Berlin-Brandenburg International: A Case Study

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Outline

- Berlin’s three airports
- Necessity for a new airport
- BBI construction
  - Main features
  - Progress to date
- Project hurdles
- Still remaining
- Questions
Berlin’s Three Airports

- Tegel
- Tempelhof
- Schoenefeld

Tegel Airport

- **Beginnings**
  - 1909: Count Zeppelin
  - 1930s: Rocket research
  - 1948: Berlin Airlift

- **1975 – A Good Year**
  - 22 different airlines
  - Becomes main Berlin airport

- **Today**
  - 1991: 6.7 million pax
  - 2008: 14.5 million pax
Tempelhof Airport

- **Beginnings**
  - 1909: Orville Wright
  - 1926: Lufthansa founded
  - 1936: Enormous terminal
  - WWII: Berlin Airlift

- **Decline**
  - 1971: 5.5 million pax
  - Pan Am and British Airways move to Tegel

- **Today**
  - Small commuter aircraft
  - 2008: Closed in October

Schoenefeld Airport

- **Beginnings**
  - 1934: Built to service nearby aircraft factory
  - 1947: Soviets construct civilian airport
  - Until 1990: Only Berlin airport without restriction on German air carriers (Lufthansa)

- **Today**
  - 2008: 6.6 million pax
  - **Room to expand**
Necessity for a New Airport

- **Current lack of capacity**
  - Tegel's planned capacity is 9.5 million (vs. 14.5 million actual)
- **Excessive noise emissions**
- **Job creation**
  - 30,000 more jobs at Schoenebeck
- **Create another European hub**
  - Brandenburg’s minister: “Our future is being built here”

**Solution: Berlin-Brandenburg International**

BBI Features, General

- **Midfield terminal**
  - Independent operations on 3600-m long runways
  - Room for expansion
- **Increased capacity**
  - Can handle A380
  - 25 million pax (at first)
- **Ease of access**
  - Large parking area
  - Direct freeway access
  - Underground train station
BBI Features, Terminal

- 2004: Concrete factory built onsite
- 2006: Underground train station construction begins
- 2007: Infotower
- 2008 – Today: Terminal Construction

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

- Reluctance to close Tempelhof, Tegel Airports
  - Drawn-out court battle
- Contract disputes
- Residents
  - Noise complaints
  - Nighttime flights
  - Relocation
- Environmental concerns
- Financing

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**Still Remaining**

- Funding
  - €1.4 billion still needed
  - Economic recession has reduced Berlin air traffic
- Construction
  - Control tower
  - Terminal
  - Connections
    - Railway
    - Freeway
Questions?