twelfth aircraft in Schönefeld. The volume of Ryanair increased by 23.4 % to 5.04 million passengers, that of easyJet by 9.6 % to 5.09 million passengers. New destinations, which were added by the engagement, from Berlin-Schönefeld in 2017 were among others: Kerry, Eilat, Billund, Krakow, Lviv and Chişinău.

When routes within Germany are compared, Munich continues to be the most used route within Germany from Berlin, flown with more than 2.0 million passengers in 2017 (+1.4 %). In Europe besides London and Paris, Zurich with almost 1.1 million passengers represents an attractive destination.

b) Air freight volume

Around 90,000 tons of air freight was transshipped through the freight systems of the Berlin Airports in 2017 (+ 2%), whereby respectively 20 % had China or the USA as their destination.

The freight loaded into the aircraft was with 49,291 tons 4.9 % higher than the previous year. In addition there are 4,392 tons, which were transported by night airmail.

B.2 Commercial management

The business development in the commercial segment was positive once again in 2017. Further rising passenger numbers as well as revenue-increasing measures had positive implications on the results of operations in almost all segments compared to the previous year. Whereas the Tegel location features a negative deviation in revenues compared to the previous year, it was, however, possible to increase the revenues at the Schönefeld location compared to the previous year so that the sales revenues for the Non-Aviation business in total

increased from EUR 59.7 million to EUR 61.4 million once again. In particular in the parking and gastronomy segments the level of income increased substantially seen overall over both locations compared to the previous year.

a) Tegel Airport

In 2017 it was not possible to achieve the level of revenues from 2016. The retail and gastronomy offer for passengers at Tegel Airport was in fact further optimised, however the thus resulting positive revenue effects were more than compensated for by the Air Berlin insolvency and the thus associated falls in passengers. The insolvency of Air Berlin had a particularly strong effect on the Duty Free / Duty Paid and parking segments. With the parking it was not possible to achieve the revenues of the previous year despite price increases once again in the public parking. Merely the revenues in the gastronomy segment in 2017 are substantially higher than those of the previous year again. The results of operations in the airport advertising segment continues to be satisfactory. It was possible to slightly exceed the level of the previous year here.

b) Schönefeld Airport

For the Non Aviation segment the business at Schönefeld Airport developed very positively in 2017. In almost all segments it was possible to profit from further rising passenger numbers. In addition, numerous measures were implemented, for example on the land-side in Terminal A respectively in the external area between Terminal A and C, in order to take the rising demand into account and to further improve the attractiveness of the offers for passengers still. In particular the parking and the retail trade made a decisive contribution to the positive income development in Schönefeld. Thanks to market-oriented price adjustments, the opening of the premium multi-storey car park P4 as well as the expansion of the online advance booking platform it was possible to achieve a substantial increase of more than 20 % with the parking revenues once again. Due to the further optimisation of the advertising portfolio the level of revenues of the previous year was achieved in the field of airport advertising.

B.3 Real estate

FBB is the owner of plots of land with a total area of about 1,890 hectares. About 77% of this area is required for the airport infrastructure needed directly for operations. At the moment, about 184 hectares of the remaining areas in the immediate proximity of the airport are available for property development including marketing. The areas feature very different location qualities and development conditions, thus commercial areas have been developed to a various extent and are capable of marketing. The land-side development offers a high potential for income in order to strengthen the own financing power of FBB. Therefore, an infrastructural mission statement was developed within the Mas-

ter Plan BER 2040 project. It features areas for the development of the air- and land-side districts and their main uses. Within the scope of the Master Plan an urban development basic structure was created for the development of around 420,000 m² gross floor area in Midfield Gardens and Airgate. Districts are to be created with a substantial focus on offices and urban quality appearance, which will contribute to an improvement in attractiveness of the entire BER location.

a) Airport City

The Master Plan BER 2040 project has defined the expansion of the infrastructure, concentrated between the runways for take-off and landing, in the so-called Midfield scenario. The preference of the Midfield variant above all led to the fact that the original function of the Airport City as an urban location was superimposed by the terminal development. This function is to be taken over by Midfield Gardens as the new Airport City. Over the course of the Master Plan a location is to be created here, which units many different functions in one and offers a high quality of time spent at the location.

b) Business Park Berlin

The entire development activities in the Business Park Berlin are being carried out in three construction phases and is financially supported using funds provided under the joint agreement "Improvement of Regional Economic Structures" (GRW). Before the opening of the BER already it was possible to market around 66 of the total 109 hectares. The realisation of the third development phase is carried out depending on the demand situation and the companies settling at the location.

c) Maintenance Area

The maintenance companies operating at BER Airport as well as service facilities of FBB are housed in the district of the Maintenance Area. Hangars of various partners were thus realised at this site already. In 2017 it was possible to authenticate a further heritable building right contract regarding a property in the Maintenance Area. A maintenance hangar is to be realised here for the Business Aviation from 2018. It was possible to submit two heritable building right contract offers to the Lufthansa Group in order to erect further maintenance hangars.

d) Subsequent utilisation of the legacy Schönefeld Airport (SXF)

Before the startup of BER, SXF must manage up to 14 million passengers per annum in the next two to three years. First smaller measures such as the construction of Terminal D2 (Arrivals) and the reinforcement of Terminal C (Security controls) were carried out in 2016 already. With the currently created concept optimisation of operation Schönefeld the operational capability will be ensured until 2025 with several measures and moreover the prerequisites created in

order to hand over the area to the federal government at the end of 2021 for the realisation of the government airport. The deficits of the terminal infrastructure lie in the field of the waiting room and gate capacity as well as due to the decentralisation of the security and passport control points. In a first step a temporary waiting room will be created with approx. 2,300 m² for the summer flight plan 2018 already on an aircraft position – connected via existing passenger bridges. This enables, on the one hand, ad hoc to improve the quality of time spent in the location, and on the other hand, to mitigate the restrictions expected with the follow-up projects, conversion of Terminals D1 and Pier 3a, due to construction. With Terminal D1 the air-side access for personnel and goods will be reinforced (ZKS – access control point), efficient security control points and additional Non-Schengen-waiting room with partly-centralised pass control will be set up. At the same time the Non-Aviation offers will be improved. The Pier 3a, so far operated with separate departure and arrival level, will be prepared over two levels as a waiting room area (level 0 – Schengen, level 1 – Non-Schengen) with a further partly central pass control departure. The apron allocated to Pier 3a will be set up for a flexible use for direct boarding/de-boarding from the building as well as for the bus service provision. After completion of both measures the temporary waiting room can be dismantled again. In order to improve the land-side development the bus access routes and places will be re-oriented for the local and long-distance traffic. In order to ensure a stable operation there the existing terminals will be reinforced to the extent that until a full discontinuation of the commercial air traffic in BER north it is expected that in 2025 a capacity of up to 10 million passengers/annum will be available.

At the end of 2021 large parts of the flight operation areas (apron 2, 2a and parts of apron 3) as a result of the construction field hand-over to the federal government, will be handed over for the independent establishment of the government airport. It is foreseen that between 2018 and 2020 substitute apron areas (temporary apron 3b) will be created in order to make sufficient handling positions available for the aforementioned traffic volume. Furthermore, the taxiway network will be adjusted to the extent that a safe, i.e. impact-free taxi traffic guidance is possible from and to both take-off and landing runways (temporary taxiway K6, taxiway K5).

e) Subsequent use of the legacy airport Tegel

After the startup of the BER Tegel Airport is to be kept in a condition ready for operation for a maximum of a further six months still in order to guarantee the air traffic connection of the city of Berlin if required and to be able to fulfil the tasks of the protocol service of the federal government and the special air mission wing of the Federal Ministry of Defence. The movable objects will be removed and the property as well as the building structures will be placed in a cleared condition. The property will then be returned to its owners, the German government and the State of Berlin. Appropriate contractual agreements have

been concluded with the owners regarding utilisation until the closure of Tegel Airport and the subsequent return of the properties.

B.4 Overall statement concerning the closed fiscal year

The net loss for the year of EUR 120.0 million forecast for the fiscal year was substantially exceeded with consolidated annual results in 2017 of EUR -83.6 million. The improvements in results with EUR 33.4 million were essentially due to unscheduled income from the reversal of value adjustments on receivables as a consequence of reached settlement agreements.

C. Commercial Development

C.1 Results of operations

FBB Group reported a consolidated net loss for the year of EUR 83.6 million for 2017 (prev. yr. EUR 101.5 million). Major factors affecting the consolidated results in fiscal year 2017 are explained below.

Sales revenues

Sales revenues (in EUR million)	2017	2016
Operations (Aviation)	271.5	268.1
Commercial (Non Aviation)	61.4	59.7
Commercial (Leasing)	30.9	31.7
Property sales	15.5	0.0
Construction services	0.3	0.6
Services	5.9	5.5
Miscellaneous	6.9	6.3
Total	392.4	371.9

The rise in traffic volume had a positive effect on Aviation sales revenues in 2017, causing them to rise by 1.3 %. Sales revenues from the Non-Aviation division rose by 2.8 % from EUR 59.7 million to EUR 61.4 million, largely a consequence of higher income from commercial fees on restaurants and parking. On the other hand, there was a fall in sales revenues of 2.5 % compared to the previous year in the leasing segment. From the sale of properties of the Business Park Berlin it was possible to generate proceeds of EUR 15.5 million in the fiscal year.

Income

Own work capitalised results essentially from activities related to the construction of BER (EUR 16.1 million; prev. yr. EUR 21.1 million). Other operating income increased substantially compared to the previous year from EUR 31.3 million to EUR 50.3 million. The increase was essentially a result of income from the reversal of value adjustments on receivables (EUR 33.4 million) as a consequence of reached settlement agreements.

Expenses

Ongoing expenses for the FBB Group (EUR 431.6 million) were 4.9 % above the level of the previous year (EUR 411.6 million).

Expenses in EUR million	2017	2016
Cost of materials	86.1	73.8
Personnel expenses	137.0	125.8
Write-offs and depreciation	109.8	108.3
Other operating expenses	98.7	103.7
Total	431.6	411.6

The cost of materials specifically increased by EUR 12.3 million, the personnel expenses by EUR 11.2 million as well as the depreciations by EUR 1.5 million. The other operating expenses fell, on the other hand, by EUR 5.0 million.

The increase in the cost of materials by 16.7 % to EUR 86.1 million is primarily due to higher expenses for purchased services (EUR + 11.0 million).

Personnel expenses rose from EUR 125.8 million by 8.9 % to EUR 137.0 million, mainly because of the increase in the number of employees as well as the collective wage agreement increases in 2017.

Other operating expenses fell by 4.8 % compared to the previous year from EUR 103.7 million to EUR 98.7 million. This reduction with EUR 9.3 million is a result of lower transfers to individual value adjustments on receivables. On the other hand, the expenses for security services (guarding, person and goods controls) increased by EUR 5.2 million.

The depreciations rose from EUR 108.3 million to EUR 109.8 million. This corresponds with an increase of 1.4 %.

Financial performance indicators

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

Financial performance indicators in EUR million	2017	2016
EBIT (excluding non-operating result, financial result and taxes)	-8.1	0.7
EBITDA before special influences (EBIT without depreciations and special influences)	101.7	109.0
Net result for the year	-83.6	-101.5

In addition to the operating result (EUR – 8.1 million), the net loss for the year includes the financial result (EUR – 108.7 million), non-operating income (EUR 44.7 million; prev. yr.

EUR 12.5 million) and non-operating expenditures (EUR 11.8 million; prev. yr. EUR 4.0 million) as well as tax on income (EUR 0.3 million; prev. yr. EUR 1.9 million).

special influences (EUR + 32.9 million; prev. yr. EUR + 8.5 million) relate among others to expenses and income for the following positions: Income from the reversal of provisions and individual value adjustments, expenses not relating to the period and risk provisions owing to the postponement of the startup of the BER.

Key Data

2016

2017



Passengers (million)

32.9

+ 1.3%

33.3



Sales revenues (EUR million)

371.9

+ 5.5%

392.4



EBITDA (EUR million)

109.0

- 6.7%

101.7

With regard to the number of full-time positions in the group the following key figures are produced:

Personnel key figures in TEUR	2017	2016
Personnel expenses per full-time position	73.8	70.9
Income*) per full-time position	220.0	221.4

*) sales revenues plus capitalised own services

The following performance indicators for fiscal year 2017 result for FBB and its wholly-owned subsidiaries and holding companies from the unconsolidated individual financial statements:

Financial performance indicators in EUR million	FBB	BFG	FAA	FEW	Dalandis
EBIT (excluding non-operating result, financial result and taxes)	-124.5	107.3	0.8	-1.5	10.4
EBITDA (EBIT excluding depreciation)	-45.3	110.9	0.8	19.1	16.8
Net result for the year	-82.9	112.0	0.8	-3.8	0.3

With regard to the number of full-time positions of the individual group companies the following key figures are produced for the fiscal year 2017:

Personnel key figures in TEUR	FBB	BFG	FAA	FEW	Dalandis
Personnel expenses per full-time position	74.1	72.1	77.9	*)	*)

*) the companies do not have any own personnel

With regard to the details concerning the group of consolidated companies we refer to the details contained in Section D of the consolidated management report.

C.2 Net assets

The net assets compared to the previous year are shown below:

	31.12.2017		31.12.2016		Veränderung	
	EUR million	%	EUR million	%	EUR million	%
Assets						
Fixed Assets	4,565.1	96.1	4,241.2	95.2	323.9	108.7
Inventories	1.9	0.0	1.7	0.0	0.2	0.1
Short-term receivables and other assets	80.8	1.7	60.1	1.3	20.7	6.9
Land Business Park Berlin	24.2	0.5	28.9	0.7	-4.7	-1.6
Cash	71.4	1.5	110.2	2.5	-38.8	-13.0
Other assets	7.8	0.2	10.9	0.3	-3.1	-1.1
	4,751.2	100.0	4,453.0	100.0	298.2	100.0
Capital						
Shareholders' equity	1,269.1	26.7	1,051.0	23.6	218.1	73.1
Special items	86.9	1.8	90.0	2.0	-3.1	-1.0
Long-term liabilities	3,269.2	68.8	3,090.3	69.4	178.9	60.0
Short-term liabilities	126.0	2.7	221.7	5.0	-95.7	-32.1
	4,751.2	100.0	4,453.0	100.0	298.2	100.0

The increase in fixed assets by EUR 323.9 million results primarily from the additions for the realisation of BER (EUR 382.3 million). They are contrasted by disposals of fixed assets (EUR 1.3 million) and write-offs (EUR 109.8 million).

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 as of 31 December 2017 amounts to EUR 24.2 million.

Among other items, the long-term liabilities include loans and overdrafts (EUR 2.4 billion), loans from shareholders (EUR 662.4 million), payments received on account for ground rent and subsidies for investments (EUR 56.0 million) and provisions for partial retirement and pension commitments, including TransFair BER (EUR 20.8 million).

The short-term liabilities primarily include besides trade liabilities due in the short-term (EUR 45.6 million), loans and overdrafts (EUR 15.7 million), payments received on account (EUR 15.0 million) and provisions, in particular for outstanding incoming invoices (EUR 11.5 million).

The risk provision owing to the postponement of the startup result in total provisions in the amount of EUR 51.4 million.

The Company's equity ratio amounts to:

	2017	2016
Equity ratio in % (equity / total capital x 100)	26.7	23.6

C.3. Investments

The total investment volume of EUR 435.0 million was with EUR 3.9 million slightly lower than the value of the previous year (EUR 438.9 million). The largest part by far of the investment activities was related to Berlin Brandenburg Airport (BER). The essential measures of the fiscal year related to:

- The partial project building construction of EUR 223.7 million, thereof EUR 208.0 million for the passenger terminal and EUR 15.7 million for the pavilions.
- The project noise protection BER EUR 58.2 million.
- The partial project primary measures EUR 36.5 million, thereof mainly project management, builder and security services.

C.4 Financial position

a) Financial Management

Shareholder funds at FBB

In view of the postponement of the opening of BER in 2012 and the related additional construction costs, the FBB shareholders, in consultation with the EU Commission, decided in the same year still to make additional shareholder funds of EUR 1.2 billion available as a means of securing the liquidity of the Company. EUR 300 million were made available as subordinate shareholder loans and were converted into equity in March 2017.

In 2015 it was additionally decided to make funds available in the amount of EUR 1,107 million through subordinate shareholder loans, of which EUR 228.0 million were deposited in 2016 and EUR 425.3 million in 2017.

Therefore, EUR 453.7 million from loan commitments of the shareholder are still available for the fiscal year 2018.

Owing to the further postponement of the startup of BER now to 2020, the shareholders intend to declare their principle willingness to a further financing of FBB by shareholder funds on 19 March 2018. The precise amount and manner is to be determined still. These additional shareholder funds for investment orders that are to be carried out still will only become effective for liquidity after the IBN of BER.

BER long-term financing

There is long-term financing in the total original amount of EUR 3.5 billion. The long-term financing comprises the financing through the European Investment Bank (EIB) originally for EUR 1.0 billion and the syndicated financing from 2016 for up to EUR 2.5 billion. The syndicated financing with up to EUR 1.4 billion serves to refinance the syndicated financing from 2009 that was carried out on 14 February 2017, EUR 1.1 billion are available for the expansion programme BER and capital service, which were not yet drawn in 2017.

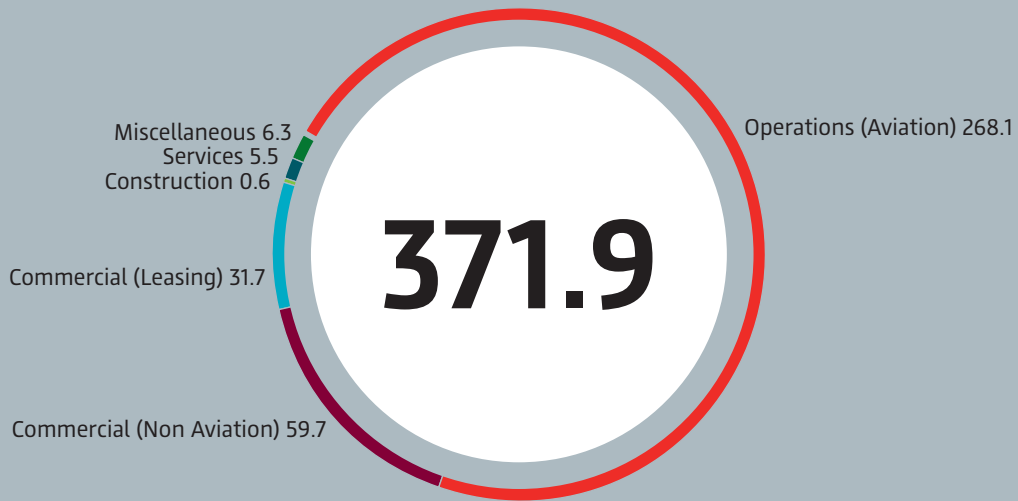
The redemption of the drawn loans at the EIB in the amount of EUR 107.7 million has been carried out as planned since 2014 already. With the syndicated financing the scheduled redemption will begin in 2021. As of the end of 2017 the liabilities from the long-term financing thus amount to around EUR 2.2 billion.

Leasing financing

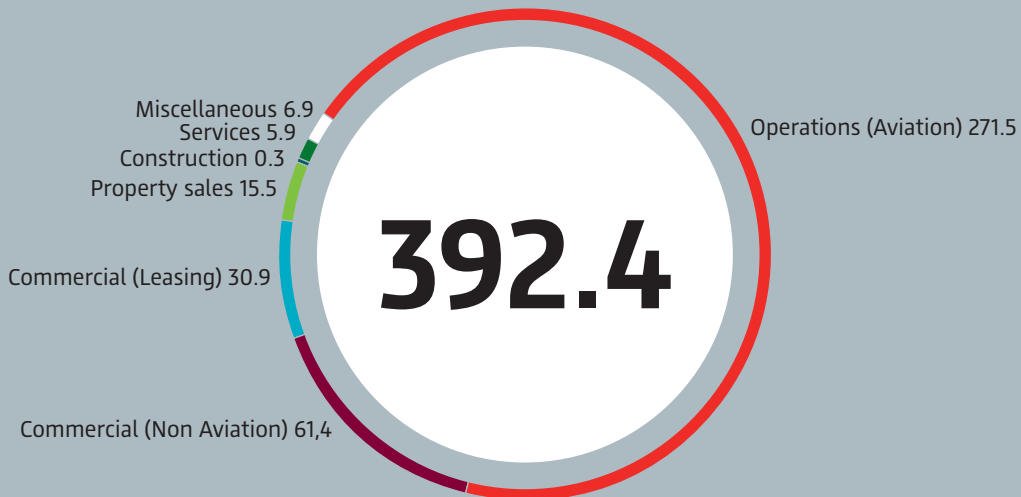
There is a leasing financing agreement for an original amount of EUR 240 million (unpaid balance EUR 202.9 million) concluded by Flughafen Berlin Brandenburg GmbH as the lessee to secure the financing of the construction and operational startup of nine buildings in the BER environs. Three car parks in Airport City, a car park close to the terminal on the south side of the Main Pier, a hire car center, 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 Bank Finance Group. FBB is a limited partner in every one of the limited partnerships. The release for utilisation has been granted 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.

Sales revenues in EUR million

2016



2017



Equity Ratio in %



2016



2017

b) Cash flow statement

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

Cash flow statement	2017 EUR million	2016 EUR million	Change EUR million
Cash flow from current business activities	86.5	109.9	-23.4
Cash flow from investment activities	-434.6	-421.6	-13.0
Cash flow from financing activities	309.3	263.8	45.5
Change in cash and cash equivalents effective for payments	-38.8	-47.9	9.1
Cash and cash equivalents at the beginning of the period	110.2	158.1	47.9
Cash and cash equivalents at the end of the period	71.4	110.2	-38.8

c) Liquidity

From the cash flow of the operating activity sufficient cash and cash equivalents were available in the fiscal year 2017 in order to ensure the liquidity of the Company in the business operations. Operative cash inflows also resulted in particular from the liquidity overhang of BFG owing to the positive business development in 2017. Cash outflows from investment activities primarily results from the BER building project as well as the necessary noise protection measures. Promised, however not utilised credit lines existed as of the key date as follows:

in EUR million	Total	Utilisation	Available
Working capital lines			
Commerzbank AG	30.0	0.6	29.4
UniCredit Bank	10.0	0.5	9.5
Shareholder loans	1,107.0	653.3	453.7
Syndicated financing (new)	2,482.1*	1,362.1	1,076.0

*) Loan amount including deduction amount owing to maximum amount guarantee (EUR 44.0 million) as well as redemptions made under the syndicated financing (old) of EUR 4.9 million.

The management assumes that based on the presented financing framework sufficient liquid funds will also be available with a startup of BER at the end of 2020. In line with this estimate the execution of the regular business operations will not be jeopardised by liquidity bottlenecks.

Necessary liquidity requirements after the opening of BER for further investment orders that are to be carried out still should be covered by additional shareholder funds and external capital that is to be secured still.

D. Group Companies

D.1 Berliner Flughafen-Gesellschaft mit beschränkter Haftung

Flughafen Berlin Brandenburg GmbH is the sole shareholder of Berliner Flughafen-Gesellschaft mit beschränkter Haftung (BFG). BFG operates the existing Tegel Airport, which will cease operations no later than six months after the operational startup of BER. During the fiscal year, BFG realised a profit for the year of EUR 112.0 million.

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 the fiscal year 2017 with a net loss for the year of EUR 3.8 million.

D.3 FBB Airport Assekuranz Vermittlungsgesellschaft mbH

The object of the company is the brokerage and management of insurances of all kinds including reinsurances of Flughafen Berlin Brandenburg GmbH as well as the airport-related third party business (e.g. insurance of the third party companies at the airport such as e.g. ground handling services) as well as the claims processing for BER. During the reporting period, FAA generated a profit for the year of EUR 0.8 million.

D.4 Dalandi Grundstücksverwaltungsgesellschaften mbH & Co. Objekt KG

Flughafen Berlin Brandenburg GmbH has been a limited partner in nine limited partnerships since 2010; which act as lessors of the five buildings to be constructed in Airport City and four in the nearby Area South. FBB is the sole limited partner in each of the nine limited partnerships (respectively 94% of the equity of the limited partnerships, EUR 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; EUR 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 compensated for in the future with the realised earnings.

Flughafen Berlin Brandenburg GmbH 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, constructed buildings on the land with the heritable building rights and will lease the completed buildings from the limited partnerships for 25 years.

D.5 Berlin Tourismus & Kongress GmbH

Flughafen Berlin Brandenburg GmbH holds 10% of the share capital of Berlin Tourismus & Kongress GmbH (TEUR 51.2 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.

E. Non-financial Performance Indicators

E.1 Terminal management

The punctuality deteriorated at both locations in 2017. This is particularly clear with the delays of more than 15 minutes.

At Tegel Airport the delay situation deteriorated substantially with the change in the handling company of Air Berlin in March 2017. The situation only relaxed when Air Berlin reduced its air traffic in October 2017 and suspended various flights before the flight operation of Air Berlin finally ended on 27 October 2017. The average punctuality in Tegel over all take-offs and landings was 72.9 % in 2017 (prev. yr.: 79.6 %).

Since July 2017 the situation deteriorated with delays of more than 15 minutes at the Schönefeld location. Measures were also initiated to improve the situation based on customer surveys. An improvement in the situation only occurred from October 2017. With 12.8 % the passenger volume grew substantially more than average in Schönefeld. The average punctuality in Schönefeld over all take-offs and landings was 75.4 % in 2017 (prev. yr.: 77.5 %).

The average punctuality at German airports was 75.8% in 2017.

E.2 Personnel

The total number of employees increased by 4 % to 1,958 (status 31 December 2017) in the FBB Group. In addition, 83 vocational trainees and students in dual study programmes were employed per the closing date. The number of employees of more than 2,000 relevant for a Supervisory Board with equal co-determination continues to exist in the FBB Group.

With more than 5,700 applications FBB continues to be attractive as an employer. In the field of Change Management the team development measures were accompanied in a structured manner in all teams in 2017. The personnel development supported the further development of the leadership competences by subject-related seminars. The company health management offered the employees workplace-related advice and a broad range of information all relating to the topic of health, within the scope of health information open days.

E.3. Environmental protection

The Company is aware of its responsibility to the environment and the interests of its neighbours. FBB has developed environmental guidelines which apply throughout the entire group. In recent years, FBB has already invested substantial amounts in noise protection, measures to maintain air cleanliness, operational environmental protection and expanding the 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. The data, developments and targets related to the environment and energy are published annually in the environmental report.

E.4 Noise protection programme BER

By the end of 2017 the available noise protection applications had been processed to a large extent. FBB had thus by 31 December processed 19,521 of the available 21,162 applications for noise protection measures (around 92 %). Of the remaining 1,641 applications around 1,250 could not be processed yet, e.g. because owners could not be contacted by FBB or requested a later processing of their application, there was a change in owner. The processing of around 390 applications was still outstanding as of the end of 2017.

For the majority of the applications the owners were promised that the costs of the necessary structural noise protection measures will be taken over (12,438), for a further 6,276 applications FBB promised payment of compensation. The compensation will be paid if the costs of the necessary noise protection measures amount to more than 30% of the market value of the land and building with rooms that are to be protected (noise protection-related market value). In the region that is to be protected during the day this relates to approximately half of the properties, in the region that is to be protected during the night on the other hand none owing to the less complex measures. No noise protection measures are to be implemented for 807 applications.

The compensation not bound to purposes will be paid out by FBB as soon as the account data were transmitted by the owners, this has already been carried out for around 91 % of the aforementioned 6,276 applications. In cases where costs

are assumed for necessary noise protection measures the necessary noise protection measures will be implemented by the owners and the invoice will be reimbursed by FBB. Around 3,000 neighbouring residents have so far implemented noise protection measures completely or partly, this corresponds with around 24 % of all neighbouring residents, who were promised the assumption of the costs for the noise protection measures by FBB.



03

Risks and Opportunities

A Risk Management

A comprehensive risk management system has been implemented at FBB and its subsidiaries. The Company's Central Risk Management Office is responsible for the general control of risks. The risk officers in the various divisions regularly carry out contributory work. They assess identified risks and prepare and track the appropriate control and monitoring measures. Any new serious risks must be reported immediately as part of an ad hoc report independently of the regular reports.

B. Major Risks

Risks that were reported in fiscal year 2017 and could have a major impact on business activities or the results of FBB are explained in the following.

B.1 Overall economic risks

Fluctuations in economic conditions can have a major influence on the commercial development of air traffic and subsequently on FBB. In addition, the uncertainty of the political situation and the growing number of terrorist attacks in many countries could have a negative impact on air traffic.

Based on the currently good economic position - the official growth forecast for the German economy for 2018 is 2.0% - FBB sees continuation of the positive traffic development and is therefore assuming steady growth of its divisions Operations and Commercial.

B.2 Noise protection programme BER

FBB also continuously recorded and documented the risks for the noise protection programme BER in 2017. The essential risks include the increase in the

number of households that are entitled to a claim within the protection and compensation regions as well as changed stipulations for the entitlement of rooms to a claim.

Further progress has been made with the processing of the noise protection applications in 2017. Of the available 21,162 applications more than 19,500 and therefore 92 per cent have now been processed. Changed stipulations for the claim authorisation of rooms would lead to a new processing of numerous of these already processed applications.

Since 2017 various actions have been pending regarding the claim authorisation of rooms. A conclusion of these pending court proceedings can be expected for the upcoming year.

B.3 Disputed regulations of the previous schedule of charges / risk from a new schedule of charges

Two actions filed against the Senate Administration for Urban Development of Berlin concerning the approval of the Schedule of Charges 2015 for Tegel Airport were dismissed by the Higher Administrative Court (OVG) Berlin-Brandenburg in 2016. In one proceedings an appeal was lodged against the decision at the BVerwG [Federal Administrative Court]. BFG is a joined party in these proceedings. Two other airlines have filed action against the approval of the Schedule of Charges 2015 by the Ministry for Infrastructure and Agriculture of the State of Brandenburg for Schönefeld Airport. FBB is a joined party in the proceedings. The same plaintiffs have also filed actions against the approval of the schedule of charges 2016 and 2017 against the Senate Administration for Urban Development and the Ministry for Infrastructure and Urban Development. These proceedings are suspended until the decision of the BVerwG. There are significant doubts regarding the admissibility of all actions. Should the courts consider the airlines' suits to be admissible and express an opinion regarding the legality of the approval by the state aviation authorities, the effect on the civil-law effectiveness of the schedule of charges will have to be re-assessed.

B.4 Closure of Tegel Airport after operational startup of BER

Planning provides for the closure of Tegel Airport after completion of construction and operational startup of Berlin Brandenburg Airport. The revocation of the operating permits will become effective six months after the opening of the future take-off and landing runways¹. The planning approval has therefore been revoked². This legal position has not changed by the referendum in the state of Berlin.

With the closure of Tegel Airport costs may be incurred for the disposal of harmful substances in the buildings as well as for the restoration of old ground contamination. Their volume can only be finally determined after the return by corresponding expert's opinions. These expert's opinions will respectively be jointly commissioned by the contractual parties.

BFG can be held liable for the damages stated in these expert's opinions on a contractual basis. There is thus the risk of cost assumption for BFG for a disposal of possible harmful substances in buildings or old ground contamination

Due consideration of this risk has been taken through the creation of provisions and the recognition of write-offs.

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. The majority of the letters have initially only asserted 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. As of the end of 2017, twelve actions or dunning proceedings related to damage compensation claims arising from the postponement of the operational startup were pending.

FBB assumes furthermore that a part of the claims will be clarified in the course of litigation because there are legal issues that will require clarification. Discernible risks have been given due consideration in the annual financial statements by the formation of provisions.

¹ Notification regarding the revocation of the operating permits for Berlin-TXL Airport 2004

² Notification regarding the release of the facilities and areas of Berlin-Tegel Airport from the intended use under aviation law (revocation of the planning approval) 2006.

B.6 Progress of the BER project

The framework time schedule (RTP) handed over on 1 September 2017 regarding the completion of construction of the BER, incl. the submission of the fault-free test protocols for security-oriented systems, envisaged a completion as of 31 August 2018.

This time schedule was updated until the end of 2017 and the details specified by coordination with all parties involved in the BER project. As a result a startup of the BER is envisaged in October 2020.

An evaluation of the RTP by further important external parties involved in the project such as test instances (TÜV testing agency), project planners and project controllers has been carried out.

The expertise of all parties involved showed a correspondence in the estimate of the ability to achieve the now determined opening date of the BER independent of one another.

The current greatest risks with the completion of construction and under approval law of the BER lie in the 5 fire alarm systems, the safety lighting / safety power supply and the control of the mechanical smoke extraction systems. The stated risks are the object of special and regular monitoring measures.

B.7 Financing and financial instruments

Owing to the postponement of the operational startup 2013, an increased need for financing in the amount of EUR 2.2 billion was identified for additional construction costs, necessary expansion measures and the capital service. After examination of various financing variants it was decided by consultation with the shareholders of FBB to finance half of the financing requirements with funds from shareholders as well as through the borrowing of additional external capital.

The funds from the shareholders were made available in the form of subordinate loans in the amount of EUR 1,107 billion with a term of 20 years. The taking out of external capital is carried out within the scope of a new syndicated financing for up to EUR 2.5 billion and a term of 10 years, which in addition to the EUR 1.1 billion includes a tranche in the amount of up to EUR 1.4 billion for the refinancing of the existing syndicated financing, which was carried out in February 2017. It is collateralised in the full amount, as the previous BER long-term financing, by guarantees of the three shareholders of FBB. The new syndicated financing would be concluded at substantially more optimum conditions compared to the syndicated financing from 2009.

Risks from the increase in the interest rate level are hedged by FBB for credit transactions with variable interests by concluding interest rate swaps.

From the stipulation of a concrete startup date for BER with October 2020 there are termination possibilities for the financing contracts within the scope of the

long-term financing. Owing to the favourable capital market environment, the long-standing business relationships with the existing financing partners and the existing collateral it can be assumed that there is a strong probability that the contracts will not be ended. In addition, there are standstill declarations of the other financing partners, in which it is presented that it is not intended to exercise the currently existing reason for termination. In this context and owing to the structure of the shareholders, the existing shareholder loans and the purpose of the Company (operation of airports) the management considers the going concern to be secured.

An additional financing requirement in the amount of around EUR 500 million is based both on the opening date October 2020 and takes the financial consequences of the postponed opening into account as well as investment orders that are still to be carried out for the expansion of the airport location (Master Plan 2040). Further shareholder funds and external capital that is to be secured still are envisaged to cover the financing requirement.

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 De-concentration pursuant to Sections 6 et seqq. EnWG [German Energy Management Act]

The EnWG obligates vertically integrated utility Company to de-concentrate 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 are currently operated in the form of closed distributor grids by FEW as an independent grid operator since 1 January 2014. The supervisory authority for grid operation in this case is the responsible regulatory authority BNetzA, which can issue further de-concentration requirements. Further de-concentration requirements can lead to the necessity for substantial adjustments under company law (unbundling).

B.10 General risks

Further general risks exist e.g. with regard to the compromising of IT systems owing to hacker attacks as well as with regard to a fire or terror scenario. Creditworthiness risks primarily arise from trade receivables with regard to airline customers. These are reduced by means of an upstream credit rating, a prompt dunning system as well as by payments made on account or provision of collateral. These, as well as other 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 2017, whether from isolated risks or from aggregate risks, nor are any risks to the Company's existence discernible for 2018.

C. Major Opportunities

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, e.g. by the development of new business fields, continues to be at the focus of FBB's activities.

C.1 Additional Commercial revenues

The digitalisation of the distribution is also an integral part of the further development of the commercial business at FBB. In the fiscal year 2017 a new booking platform was implemented already for the reservation of parking spaces in Schönefeld as well as for the online booking of the Common-Use-Lounge in Tegel. In the upcoming year there will be the introduction of a multi-layered distribution platform in order to enable a detailed analysis of customer profiles and therefore to be able to make all travellers personalised offers. In addition, a new project will be started with the aim to identify new products and services for travellers.

C.2 Fiscal opportunities

With regard to the fiscal opportunities FBB was able to secure the low interest rate level in February 2017 in the long-term within the scope of a fixed-interest tranche under the new syndicated financing.

C.3 Optimised organisational structure and processes

Adjustments to the organisation structure of FBB further offer the possibility to design flows and processes more efficiently and therefore to leverage cost benefits or new revenues. This relates among others to the airport operation, the real estate management, the Non-Aviation activities as well as the building activity and the Facility Management. In particular the re-structuring of the Real Estate sectors and the further development of the organisation of the expansion programme for the implementation of the complex Master Plan are the focus of future optimisation measures.

C.4 General opportunities

With regard to regulatory measures, there is a chance that among others the German government's new air traffic concept and the adjustment of air traffic control charges as well as aviation security charges will have positive effects on the aviation industry.



04

Declaration regarding the Company management

With the resolution of 7 July 2017 the Supervisory Board of FBB stipulated the target figure for the women's share on the Supervisory Board as well as on the management of FBB at respectively 30 %. These should be achieved within five years. No target figures were stipulated for the Supervisory Board as well as the management of BFG.

In compliance with the law for the equal participation of men and women in management positions in the private sector and in the civil service target figures were initially stipulated at FBB based on the management group structures existing until 31 August 2017 for the share of women among the executives: Management group 1 = 16.7 %; management group 2 = 8.3 %.

As of 1 September 2017 within the scope of organisational adjustments the management groups were replaced by function hierarchies (heads of plants and divisions). A stipulation of target figures for the new function areas was not carried out for the fiscal year. As both the numbers of executives as well as the section of the levels do not correspond with the former management groups, the stipulation of the target figures for 2017 with regard to the management groups is no longer comparable with the available women's share based on the new function hierarchies.

Share of women in Supervisory Bodies and management positions in %

	FBB		BFG	
	Target figure 2017	Per 31.12.2017	Target figure 2017	Per 31.12.2017
Supervisory Board	30	25	-	0
Management	30	33	-	33
Plant managers	-	0	*)	*)
Divisional managers	-	15	*)	*)

*) BFG does not have any plant and divisional managers

For FEW, the FAA as well as the Dalandi Companies respectively one managing director has been appointed. The positions are not filled with women as of the key date of the financial statements. There is no Supervisory Board for the stated companies.



05 Outlook

A. Development of Commercial Operation

A.1 Operations-Management / Traffic Development

For 2018 the focus is placed on the take-over of the flight operation from Air Berlin by the Lufthansa Group/Eurowings and easyJet. With the approval by the European Union these two companies will expand or begin their routes from Berlin-Tegel. It must be ensured that the flight operation can be carried out smoothly. Owing to the various business models (Low-Cost- vs. Premium-Carrier) of the airlines another volume is therefore determined in Tegel. As opposed to the hub and long-haul traffic of Air Berlin both aforementioned airlines concentrate on the Point-to-Point traffic within Europe. This has implications on the operations at the location.

In addition to the take-over of the routes and aircraft from Air Berlin by Eurowings and easyJet a high interest in further flights is recorded by new or existing customers.

Further growth is hardly expected for the Schönefeld location in 2018 as the capacity utilisation of the existing infrastructure only allows slight growth. In addition, no further stationing is planned for 2018.

A moderate growth with the passenger numbers is expected for 2018 as the traffic in Berlin with the take-over of Air Berlin will first of all consolidated itself and the take-over of the routes by Eurowings and easyJet will not begin before the middle of January 2018 and will then be successively expanded. Furthermore, due to the insolvency of Air Berlin Tegel loses its hub function and thus the transfer traffic that was pressed ahead with by Air Berlin. It can be expected that the capacities at both locations will be used to full capacity again in the medium-term. Further growth is therefore expected in the next few years.

A.2 Commercial management

The creation of additional areas, in particular at the existing Schönefeld Airport remains one of the central tasks for the future. The conversion of the eastern pier into two large-scale Schengen and Non-Schengen areas, incl. new gastronomy offers will lead to a substantial increase in the quality of time spent on the air-side. In addition the year 2018 will primarily be marked by the digitalisation. At both legacy airports both existing advertising spaces will thus be digitalised, as well as new spaces developed digitally in the internal and external area. A continuous expansion of the distribution activities via advance online booking in the field of parking will round off the portfolio of measures for increasing the commercial revenues.

A.3 Real estate property management

The Master Plan BER 2040 formulated as an essential goal of the land-side real estate development the establishment of high-quality uses near the terminal as well as the design of the airport location with its development districts as an independent sub-market within the Berlin real estate market. Additional revenues are to be generated for FBB hereby and direct influence to be exerted on strengthening the business location of BER. The future real estate development should play an important strategic role in the company in order to therefore be able to make a significant contribution to improving the revenue situation of the company.

This scenario is supported by the expectation that a positive real estate management market demand will be triggered off with the opening of BER, the further investors will settle at the BER Airport location and in the airport environs.

B. Commercial Development

In the last few years the capital city region has shown a more than average positive participation in the increase in passenger volumes in Germany. For the airports in Berlin this was an essential revenue driver and it above all benefited from the continuing growth with the Low-Cost-Airlines with their Point-to-Point traffic.

A continued increase in the passenger volume is expected in Germany for the next few years that will be supported by the positive economic forecasts for Germany and also for Europe. Analogue to this the airports in Berlin are expecting continuing growth in the short- to medium-term. This applies despite the insolvency of Air Berlin, of the until then largest customer of the airports in Berlin. Owing to the demand it is assumed that the affected traffic will be taken over by other airlines in 2018 already, which increasingly service the Berlin market. For the airports in Berlin, compared to 33.33 million passengers in 2017, an increase by around 5.5 % to 35.16 million passengers with the focus on the legacy airport Schönefeld is planned in 2018. In order to cope with the growth in traffic in Schönefeld the expansion of the infrastructure there will be continued, the use of which is envisaged until 2025. It is at the same time expected that the already very high capacity utilisation of the existing Tegel Airport will continue to have an effect to inhibit growth. With the successive take-over of the Air Berlin traffic that was lost in 2017 in total an increase in the commercial flight movements from 263.2 thousand by around 4.2 % to 274.2 thousand is planned for 2018. Within the scope of the continued market consolidation in air traffic an average higher aircraft capacity utilisation is expected.

The sales revenues planned for 2018 will above all rise by around 8 % due to the expected increase in the traffic volume and by remuneration adjustments compared to 2017. However, this also includes growth in the Non-Aviation business. In addition income from property sales is also planned for 2018 again, which promotes a settlement of trade in the vicinity of Schönefeld Airport.

The completion of construction of BER and the implementation of the expansion programme at the Schönefeld location as well as the project for securing operations at the Tegel location substantiate temporary additional costs. This leads to an increase in the expenses for maintenance as well as further operating expenses, the development of which is partly marked by an additional requirement for services, security and consulting services for the implementation of the projects. A slight increase in the workforce is planned for 2018, which, besides the whole year effect from the increase in the numbers of employees during the year 2017 as well as tariff and contribution increases, leads to an increase in the personnel expenses. The personnel expenses per FTE (Full-time equivalent on an annual average) will change by around + 0.7 % to an average 74.3 TEUR/FTE in 2018. At the same time an increase in the income per FTE by around 4.5 % to an average of 230 TEUR/FTE is expected.

For the depreciations merely a slight increase is planned in 2018, which is derived from the whole year effect 2017 of made and from 2018 planned, above all operational, investments.

As a result thereof and by taking the interest expenses that were reduced owing to the interest rate swap restructuring that was implemented in 2017. Into account a consolidated loss is planned of around EUR 117 million for 2018.

C. The New Berlin Brandenburg Airport

C.1 Completion of construction

The BER will open in October 2020. The completion of the structural execution and the technical startup in the passenger terminal incl. the fault-free test protocols of the safety-oriented systems, as required under building law, is aimed at for 2018. The effect and principle examination that is additionally required at BER under building law will be subsequently carried out that tests all systems in combination once again for their fulfilment of protective aims. After this until the actual opening of BER, the release for use under building law will be carried out and the execution of the operative startup processes (ORAT - Operational Readiness and Airport Transfer).

C.2 Creation of additional capacities – development of Master Plan BER 2040

The new BER airport and its further expansion are of special significance for the capital city Berlin and the state of Brandenburg. The region around BER is currently one of the strongest growing areas in Berlin-Brandenburg. The airport is now already the starting point and driving force for this growth.

The fast changing air traffic market with a substantial increase in the Low-Cost-Carriers, new airlines and connections as well as rising security requirements are increasingly new challenges for the airport operation. A modern airport must react to these changes. Not only in the operation and the processes, but also with the infrastructure. The most important factors for this are the wishes and expectations of the passengers (and airlines) for more quality of time spent in the airport, customer experience, good accessibility and the changing basic conditions. The requirements of the modern air traffic market and the changed traffic structures need a further development of the infrastructure. The forecasts for 2040 assume a growth at the location to around 55 million passengers. The share of direct traffic will be 85 to 90 % in this case. This requires more flexibility and concentration for the airport and its further development as well as more terminal space for security controls, the baggage handling and check-In.

For this reason the "Master Plan BER 2040" project was implemented in 2017. The Master Plan is a strategy paper that describes the implementation of the infra-

structural and urban development mission statement against the background of the sharply rising passenger numbers. The aim of the Master Plan is also to promote the economic and structural development of the region.

The Master Plan presents the general localisation and the time requirements of passenger facilities, flight operation areas, buildings that are necessary for operation and the media and traffic development. In addition, it defines areas and extent of the real estate development at the BER location. It is oriented to the three leading ideas, upon which the order of the development of a Master Plan was based from the start:

1. Create central, flexible terminal infrastructure
2. Develop new Airport City as an urban location
3. Establish networked mobility / intermodal connectivity

Supported on the air traffic forecast and further planning assumptions the requirements for the further development of the infrastructure were determined. At the BER compared to other airports of this size, as well as today, a very differentiated Airline-Mix was forecast. A classical Home Carrier, which dominates the traffic model and develops a hub structure, is missing.

The rise in demand takes place, substantiated by the attractiveness of the city of Berlin, in the local volumes. The transfer traffic does not play a key role. The land-side access (terminals) as well as the accessibility must consequently to a large extent be set to this traffic burden. The traffic within Europe dominates the volume with approx. 90 per cent and is processed with aircraft of the category C and partly very short turn-around times (20 – 30 minutes). This requires efficient processes on handling aprons and in the terminal with its pier structures. Apart from secured forecasts attention is nevertheless to be paid to the long-haul routes and transfer traffic. The air traffic market is very volatile on the whole. Low-Cost-Carriers in Asia, America and also in Europe are increasingly penetrating the Point-to-Point long-haul market and will also form networks with other carriers. The infrastructure must be able to react flexibly to these developments.

The touchdown point for the Master Plan BER 2040 represents the existence at the time 2017. The expansion programme, developed in 2015, was examined critically, modified and also integrated into the Master Plan as urgent short-term measures for the optimisation of operation at Schönefeld.

A great deal at the new BER Airport has been designed already so that it will withstand the forecast growth. With the two take-off and landing runways existing at BER the necessary flight movements for 55 million passengers in 2040 can be handled well. The new railway station directly under Terminal 1 is also designed with its six tracks so that sufficient capacity is available for the passengers arriving here with intercity, regional and S-Bahn [city-] trains as well as the Airport Express.

In order to manage the forecast passenger volume until 2040 it is necessary to expand or newly build terminals as well as flight operation areas and buildings

that are necessary for operation. The Airport Company Berlin Brandenburg (FBB) can make these capacities available at BER. The Master Plan BER 2040 defines the step-by-step expansion suitable for the needs of the new BER Airport in four phases.

D. Overall statement concerning the expected development of the company

In the overall analysis the management sees FBB as well organised for a positive further development. The aim is to complete BER Airport as quickly as possible. The management has therefore critically analysed the BER risks and defined a startup date, which is responsible from an entrepreneurial point of view and which is feasible and secure for FBB and its partners. Moreover FBB will invest further in the legacy airports Schönefeld and Tegel in 2018 so that an as far as possible smooth operation is possible there. Further expansion work is closely linked with the Master Plan.

Schönefeld, 15 March 2018

Prof. Dr.-Ing. Engelbert Lütke Daldrup Heike Fölster Dr. Manfred Bobke-von Camen

“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 of 31 December 2017, 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 2017 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 2017. We have not audited the contents of the declaration regarding company management contained in Section IV. of the consolidated management report in line with the German statutory regulations.

According to our assessment owing to 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 2017 as well as its results of operations for the fiscal year from 1 January to 31 December 2017 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 contained in Section IV. of the consolidated management report.

Pursuant to Section 322 (3) Sentence 1 HGB [German Commercial Code] 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). It is our responsibility according to these regulations and principles 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 described in more detail. 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.

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 book-keeping 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 on the basis of the accounting principles to enter the continuation of the company activity on the balance sheet, 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 consolidat-

ed 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, 16 March 2018

Ernst & Young GmbH

Wirtschaftsprüfungsgesellschaft

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