

BBI press kit

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The BBI project

BBI Airport – the new airport for Berlin and Brandenburg

The stage is set for the future – in September 2006, work was started on expanding Schoenefeld Airport into the new Capital Airport Berlin Brandenburg International (BBI). As of 3 June 2012, all air traffic for the Berlin-Brandenburg region will be concentrated at the airport in the south-east of the city. In the first step, Tempelhof Airport was closed on 30 October 2008. Tegel Airport will be closed in 2012 when BBI opens.

The BBI concept envisages a modern airport with short distances where the terminal is located between the two parallel runways. BBI will be a new-generation airport: inexpensive, functional and cosmopolitan with a modern architecture. BBI will be able to provide business travellers, tourists and companies with an airport that offers the best connections, international flights, direct motorway access, and a railway station directly below the terminal.

A starting capacity of up to 27 million passengers is planned for 2012. Depending on passenger development, the airport can be expanded to accommodate up to 45 million passengers. This means that BBI will provide the Berlin-Brandenburg region with the capacity it requires for the coming decades.

Stepping stone to the east

The outlook is clear – BBI is intended to be an airport at the heart of Europe with a strong focus on European point-to-point traffic and selected long-haul connections. Berlin Airports traditionally has a strong focus towards Eastern Europe. With the expansion of the EU to the east this tendency has been reinforced. In addition, the favourable location in Central Europe is strategically advantageous – flight times to Eastern Europe and Asia are one hour less than the established hubs in the west of the continent.

BBI marketplace

Besides attractive flight connections, BBI will also provide a wide range of non-aviation offers. Berlin Airports is creating an interesting and diverse marketplace with good recreational qualities for passengers and visitors to the new Capital Airport.

Around 150 retail and restaurant/catering spaces will be available to let at BBI across more than 20,000 m². These include around 30 eating establishments and 20 service providers. Around 120 spaces are located past the security checkpoint (airside), while approx. 30 spaces are located in the public area (landside). A 9,000 m² marketplace forms the centrepiece of the BBI retail concept in the main terminal.

A wide range of industries will ensure the various needs and expectations of customers are met, while a clear profile and strategic placement will help customers find their bearings. First-class offers presenting the capital region will turn BBI into a distinctive destination. Besides international brands, the airport will present high-class regional concepts from the retail, gastronomy and service sector.

BBI Airport City

In addition to shops and restaurants inside the terminal building, a shopping and office complex – BBI Airport City – is planned, directly in front of the terminal. Here passengers and airport visitors will find shops, cafes, bars, restaurants, hotels and conference centres.

The urban service complex offers investors and users the unique opportunity to invest directly in the region's location of the future. Besides a representative hotel with adjoining conference rooms, an office and service complex as well as multi-storey car parks with a total capacity of up to 10,300 cars are to be built in time for the opening of BBI.

BBI Business Park Berlin

The capital's biggest business park is to be built to the north-east of the airport: the BBI Business Park Berlin. The wide expanse of landscaped area covering 109 hectares offers made-to-measure, fully developed plots in various shapes and sizes for all kinds of companies – from business

start-ups to back office trading, from regional distribution centres to internationally operating manufacturers.

Located directly on the B96a and spanning approximately 14 hectares, the entry area of the BBI Business Park Berlin will be an urban centre for offices, hotels and service providers, thus providing an additional infrastructure to the extensive commercial properties located to the south.

Technology and sales-oriented companies, light industry, and extensive trade and logistics centres are all newly located across 75 hectares in the centre of the park. Besides the traditional commercial properties, industrial spaces will also be offered to the south of the park, enabling 24-hour operation, etc.

Intermodal network – TransPort BBI

The fast and reliable transportation of goods and people in a global economy is a decisive factor for every region. For Berlin-Brandenburg, a transportation port with international air connections and optimal road and rail connections is being created with BBI.

BBI railway station: BBI has a six-track railway station with three platforms directly below the terminal offering very good connections to downtown Berlin and the surrounding region. The goal of the BBI planners – every second traveller will come to BBI using public transportation.

Airport Express: The Airport Express already connects Schoenefeld Airport with downtown Berlin. Travel time – just under half an hour.

Airport Shuttle: The Airport Shuttle, a special express train, will connect BBI with downtown Berlin. Numerous rapid transit and bus connections will complement the public transportation offers.

Regional and long-distance: Deutsche Bahn will include BBI Airport in its route network and offer international and regional connections, primarily to Poland and the Czech Republic. The tracks to and from BBI are fully compatible with the ICE.

Direct motorway connection: BBI will be connected to the A113 with its own exit. The A113, the southern Berlin motorway in the direction of Dresden, was therefore relocated and expanded to six lanes. The A113 along the Teltow canal connects to the Berlin city motorway A100 and the Berlin motorway ring A10.

A-road: A-road 96a is expanded to four lanes in the direction of Potsdam.

BBI – an economic driver

Safeguard competitiveness, secure jobs

BBI is the decisive infrastructure project for the future of the capital region. Even in the era of the Internet and e-mail, the fast transportation of people and goods throughout the world is a decisive factor for the competitiveness of a region. By late 2012, a significant improvement in the value of the location will be attained with BBI, primarily through the increasing number of passengers, and up to 40,000 new jobs will be created in the region as a result of the additional purchasing power effects. The total employment effect of BBI will therefore be 73,000 jobs in 2012. This figure was taken from the jobs survey of Berlin Airports and a study performed by the Cologne transportation researcher Prof. Dr Herbert Baum in 2005. A more recent study in 2009 shows that Berlin Airports is actually developing, to some extent, much more positively than expected in terms of economic effects. Between 2006 and 2009, 2,266 new jobs could be created, equivalent to two new jobs a day. Based on past experience, economic crises have tended to cause a setback in growth rather than a U-turn in air traffic, which means Berlin Airports will not fall below the growth path outlined in the 2005 study but may well exceed it.

As a result of the increasing international interweaving of business and growing business travel, the importance of a high-quality offering of flight connections is increasing. The availability of highly specialised employees, quick access, personal communication and scientific and creative exchange are decisive advantages for the capital region in the competition for innovation. With BBI, Berlin will also be strengthened as a location for trade fairs and congresses.

The region is already profiting today

Berlin-Brandenburg is on its way to becoming the third most important location for the German aerospace industry. Around 18,000 people work at Berlin Airports alone. The region is home to Deutsche Lufthansa AG, MTU Aero Engines GmbH, Rolls-Royce Deutschland Ltd. & Co. KG, and roughly 60 medium-sized companies in the sector. When it comes to education, there are 15 technical colleges and institutes focusing on areas that are relevant to the aerospace industry.

The heart of the Berlin-Brandenburg aerospace region will be the new BBI Airport at Schoenefeld, in south-east Berlin. A large number of firms in the sector are settling in the area around Schoenefeld – and new companies and jobs are helping to boost the region's economy. In the Berlin-Brandenburg region surrounding the German capital, aerospace has become a key industry with outstanding prospects.

Components for SMEs

The construction of the airport has been a huge success for the local economy, even before the opening of the new Capital Airport BBI. So far, more than 300 companies from the Berlin-Brandenburg region have been able to secure contracts for BBI as a result of tender notifications. In terms of value, almost two-thirds of all contracts have gone to regional companies. In December 2009, the €1 billion mark was passed for contracts awarded to regional companies. By mid 2010, around €1.98 billion worth of contracts were awarded.

Berlin Airports awards the contracts for BBI planning and construction services in several larger lots so as to keep interface losses to a minimum. In addition, hundreds of smaller lots will be offered on selected special subjects. A concept has been developed in cooperation with the IHK Cottbus where companies and bidding consortia from the Berlin-Brandenburg region can register in a bidder's directory at the Chamber of Commerce (www.abstbrandenburg.de). This enables the local construction industry to obtain information on the current contracting and construction situation at the airport. Employees at airportworld bbi, Berlin Airports' visitor and exhibition centre, are available to answer questions relating to corporate matters on tel. +49 30 6091-2070.

Transparency International

Whilst planning and constructing the BBI, Berlin Airports is preventing corruption by means of independent, external monitoring. Flughafen Berlin-Schoenefeld GmbH (FBS) and the independent organisation Transparency International Deutschland e.V. have drawn up a joint integrity agreement to prevent corruption and illegal arrangements whilst expanding Schoenefeld

Airport into Berlin Brandenburg International Airport BBI. The integrity agreement immediately becomes an inherent part of the awarding procedure for choosing suppliers, construction companies, planning, engineering and advisory firms. It is valid for the entire duration of the contracts.

Environment

Green airport

Concentrating all Berlin air traffic at a single location offers ecological benefits over the current airport system – which is fragmented due to the historical division of Berlin – in terms of reducing land use and disturbances from noise and traffic. To counter the expansion of Schoenefeld Airport, the first step was to close Tempelhof Airport on 30 October 2008. Tegel Airport will be closed in 2012 when BBI opens. By relocating air traffic to the outskirts, hundreds of thousands of residents in Berlin and Brandenburg will no longer have to live with aircraft noise. The residents of Schoenefeld will be protected to a large extent by the conditions imposed by the planning permission decision.

Various measures to protect the environment and nature have been implemented: ranging from landscape and water protection to the investigation of prior contamination to the waste concept. Economic operating and maintenance costs are a pivotal element in the planning for BBI. The development engineers place a high value on ensuring that the individual buildings and structures achieve optimum energy consumption levels. In addition to the use of highly innovative heat recycling systems, the planning concept is also exploring the integration of regenerative energy systems – e.g. geothermal systems or the use of rainwater for cooling.

The closure of the existing airports and the building of the new energy efficient Berlin Brandenburg International Airport together with power generation conversion enable CO² emissions from supplying the infrastructure to be cut by 48 per cent: from 74,600 tons a year (2007) to 38,700 tons a year.

Ecological monitoring of construction

Ecological monitoring of construction minimises the ecological damage and toll on nature caused by construction work. This includes e.g. protecting trees and relocating amphibians and bats. Several thousand amphibians were relocated to newly built replacement waters by ecologists, including garlic toads, common toads, moor frogs and other species of frog found in

the ponds on the BBI construction site. Ecological monitoring of construction relates to the entire construction site plus infrastructure measures to be carried out off site: e.g. road and rail connections and relocating lines.

Compensatory measures

Berlin Airports is implementing a whole host of compensatory measures within the scope of expanding Schoenefeld Airport. These measures encompass the entire airport. For example, planting new trees for every tree felled, creating a replacement for every sealed area. In addition, biotope monitoring prevents disruptions to the area surrounding the airport during construction.

Compensation potential of the Zülowniederung

The largest single project of the compensatory measures is the ecological upgrading of the Zülowniederung. The area is located in the south of Berlin between Mittenwalde, Dabendorf and Groß Machnow/Rangsdorf and consists of about 2,600 hectares of open lowlands. Berlin Airports entered into a cooperation with the Verein für Landschaftspflege und Umweltschutz Teltow-Fläming e.V. (VLU TF) in 2003. The object is to upgrade the open lowlands, which are shaped by agriculture, and design the landscape in a more varied manner by means of smaller divisions of land use and an emphasis on existing structures. The compensatory measures should improve the living conditions for flora and fauna and therefore increase the quality of the Zülowniederung. As part of an International Work Camp and with the support of Berlin Airports, youngsters work voluntarily for three weeks every summer in Rangsdorf's natural landscape. The fifth project of this kind took place in 2009. So far, "Zülow carers" from 23 nations have taken part. A decision is expected to be reached in 2010 regarding planning permission for the complex compensatory measures in the Zülowniederung, so that preparations for implementation can begin.

BBI's drinking water and wastewater concept

A large part of the supply and waste disposal infrastructure on the BBI site was completed in 2009 in line with the latest environmental standards. In

2010, the networks will be finalised and completed. The first drinking water line for BBI has been in place since October and can supply an average consumption of 2,000 cubic metres of drinking water per day – i.e. enough for a small city with 21,000 inhabitants. A sophisticated management system ensures that all wastewater is treated according to pollution level. While BBI's wastewater is piped into the wastewater treatment plant Waßmannsdorf run by Berliner Wasserbetriebe, rainwater undergoes differentiated treatment. When the weather is mild, this water from roofs, roads and runways is either drained away locally, if it's clean, or cleaned in modern retention ground filters at the airport. It then flows into Glasowbach, i.e. into the Selchow flood ditch and thus remains in the region.

Surrounding area

BBI – a good neighbour

No infrastructural measure will change Berlin and Brandenburg as much as the expansion of Schoenefeld Airport into BBI. The new airport will be the biggest place of employment and international traffic hub in the capital region. But at the same time, this is bound to have an impact on the surrounding area. That's why it is even more important for Berlin Airports to be a good neighbour to the people in the areas surrounding the airport. Berlin Airports faces up to its responsibilities to the surrounding area.

A forum for dialogue

Berlin Brandenburg Airport's dialogue forum promotes open and transparent communication between local authorities and administrative districts as well as Berlin Airports and its shareholders, and accompanies the construction of Berlin Brandenburg International Airport (BBI). The main aim of the forum is to resolve conflicts voluntarily, taking into account the interests of all concerned. The results achieved so far – the structural concept for developing the area surrounding BBI, the establishment of a dialogue forum for which regional responsibility is taken and integrated working groups – form the basis for this cooperation. The aim of the dialogue forum is to help all parties establish a good and practical working relationship, despite their differences, and further strengthen the good neighbourly relations between the surrounding area and Berlin Airports. More information can be found at www.dialogforum-bbi.de.

Noise protection for airport residents

Parallel to building the Capital Airport BBI, Berlin Airports is implementing a noise protection programme for the residents of BBI Airport. Owners whose residential building/property lies within the protection zone of BBI Airport are entitled to implement/claim for protection measures. These are carried out not only for establishments that are particularly worthy of protection, such as kindergartens, schools, nursing homes and hospitals, but also for private households. A total of €140 million have been set aside to implement the BBI noise protection programme in the coming years.

In 2009, Berlin Airports began implementing the noise protection programme for private households on a large scale. A total of around 25,500 households are to be equipped with noise protection. Around half of all airport neighbours who are entitled to noise protection have already made an informal request. Ultimately, residents can submit an application for noise protection up to five years after BBI opens.

The planning supplement decision "Noise Protection at BBI" was presented in October 2009. This contained the new decision reached by the planning office at the Ministry for Infrastructure of the State of Brandenburg regarding night flights and passive noise protection for residents at the future BBI Airport. The reason behind this was that the federal administrative court had given its approval on 16 March 2006 for Schoenefeld Airport to be extended to become the new BBI Airport and had stipulated several improvements to the noise protection plan. Berlin Airports will inform all residents of the changes resulting from the planning supplement decision "Noise Protection at BBI", which is now available, and continue to work hard on implementing the noise protection programme as quickly as possible.

Construction site marketing

We build, you watch!

An area the size of 2,000 football pitches, rolling excavators, thousands of builders – the BBI construction site is currently the biggest and most exciting construction site in the capital region. Running under the motto “We build, you watch”, Berlin Airports is presenting the construction site to all those who are interested. Progress on the construction site can also be monitored from home – via a webcam and the construction site diary. More information is available at www.berlin-airport.de.

The construction site experience and the airport experience

In order to follow the progress being made on the construction site at first hand, Berlin Airports is offering guided bus tours across the construction site. Aviation fans can go on a guided tour behind the scenes of the existing Schoenefeld Airport. All tours can be booked Monday to Friday from 9 a.m. until 3 p.m. on +49 30 6091-2250 or directly online at www.berlin-airport.de.

BBI Infotower

The 32-metre-high tower offers a fantastic view of the airport construction site. Additional information on the Capital Airport BBI is provided in the Info Pavilion at the foot of the tower. Opening times: daily, no reservation necessary, from 10 a.m. until 4 p.m. in winter and from 10 a.m. until 6 p.m. in summer.

A day at the airport

During the summer holiday promotion “A day at the airport”, children can learn not only how an airport works, but also how a new airport is built. Reservations for summer 2010 can be made Monday to Friday from 9 a.m. until 3 p.m. by calling +49 30 6091-2257.

airportworld bbi

Visitors, business partners and neighbours of Berlin Airports will find a wide range of information and entertainment at airportworld bbi: films and lectures on aviation in Berlin and Brandenburg, the visitor service of Berlin

Airports, sound information and advice on the expansion of Schoenefeld Airport as well as current vacancies. Opening times: Monday to Friday from 10 a.m. until 6 p.m. **airportworld bbi**, visitor centre Berlin Airports, Schoenefeld Airport, D-12521 Berlin, Tel. +49 30 6091-2070, Fax +49 30 6091-2071

Facts & Figures

BBI in brief

- In the course of expansion into BBI, Schoenefeld Airport will be extended by an area measuring 970 hectares. In total, the new airport will cover 1,470 hectares, equivalent to 2,000 football pitches.
- Midfield Airport BBI: The terminal building of BBI will be situated between two parallel runways which, as a result of the distance of 1,900 metres between them, can be operated separately. The terminal, gate positions and parking spaces are also located compactly between the runways. A large portion of the ground noise thus remains inside the airport fence.
- The midfield terminal will have six floors and the initial version will have enough space to handle up to 27 million passengers.
- The northern runway of Schoenefeld Airport has already been closed and removed.
- BBI northern runway: The current southern runway of Schoenefeld Airport will be extended from 3,000 to 3,600 metres and become the BBI northern runway.
- BBI southern runway: Construction of a new runway with a length of 4,000 m and a width of 60 metres. The runway is 130 cm high and consists of various layers: 40 cm of concrete, a 25 cm hydraulically bound base course, 15 cm cement stabilisation (mixture of cement and deposited sand) and 50 cm cement surfacing (mixture of cement and soil).
- Taxiways: A flexible taxiway system will assure high performance at BBI Airport.
- Expansion modules: BBI can be expanded gradually in modules for up to 45 million passengers.
- According to current plans, the initial version of the terminal will have 16 jetways on the main pier and a further nine jetways on the

south pier. Aircraft at the north pier can be reached via walk boarding positions.

- BBI will have 85 aircraft parking stands.
- Passengers at BBI will find everything ranging from domestic and European to intercontinental flights under one roof in the central terminal (“one roof concept”).
- Parking: Ample parking spaces will be provided adjacent to the terminal.

Description of the BBI Terminal

Architects

pg bbi: Planungsgemeinschaft Flughafen Berlin Brandenburg International consisting of:

J. S. K. International Architekten und Ingenieure GmbH

gmp Generalplanungsgesellschaft mbH

IGK-IGR Ingenieurgesellschaft Kruck mbH (all based in Berlin)

General terminal planning

- More than 140 planning offices from the areas of architecture, structural framework planning and building services engineering as well as other specialised planners are involved in working on the terminal.

Total area of terminal and piers

- Gross floor space: 280,000 m²
- Roof area: 49,000 m²
- Access road approx. 550 m long

Terminal

- Length: 220 m
- Width: 180 m
- Height: 32 m
- 33,000 m² of glass facades
- 160,000 m³ of concrete

- 35,000 tons of reinforcing steel
- 9,000 tons of construction steel for steel structures

Main pier

- Length: 715 m
- According to current plans, initially 16 jetways

North pier

- Length: 350 m
- 12 walk boarding positions

South pier

- Length: 350 m
- Nine jetways

Pavilions

- From April 2013, for additional security screening lines
- Right and left of the terminal
- Length: 87.5 metres
- Width: 37.5 metres
- Height: 11.2 metres

Terminal levels

- Level U2 – railway, machinery, supply and disposal area
- Level U1 – feeder level from the railway station to the terminal and Airport City
- Level E0 – arrivals, incl. baggage reclaim and access road
- Level EOZ – intermediate floor for separating passengers according to the Air Security Act
- Level E1 – access road, departures, check-in, security checkpoints, retail, cafes/restaurants and waiting rooms
- Level E2 – waiting rooms, lounges, offices
- Level E3 – lounges
- Level E4 – visitor terrace

Terminal facilities:

- Eight check-in islands with 104 desks in all; ten check-in islands with a total of 132 desks as of April 2013, frequent use of check-in machines
- 32 modified security screening lines on opening with a peak capacity of 4,500 passengers per hour; 36 newly configured security screening lines with liquid detection and prior boarding card checks with a peak capacity of 5,500 passengers per hour as of April 2013
- Baggage reclaim hall with eight baggage reclaim carousels

Baggage sorting hall

- Gross floor space: 20,000 m²
- Baggage conveying equipment: 10 km
- Connected to check-in desks, incl. two for special items of luggage
- Luggage reclaim at eight reclaim carousels
- Storage capacity for around 1,350 items of luggage
- Two sorters, each able to sort 5,000 items of luggage/h or a max. of 15,000 items of luggage/h in tandem
- Average time from check in to the sorting carousel is 3–4 minutes

Capacity

- Initial capacity 2012: up to 27 million passengers
- Maximum extension: the capacity of BBI can be gradually increased to up to 360,000 flight movements, i.e. up to 45 million passengers, to meet market developments

Technical equipment

- 50,000 sprinkler heads
- 10,000 fire detectors
- 177 km of piping
- 210,000 m² of sheet metal channels for ventilation equipment

- 170 central ventilation and air-conditioning controllers
- Four power stations
- 34 transformers
- 1,000 subdistributors
- 2,400 km of high-voltage cable and lines
- 60,000 lights
- 68 elevators
- 28 escalators
- 16 walkways
- 1,300 sanitary installations
- 10,000 speakers

Status quo on construction work

Terminal

The BBI Terminal is the centrepiece of the new airport. On 7 May 2010, an important milestone was reached on Europe's biggest airport construction site with the topping-out ceremony. Structural work on the BBI Terminal is complete. The next step is to work on finishing the interior. In July 2008, the go-ahead was given to start work on constructing the BBI Terminal. Up to 900 construction workers and over 30 tower cranes were employed on the terminal building site. A total of 156,000 cubic metres of concrete and over 30,000 tons of steel were used to build the 220-metre-long, 180-metre-wide and 32-metre-high terminal. In late August 2009, work was able to start on the steel construction for the terminal hall roof. The total weight of the steel components required for the terminal roof is around 10,000 tons, with the heaviest single component weighing 123 tons.

Railway station

In June 2010, right on time for the arranged completion date, Berlin Airports handed over the western section of the railway tunnel, which is the final section of the underground BBI railway systems, to DB Netz AG. Deutsche Bahn has already started with the interior work and the installation of the technical equipment. The three platforms in the station have been built and three kilometres of tracks have been laid.

Aircraft operation areas

Concrete work on the new 4,000-metre-long runway, aprons and taxiway systems is in full swing. Over 1.3 million square metres of concrete indicate where aircraft will eventually take off, land and park.

DFS airport tower

In November 2009, the topping-out ceremony was held for the new control tower of Deutsche Flugsicherung GmbH at the future BBI Airport. At 72 metres high, the BBI Tower will be the second highest tower in Germany. According to current forecasts, 250,000 aircraft a year, on average 700 a day, will receive permission from the tower to take off and land.

Fire station

In June 2010, structural work was completed on Fire Station West, which will not only house the control centre of the airport fire department, but also the airport control centre, the emergency services control centre, the security control centre and the technical control centre. Structural work on Fire Station East was also completed in June 2010. The station contains three vehicle halls with 14 parking spaces for emergency vehicles and besides offering firefighting services for aircraft, primarily works to prevent fires at the terminal.

Technical maintenance

Structural work on the technical maintenance building was completed in June 2010. The building will provide administrative departments for technical facility management, aviation and information and communication technology and contain workshops and the main data processing centre for the new airport.

Water supply and disposal

A large part of the supply and disposal infrastructure on the BBI site was completed in 2009 in line with the latest environmental standards. In 2010, the networks will be finalised and completed. The first drinking water line for BBI has been in place since October 2009 and can supply an average consumption of 2,000 cubic metre of drinking water per day – i.e. enough for a small city with 21,000 inhabitants.

Power

In June 2010, test runs started on the new BBI power stations. These state-of-the-art buildings and facilities will supply the airport with heating, cooling and power from a combined heat and power unit (CHP) as well as emergency power.

The road to BBI

- 1996 Decision by the partners Berlin, Brandenburg and the federal government: BBI, the international airport for Berlin and Brandenburg, will be built in Schoenefeld. Tegel and Tempelhof will then be closed
- 1999 Application for permit: Flughafen Berlin-Schoenefeld GmbH (FBS) submits the planning permission application after only two-and-a-half years
- 1999 Agreement on resettlement: Signing of the contracts for socially-tolerable resettlement of Diepensee and partial resettlement of Selchow
- 2000 Citizen participation 1: Presentation of the planning documents in the neighbouring communities of Schoenefeld Airport
- 2001 Citizen participation 2: Hearing of private objections and so-called public bodies (authorities, associations, clubs, churches, etc.)
- 2003 Beginning of the measures for the commencement of construction (resettlement, archaeological investigations)
- 2004 Permit: After extensive examinations and considerations, the authorities decide in August on the BBI airport project (planning permission decision)
- 2004/2005 Conclusion of the resettlements: Prior to commencing BBI construction work, the "resettlers" from Diepensee and Selchow move into their new houses and apartments in Königs Wusterhausen, Selchow and Groß Ziethen. Continuation of the preparatory measures for construction (construction site clearing, drainage for the water used in construction, etc.)
- 16.03.2006 The Federal Administrative Court gives the green light for the expansion of Schoenefeld Airport into the new Capital Airport Berlin Brandenburg International BBI.
- 2006 Set up of the construction site: Building of the construction roads, the central concrete mixing plant, the construction site areas, beginning of the relocation of lines, request for tenders for the initial construction work, preparatory work for the runway connections to the northern BBI runway
- 2007 Beginning of construction of the railway tunnel and the subterranean railway station, beginning of construction for the utility supply lines and waste disposal, beginning of construction of the northern and southern taxiway system, beginning of construction of road connections, closure of the current northern runway
- 2008 Demolition of the old northern runway and closure of the gap in the new A113. Completion of GAT. Beginning of construction of the terminal and operational roads, beginning of construction of the new southern runway and aprons. Closure of Tempelhof Airport

- 2009 Completion of structural work and beginning of structural expansion, facade, roof for the BBI Terminal. Completion of structural work for the railway station and handing over to Deutsche Bahn, beginning of construction of the main terminal ring road. 1,000 days of construction, extensive work on supply and disposal, topping-out ceremony DFS tower; BBI naming ceremony
- 2010 Handover of bagging sorting hall, completion of BBI gas network, completion of structural work on the terminal, topping-out ceremony in May, letting of 23 food outlets, handover of underground BBI railway systems, start of test run in BBI power stations

Outlook

- BBI trial runs: Prior to the opening of BBI, all processes will be tested intensively during a six-month test run: baggage carousels will be warmed up, check-in desks manned for testing purposes, security checkpoints tested and all imaginable scenarios simulated.
- Berlin's biggest relocation project: On 2 June 2012, the spectacular move will take place. Two will become one: the airports Tegel and Schoenefeld will close in the evening and all portable equipment, machines and installations will be moved to the new Capital Airport BBI overnight, where the first scheduled flight will take off on the morning of 3 June 2012.
- New name: On opening, the new Capital Airport will be called Berlin Brandenburg Airport. The new name is being introduced to market the airport internationally. The new airport will also have the byname "Willy Brandt".

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