Term Paper:
THE EXPANSION OF BERLIN-BRANDENBURG INTERNATIONAL AIRPORT

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INTRODUCTION

The city of Berlin, Germany, has, for the most part, been serviced by three major airport facilities at Tempelhof, Tegel, and Schoenefeld. As air traffic has increased over the past years, these three facilities together are not enough to service the projected air traffic volume in the upcoming future. Tempelhof and Tegel are both located in the midst of urban areas, making it impossible for any sort of expansion. Instead, the logical choice that has been identified is to expand Schoenefeld Airport, which is located in the southeast part of Berlin. Figure 1 below shows the relative spatial locations of the three airports in Berlin.

![Legend: Airport in operation](image)

Figure 1: Berlin Airports, 1909-Present

Note that Schoenefeld Airport is shown on the map as SXF; also, RAF Gatow and Johannisthal Air Field represent smaller airfields that are not explored in this analysis.

This paper will explore the circumstances around the construction of the new Berlin airport, Berlin Brandenburg International (BBI). First it will look at a historical background of each of the three main airports in Berlin. Then it will explore the need for a new airport, given
Finally, it will investigate and demonstrate the setup and construction of BBI, or at least where the project stands today. It will also look at all of the setbacks and barriers that have affected the project, and what issues may still arise.

**BACKGROUND**

It is interesting to take a brief look at the history of each of the three object airports, particularly at how they have been affected by major historical occurrences such as the Cold War Era and the fall of the Berlin Wall.

**Tegel Airport**

Berlin Tegel Airport (TXL) is located in Tegel, a small suburb about eight kilometers north of the city of Berlin. It is officially titled “Berlin Tegel Otto Lilienthal Airport,” the namesake of a famous 19th-century German aviator who was known for his gliding flights. The city’s connection to airborne vehicles was originally conceived when Count Zeppelin landed his airship in Tegel in 1909. Rocket research conducted at the site in the 1930s was another precursor to the modern-day airport.

Finding themselves unable to transport goods via road or railway during the Berlin Blockade of 1948, the Western Allies began an organized effort called the Berlin Airlift to import supplies to the people of West Berlin. The Allies supplied a number of sites in Berlin; one of these, the former rocket-testing site mentioned earlier, eventually became the Tegel Airport. At the time, the 2428-meter-long runway was the longest in Europe.

The first regular commercial operations at Tegel began on January 2, 1960, when Air France decided to move its operations from Tempelhof. The superior length of Tegel’s runway made it possible for early jets like the Boeing 707 to land and takeoff. Pan Am had a similar finding in 1964, when it began a service from New York’s JFK Airport with Boeing 707s and Douglas DC-8s.

The late 1960s saw a number of inclusive tour companies make the move from Tempelhof (which was crowded) to Tegel (which was underutilized at the time). With this increased traffic came the need for better handling facilities, which in turn drew more traffic
from small airlines. Over time, a great number of companies began offering flights to and from Tegel, such as British Airways and Pan Am Express. By 1974, 22 different airlines were operating in Tegel Airport. The hexagonal terminal building which still stands today, shown below in Figure 2, was originally installed on November 1, 1974. Since September 1975, Tegel has been the main airport (in terms of passengers) in West Berlin, when it overtook that honor from Tempelhof.

![Tegel Airport from Above](image)

Figure 2: Tegel Airport from Above

After Germany was reunified in October 1990, major airlines such as Lufthansa and American Airlines quickly entered (or reentered) the market with flights to and from Tegel Airport. With the help of these large airlines and corresponding large traffic flows, Tegel has retained its title of busiest airport in Berlin. In 1991, the airport saw 6.7 million passengers; by 2008, this number had more than doubled to 14.5 million passengers.

**Tempelhof Airport**

Another major source of airborne transportation for Berlin, Tempelhof differs from Tegel in that it has already been shut down. There are many parallels, however. In 1909,
Tempelhof was also introduced to flying machines, as Frenchman Armand Zipfel and Orville Wright both made presentations that year. In October 1923, Tempelhof was officially declared to be an airport; Lufthansa was founded there just three years later. An enormous terminal building was constructed between 1936 and 1941, described as “the mother of all airports” by British architect Norman Foster. Designed to be the headquarters for Lufthansa, the terminal formed an enormous 1.2-kilometer-long quadrant; unfortunately, because of World War II, construction was never finished.

By the time of World War II, Tempelhof was already well-established as an airport. Like Tegel, Tempelhof was another site served by the Berlin Airlift, and it was the beneficiary of two new 6000-foot runways built by American engineers. Immediately after the war, Tempelhof received commercial airline business from the likes of Air France and Pan Am. Other supplemental carriers began regular services to Tempelhof, carrying English and American troops and their families to Berlin.

But by 1971, commercial air traffic had reached its height at Tempelhof at 5.5 million passengers (with the biggest contribution from Pan Am, 3.5 million passengers); by this time, Air France had already shifted its operations to Tegel. The oil crisis of 1973 led to highly increased fares, causing demand to drop significantly. After Pan Am and British Airways moved to Tegel as well, Tempelhof became mainly a US military airfield. Even after the fall of the Berlin Wall, traffic was mostly restricted to small commuter aircraft.

In 1996, city planners unveiled the idea to concentrate Berlin’s air traffic in one central airport. In order to protect the new airport, it was decided that Tempelhof and Tegel should both be shut down. The German courts made a final decision in December 2007 to close Tempelhof first. October 30, 2008 saw the last aircraft taking off from Tempelhof; Figure 3 shows the desolate airport during its last few days in October 2008.
Schoenefeld Airport

Whereas Tegel and Tempelhof served what was known as West Berlin, Schoenefeld (SXF) is the only airport that has served East Berlin. It was originally constructed to service the nearby Henschel aircraft manufacturing plant, which produced over 14,000 aircraft for World War II. Soviet air operations, which were previously held at Johannisthal Air Field, were all moved over to Schoenefeld. The Soviet occupants eventually allowed the construction of a civilian airport in 1947.

Throughout the Cold War period, German carriers were not allowed to conduct any air transport to or from Berlin; but because Schoenefeld is technically located just outside of the city boundaries, German airlines like Lufthansa used this loophole to operate out of Schoenefeld, rather than Tegel or Tempelhof.

After Berlin was reunified in 1990 and all air traffic was allowed at each of the three main airports, it seemed like a logical idea to consolidate them into one single airport with superior capacity. Schoenefeld, located away from the city center, has less noise pollution and much more room to expand than both Tegel and Tempelhof, and it was chosen to remain open. The Schoenefeld site will be used and expanded in the future for the combined airport, BBI.
(During the expansion, its size will be increased from 970 hectares to a new total area of 1470 hectares.) The somewhat antiquated terminal building of the current Schoenefeld airport is shown below in Figure 4.

Figure 4: Schoenefeld Terminal Building

As mentioned, Tempelhof has already been shut down; there are no plans to close Tegel until the new airport is up and running.

**Necessity for a New Airport**

The most pressing reason for the new airport is to relieve the traffic at the three existing ones. As of 2007, a total 20 million passengers used those three airports. Tegel is particularly taxed: its planned capacity of 9.5 million passengers was far surpassed by the 14.5 million that passed through it in 2008. And, as mentioned, both Tegel and Tempelhof are located within the city limits of Berlin, making it nearly impossible to expand further.

A new Berlin airport must have at least the 20 million passenger capacity, plus a significantly large margin to allow for future traffic. The first phase of BBI, planned to open at the end of 2011, is projected to be able to facilitate the flow of at least 30 million passengers each year. (A more conservative estimate puts the capacity at 22 million passengers, still higher than the current capacity of all three Berlin airports.) Furthermore, the plans call for future
development in the form of additional modules, bringing the total capacity to 50 million passengers per year after all expansions are completed.

Some recent data (from October 2009) demonstrates the increasing demand of the Berlin airports. In the month of October, roughly 2 million passengers passed through Berlin airports, with 1.3 million recorded at Tegel and 670,000 passengers at Schoenefeld. Compared to the same time period in 2008, this represents a 1.6% increase. Since the beginning of this year, 17.7 million passengers have passed through both airports; overall, the projection for 2009 is around 21 million passengers.

Not only is Berlin expected to benefit from the prestige of a new airport, but the Berlin City Council has identified it as a project that should increase the number of jobs. Currently, the Schoenefeld airport employs roughly 33,600 people, a figure expected to rise to 73,000 by a year after its opening in 2012. It has also been suggested that the new airport may help the education sector of the aerospace industry in Germany, since 15 technical colleges in the Brandenburg area focus on aerospace-related studies.

**BBI CONSTRUCTION**

Residents of Berlin, and Germans in general, are looking forward to the construction of the new airport facility with a sense of pride. Berlin’s mayor in 2006, Klaus Wowereit, declared that this was “the German capital’s most important project,” while Brandenburg’s Minister President, Matthias Platzeck, stated “Our future is being built here.” The size of the project is not on a small scale either; the construction of BBI has been termed by many to be the entire continent’s biggest airport project.

Although it has been an idea for a long time to combine Berlin’s three major airports, construction on Berlin Brandenburg International has only recently begun. It is interesting to look at particular airport features of BBI, as well as to see how the construction has matched up to its proposed schedule.
Airport Features

Although the new airport is being built at the Schoenefeld site, very little will remain of the original airport. In fact, only the southern runway will be retained (and will become the northern runway of the new facility). The original model of the airport and the surrounding region is shown below in Figure 5. Each boxed number shown in Figure 5 represents a particular salient feature of the Berlin Brandenburg International, as pointed out by the new airport’s website.

Figure 5: Plan View of Proposed BBI

Number 1 indicates the location of the old Schoenefeld airport, located just north of where the new facility will be. Numbers 2 and 3 both highlight the location of the runways, which will be slightly offset and whose lateral separation allows for simultaneous operations on each runway. The 1900 meters of separation between the runways gives the option of independent operations. Number 4 refers to the flexible apron system, allowing planes to quickly enter or exit the runway upon taking off or landing, respectively. Number 5 is not shown on the diagram (perhaps it is akin to the number 13 in the US). The runways, taxiways, and
gates will be capable of facilitating the largest jets in circulation today, including the Airbus A380.

Number 6 is identified to show that the terminal buildings are located in between the two runways, a conventional midfield terminal setup. With the terminal, parking places, and gates located between the runways, this setup saves space and allows for future, unforeseen expansion. Furthermore, noise coming from the terminal and surrounding areas is confined to the airport (as it has to travel far to reach outside the airport’s perimeter). Number 7 points to the sets of extendable modules previously mentioned; as can be seen, modules can be added towards the west to gradually increase the airport’s capacity. The pier will have the ability to be extended up to 740 meters long; two more satellite terminals can be added to the midfield area; and more apron areas can be opened.

Numbers 8, 9, and 10 demonstrate the ease of how passengers can enter and exit the airport. Number 8 is a large parking area bordering the terminal, giving a short distance for passengers to walk. Number 9 indicates the direct freeway access, since BBI will have its own direct connection the outer freeway ring, leading into Berlin. The access road leading up to the terminal building is approximately 550 meters long. Number 10 shows how Berliners without cars can access the airport: BBI is scheduled to have its own train station. Three platforms will be located directly beneath the terminal (again, meaning easy access); estimates put the time from terminal to Berlin’s center at roughly 20 minutes. Figure 6 shows a Deutsche Bahn sketch of proposed connections to the new airport.

![Figure 6: Motorway and railway connections](image-url)
BBI planners would like at least 50% of the airport’s passengers to use public transportation to access the airport.

The terminal, designed by a conglomerate of three German architectural firms based in Berlin, will have a total area of 220,000 m², with seven levels. The roof area on the terminal building is an impressive 49000 m². Table 1 below chronicles the function of each of the levels.

Table 1: Terminal Building Levels

<table>
<thead>
<tr>
<th>Level</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>U1</td>
<td>Underground – railway infrastructure</td>
</tr>
<tr>
<td>U2</td>
<td>Underground – railway infrastructure</td>
</tr>
<tr>
<td>E0</td>
<td>Arrivals and baggage claim</td>
</tr>
<tr>
<td>E1</td>
<td>Departures, check-in, security, retail</td>
</tr>
<tr>
<td>E2</td>
<td>Waiting rooms, offices</td>
</tr>
<tr>
<td>E3</td>
<td>Lounges</td>
</tr>
<tr>
<td>E4</td>
<td>Passenger terrace</td>
</tr>
</tbody>
</table>

The following laundry list of statistics gives a good sense of some other airport particulars. The baggage claim hall itself will be about 20,000 square meters with eight carousels; altogether, the conveying equipment has a “length” of 9500 meters. Forty (40) security monitoring points will be installed for checking pre-registered flyers (i.e. those with internet passes). Four check-in islands with 80 desks, and more than 200 self-service machines, will be located throughout the terminal. As the plan dictates, there will be 2,058 rooms, and the whole terminal will be composed of 33,000 m² of glass paneling. 325,000 tonnes of reinforcing steel and 9000 tonnes of building steel help hold up the terminal. Figure 7 below shows a cross-sectional view of the terminal building.

![Image](Image courtesy of gmp Architekten, JSK International)

Figure 7: Terminal Building Cross Section
Figure 8 shows an artist’s rendition of the terminal as seen from the curbside; note the extensive use of glass paneling.

Figure 8: BBI Terminal Vision

In a more general sense, the new airport is slated to have a large airport center, with numerous hotels, cafes, bars, restaurants, and conference center facilities. The site’s proximity to downtown Berlin gives the city the distinction of the European capital with the shortest distance to an international airport.

Construction Progress

After all of the bureaucratic maneuverings, work finally began on September 5, 2006. (The preparation for the construction, including ground clearing around the runway and terminal areas, commenced and was completed from 2004 to 2005.) One of the first construction issues addressed was how to import all the construction materials. The plans called for 3.4 million tonnes of concrete (let alone other materials), a significant amount to be transported to a work site. Instead, a brand-new concrete plant was built in the middle of BBI’s construction site. The concrete facility, one of the most modern in Europe, is serviced by its own freight-train link, making it cheaper to import material than via truck. Also, it is less inconvenient to nearby residents, who do not have to deal with the noise or traffic due to constant truck shipments of concrete.
In 2007, the underground tunnel system for the train was begun. In April 2007, the first section of the western rail link was finally completed; this link is 90 meters long and 23.8 meters wide, composed of concrete. Although just a tiny portion of the underground track, it was still crucial to get this finished on time, as many other components of the construction were waiting upon its completion. More general work on the six-platform railway station itself was continued in July. The underground station, roughly 405 meters long, will be below the terminal, meaning that numerous structural members were painstakingly added during this portion of construction.

An interesting “feature” of the airport is the so-called Infotower. Receiving so much interest from German citizens and international visitors, architects planned a large, opulent information center called the Infotower, a large exhibition that opened in mid 2007. The CEO of Berlin Airports, Dr. Rainer Schwarz, announced, “We want to communicate this exciting information to an international audience, while at the same time heightening interest in the region around Germany’s capital city. The centerpiece of our construction marketing will be the 32-meter high BBI Infotower.” This observation platform also includes two large (60 m²) observation platforms, one inside and the other outside. It also has space for periodic exhibitors, restaurants, and other offices. The architectural masterpiece is shown below (as an artist’s rendering) in Figure 9.

![Figure 9: BBI’s Infotower](image-url)
The tower’s shape, as shown, is based on a basic triangular form, but it twists as it rises. During the day, the “membrane” of the building appears in shades of blue and white; after sunset, colorful LEDs make the tower appear as a column of light.

By May 2008, another important addition had begun: motorway access. 700 meters of the airport motorway were added, finally allowing passengers to simply leave the highway and drive right up to the terminal building. The driving time from Berlin’s city center to Schoenefeld was reduced to 25 minutes (in comparison to the estimate of 20 minutes for a passenger on the train system).

In July 2008, the terminal itself began construction. The passenger terminal, slated to be 6-stories tall, has dimensions of 220 (length) by 180 (width) and 32 meters (height). The main pier, which will have 15 parking spaces, is to be 715 meters long. Two additional piers, one on the north and the other on the south, are both 350 meters long, with the southern pier equipped for 10 jet spaces. The U-shaped terminal building, which should hold roughly 25 million passengers, is shown below in a picture taken in June 2003; clearly, it is still in the midst of construction.

![Figure 10: BBI Main Terminal Building, June 2003](image)
Midway through 2008, the northern runway at the Schoenefeld Airport was demolished; currently, the southern runway is being expanded an additional 600 meters to 3600 meters in all. A brand new runway is being added to the south of the newly constructed BBI Terminal, which will be 4000 meters in length. Work has also been started on the aprons and taxiways that are adjacent to these runways.

**A Green Airport**

Berlin Airports has been actively marketing the new BBI Airport as a so-called “green” airport. Their first piece of evidence is that combining all three airports will reduce land use, as well as isolate noise and traffic in a single location. The buildings of BBI will have “optimum energy consumption levels.” The planners have looked at cutting-edge heat recycling systems, as well as regenerative energy systems such as using rainwater for cooling.

A number of ecological measures have been taken as well. Planners are very much concerned with the protection of trees in the Schoenefeld site. They sought to save every tree possible by ensuring that their trunks, and even roots, were well protected. For instance, three 200-year-old oak trees were saved by rerouting supply and waste disposal piping further underground. And for every tree that does have to be felled, ecologists on the BBI team have planted another tree. Four terrariums were setup nearby the site, and thousands of amphibians (mostly toads and frogs) were relocated to these habitats by ecologists, who will continue constant monitoring. Even the comfort and habits of bats was taken into account, as extensive research was completed to ensure that the project would not endanger the flying mammal.

Finally, BBI will actively seek to reduce the amount of noise in the area. Each aircraft that takes off and lands will be measured for its noise level. In addition to normal landing fees, charges will also be levied for airplanes with high noise emissions, on a graduated scale. Thus each airline has an incentive to use newer, quieter aircraft. A Noise Hazard Area has been constructed in order to delineate where the threshold decibel values for noise may be exceeded, out of the range of residents’ earshot.
PROJECT ISSUES

Throughout the entire process, a number of things have stood in the way of the construction of the new BBI airport. For instance, the original plans were submitted 9 years ago in 2000, but due to legal issues, expansion was put off. Like any large project, a number of the issues were political, especially with regard to project funding and public assuagement. There have also been a few other types of setbacks thwarting the progress of the BBI expansion as well.

**Original Contract Disputes**

Back in 1999, while bidding was getting underway, the German construction company Hochtief produced the lowest bid. However, after complaints of industrial espionage and viewing of other companies’ bids were unleashed, their bid was thrown out. A second bid was conducted, in which Hochtief was not allowed to take part. Soon afterwards, all of the original charges were dropped, and being exonerated, Hochtief was allowed to take part in the bidding once more.

The bids concluded when Hochtief and another rival German company (IVG Holding) joined forces and produced a joint deal to construct BBI.

**Resident Complaints**

Nearby residents to the Schoenefeld site came forward, resisting the expansion of the airport. They cited typical complaints such as excessive noise, traffic, etc. Thus, although the official construction permit was awarded in 2003, construction could not begin until a court case about the expansion was held in February 2006. A German administrative court heard the case, which had originated nearly 10 years earlier in 1996. However, challenges from local residents and municipalities were rebuffed, with no appeals allowed, when the case was decided in March 2006. Ultimately, some compensation was given to the residents who were forcibly relocated. Roughly 300 people were displaced from the villages of Dispensee and Selchow and relocated to nearby villages unaffected by the expansion, at a total cost of €115 million paid by the government.
Very early and late flights often cause conflicts between airports and the residents nearby. As a result of complaints, when the airport opens, night flights will be regulated at BBI. Extensive air traffic will be allowed from 5:30 am and on, and anytime before 11:30 pm. There is a buffer for each of these times: for instance, a plane arriving early may land anytime after 5 am, and a delayed flight may arrive before midnight. During off-peak times, from 10 pm – midnight, and 5 am to 6 am, there will be an estimated 77 flight movements. However, no regularly scheduled flights will be scheduled from midnight to 5 am.

Further public outcry was heard when Tempelhof Airport was closed in October 2008 (which itself was two years after the originally set date). In the previous year, Tempelhof had seen only 300,000 passengers, a small number for its corresponding yearly operating cost of $11.2 million. The Tempelhof site was finally closed, however, with the prospect of using it in the future as a park, business center, or economic zone.

Far before the construction began, back in 2003, teams of archaeologists also pored over the Schoenefeld area to see if there were any important discoveries that could be made before the land was indelibly sealed and destroyed by the airport expansion. Figure 11 shows a picture of a young archaeologist hard at work to explore the site.

Figure 11: Archaeological Dig before Construction
Finance

One of the toughest issues to maneuver around was the status of the company that owned the airport. The first owner of the Berlin airports was a company called Flughafen Berlin-Schoenefeld (FBS); it was originally created as a publicly owned operation, with 37% of the shares to the government of the state of Brandenburg, 37% of the shares to the government of the city of Berlin, and the remaining shares (26%) to the federal government of Germany.

There had been a previous reluctance to privatize FBS, until November 2002, when the investment consortium (led by the aforementioned IVG Holding and Hochtief) anted up €290 million to buy all of the shares of FBS. Furthermore, they offered an additional €650 million towards capital, and in case it was necessary to acquire more land for the expansion. The original plan called for a total of €1.7 billion to be invested. The German government proffered all of the costs for the railway and road infrastructure, €496 million and €76 million, respectively.

As a sort of legal guard, the airport concession period is set at 99 years. An independent organization, Transparency International Deutschland, was brought in to oversee any business negotiations made in the future.

Investments

Berlin Airports has been selling the new BBI facility to investors as a place for great economic opportunity. BBI is categorized as a “new generation airport: inexpensive, functional and cosmopolitan with a modern industrial architecture...The urban service center offers investors and users a unique opportunity to invest directly in the heart of the region’s location of the future...Besides its excellent business prospects, the Airport City in the new Capital Airport BBI is characterized by its high-quality location.” Clearly, Berlin Airports is searching hard for prospective investors to buy airport realty space. Figure 12 below demonstrates the location of various-sized plots in the BBI Business Park, which is located on the northeast perimeter of BBI.
The plots highlighted in the picture above are advertised as being perfect for start-up companies, as well as small and medium-sized enterprises. Thus, while Berlin Airports may eventually get all of the investors they need to help cover the cost of the airport, these advertisements and sponsorships still represent an important part of the entire expansion project.

**STILL REMAINING**

A considerable amount of work is still left before the airport is complete. All of the buildings must be constructed, and it is often common for large projects to be delayed for long periods of time. Furthermore, full funding must still be acquired.

**Construction Schedule**

Now that the groundwork for the railroad has been laid, as well as the motorway connected to the main Berlin motorway system, builders need to start addressing the airport terminal building itself. Berlin Airports has planned to complete all the structural work on the
terminal by 2009, and to start working on the structural components for the southern and northern piers.

Meanwhile, Deutsche Bahn, the German railway system and operator, has recently begun expanding the portion of the underground railway station that is not directly below the terminal building. In July 2009, Berlin Airports completed their underground work (roughly 1.3 kilometers of the entire 3.2-kilometer railway station and tunnel) and handed it off to Deutsche Bahn. During 2008, roughly 400 Berlin Airports employees were working on the construction; now, 200 Deutsche Bahn employees will continue, trying to complete the four-track tunnel located under the apron.

In April 2009, the control tower construction began, with its completion scheduled for some time in the fall of 2010. At 72 meters tall, it will be the second largest control tower in Germany. The director of Deutsche Flugsicherung, Ralph Riedle, compliments the cutting-edge elliptical tower, which will be able to handle eleven airport workers: “[There is] enough working positions to handle the growing traffic volume in the future.” The building reportedly cost €35 million. The tower in its beginning stages (in a picture taken in July 2009) is shown in Figure 13 below.

![Figure 13: BBI Control Tower, July 2009](image.jpg)
The structural framework should be completed by November 2009, and the entire building should be ready by September 2010. Actual aerodrome control will begin in late 2011, in time for the airport’s opening.

**Funding**

As always, funding remains a question. Berlin Airports reports that funding is well under control. In May 2009, the European Commission guaranteed a €2.4 billion loan for BBI, with a 100% government loan guarantee. Immediately Berlin Airports signed a €400 million loan with the European Investment Bank, which was soon followed by another €600 million loan agreement. However, that still leaves a remaining sum of €1.4 billion, which will need to be borrowed sometime soon.

Another current concern is the economic “recession” that now seems to be going away. First and foremost, it affects the traffic of passengers. Throughout the first six months of 2009, German airport traffic in general decreased by roughly 8% from the year before; however, airports in Berlin only saw a 4.4% reduction. It will be interesting to see if Berlin can maintain its traffic flow of roughly 20 million passengers over the next few years. As is expected, Berlin Airports is very confident that the recession will not affect BBI.

**Vision**

Overall, this is a very ambitious project with, hopefully, some very grand results. If the Berlin Brandenburg International Airport is opened on schedule (or even slightly after the scheduled date), then Berlin could easily see itself become another European hub, with its impressive new capacity of 40-50 million passengers. Investors who do decide to buy slots at the Schoenefeld site will probably see their investments rewarded.

The project, once completed, will be the very standard of German efficiency and engineering. An artist’s rendering of the airport, a view from the sky above, is shown below in Figure 14.
This facility is both beautiful and well-planned, and its creation should help modernize and bring together a Berlin that was torn apart due to the Cold War. With any luck, this project should give Berliners something to be proud of for decades to come.
WORKS CONSULTED

Sources for Text
(Note: A large portion of the text is written based on updates and press releases from the extremely helpful website of Berliner Flughäfen (Berlin Airports), which is the first source mentioned in the list below.)


Sources for Figures
4. http://upload.wikimedia.org/wikipedia/commons/0/01/Berlin_Schoenefeld_Airport.jpg
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