

/Expertise in environmental protection

The environment at Munich Airport

Living ideas – Connecting lives



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/Foreword

from left to right

Thomas Weyer
Vice President and Chief
Financial Officer,
Chief Infrastructure Officer

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President and Chief Executive
Officer, Personnel Industrial
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Dear Reader,

Flughafen München GmbH (FMG) operates a central aviation infrastructure facility, creating the basis for global mobility as part of an international network. We bring people together across borders, and at the same time seek an open, fair and co-operative dialog with all stakeholders.

Operation of a commercial airport automatically results in pollution for the environment and surroundings. The aim and task of Flughafen München GmbH is to minimize this impact on the environment and surrounding nature. This primarily involves aircraft noise, air pollutants, climate protection, water management, waste management as well as natural and wildlife protection. Various environmental teams with specialist knowledge are engaged in meeting these requirements.

The certifications that have taken place annually since 2005 in accordance with the environmental standards ISO 14001 and EMAS (Eco Management and Audit Scheme) ensure that the environmental management system in which all environmental measures are integrated meets all official requirements – and even sometimes goes far beyond statutory requirements and authority regulations.

We welcome your interest in our company and its high level of commitment to environmental protection. Read how the environment department steers measures to reduce pollution, and which methods it uses to monitor environmental requirements and monitor the impact on the environment.

Dr. Michael Kerkloh

Thomas Weyer

/Brief portrait of Munich Airport

Flughafen München GmbH (FMG), which was founded in 1949, runs Munich Airport together with its 14 subsidiaries and associated companies. The shareholders of FMG are the Free State of Bavaria with a 51 percent stake, the Federal Republic of Germany (26 percent) and the state capital Munich (23 percent). The Group employs around 8,000 people. With a total of more than 32,000 employees at over 550 companies, Munich Airport is one of the largest

employers in Bavaria. Since being commissioned at its current location in 1992, Munich Airport developed in the space of a few years into a major hub and is firmly established as one of the ten busiest airports in Europe. Munich Airport now offers connections to 240 destinations throughout the world and recorded almost 40 million passengers in 2014. Munich was named Europe's first 5-star airport in March 2015.

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Proportion of
green spaces
on the grounds of
the Airport



377,000

flight movements

★ ★ ★ ★ ★
5 Star Airport



32,000

employees

39.7 million

passengers



Flight connections



240

destinations
to the whole
world

Cargo
291,000 tonnes of cargo



/Aircraft noise and aircraft noise control

The subject of aircraft noise plays a major role in environmental issues at airports. The aim of the airport operating company is to keep the burden from aircraft noise as low as possible for residents and employees. This is achieved firstly at source, on the aircraft, and secondly through passive noise control in the airport region.

Active noise control

Technical measures

- **Vortex generators prevent unwanted noise**

FMG participates in the »MODAL – Models and data to develop active noise control measures in aviation« (Modelle und Daten zur Entwicklung von aktiven Schallschutzmaßnahmen im Luftverkehr) research project headed by Lufthansa. Here vortex generators are being tested that eliminate unwanted high-pitched sounds during aircraft approach. The measuring stations we have equipped with special technology at the Airport confirm the expected noise reduction. Initial measurements indicate that the noise level during approach at between 17 and 10 kilometers before landing is reduced by up to four decibels.

- **New jet engine architecture cuts noise in half**

The development of very quiet models of aircraft will accelerate due to the deployment of the new turbofan engines. After the premiere of a 100-seat passenger aircraft at the end of 2013, the maiden flight of the A320NEO (NEO: New Engine Option) with this innovative GTF (Geared Turbofan) engine technology took place in September 2014.

Operational measures

- **Continuous Descent Approach (CDA)**

Since 2008 an environmentally friendly approach procedure, the so-called Continuous Descent Approach (CDA), has been operated at Munich Airport. The procedure enables pilots to operate the engines at idle power for as long as possible during the continuous descent. This reduces engine power and thus noise emissions.

- **Airport-Collaborative Decision Making (A-CDM)**

A-CDM is a procedure to optimize the turn-around process of aircraft at an airport. On the basis of shared information,

all involved parties, as they are, airport operating company, airlines, ground handling agencies, air traffic control and Network Management Operation Center, work closely together, to ensure the optimal use of the existing resources and infrastructure. Based on a pre departure calculation, A-CDM ensures a minimum of aircraft waiting time at the head of the runway. A-CDM leads to ground noise reduction and kerosene savings by at least 2.85 Mio \$ per year.

Financial measures

Munich Airport influences the aircraft used through emissions-related landing fees. Airlines that use quiet aircraft benefit from a graduated, widely differing fee system. The noise charge is determined according to specified noise categories based on the average landing and take-off noise level. The noise-related take-off and landing fees can be eight times more expensive for a loud model of aircraft than for a quiet model. At the start of 2009, Flughafen München GmbH raised this charge proportion by 60 percent, thereby creating further economic incentives for airlines to deploy modern and quiet aircraft.

Passive noise control

Residents living in a designated combined day and night noise protection zone have the right to noise control measures in living rooms and bedrooms in the form of soundproof windows and fans. Munich Airport has introduced extensive noise protection measures, and since 1992 has installed around 21,000 soundproof windows and some 20,000 ventilator systems in the area surrounding the Airport. In this way it has invested a total of 62 million euros in noise control measures.



Monitoring of aircraft noise

Stationary

German aviation law stipulates that entrepreneurs operating an airport must install and operate »systems to continuously register measurements of the noise created by aircraft arriving and taking off« at the airport and in its surroundings. Currently FMG operates 16 stationary measuring stations which, in agreement with the Aircraft Noise Commission, are positioned at a radius of some 20 kilometers around the Airport.

Sites of the stationary measuring stations of Flughafen München GmbH / Combined day and night noise protection zone



-  Sites of the stationary measuring stations
-  Combined day and night noise protection zone



Noise measuring station in Attaching

They are positioned where they can deliver meaningful results:

- At short distance from the published landing and take-off procedures in order to register as many noise events as possible caused by overhead aircraft
- Close to residential buildings in order to correctly reflect the effects on the population
- Away from other sources of noise to avoid foreign noises such as that from road traffic or agricultural traffic

Mobile

Additionally three mobile measurement stations are used at places where no stationary measuring station provides information about aircraft noise pollution. The Aircraft Noise Commission and communities affected by aircraft noise may apply to use this voluntary additional service provided by FMG.

Online

Since 2013 it has been possible to track flight movements handled at Munich Airport and the corresponding noise measurement levels together with flight data [e.g. aircraft model, airline, departure and destination airport, flight altitude and ascent profile] online. A clear map presentation of the current and archived readings at the 16 stationary noise measuring stations and at any chosen location creates transparency and provides information for residents.

> <http://munich-airport.de/en/company/umwelt/laermfl-online/index.jsp>

/Air pollution control

Reducing pollutants

The air pollutants emitted near the ground are significant for regional air quality. Most activities aimed at reducing these are aligned to climate protection measures:

- **Land-based transport**

Use of »Blue Angel« [environmentally friendly] buses on the apron, use of alternative engine concepts in the fleet

- **Air-based transport**

Continuous Descent Operation, Airport Collaborative Decision Making, emissions-related landing fees, pre-conditioned air systems

- **Combined heat and power and renewable energies**

Solar cooling, photovoltaic system, combined heat and power in the cogeneration unit, participation in Deutsche Post's GoGreen environmental protection program



Measuring station

Monitoring of air quality

Technical measurements

To determine and monitor its contribution to the air quality situation in the neighborhood, Munich Airport measures emissions at the boundaries of its company premises. The aim here is to separate the air pollution emitted during the operation of an airport from the existing background pollution – a task that Munich Airport undertakes using extremely accurate emissions measurements and very sophisticated evaluation tools.

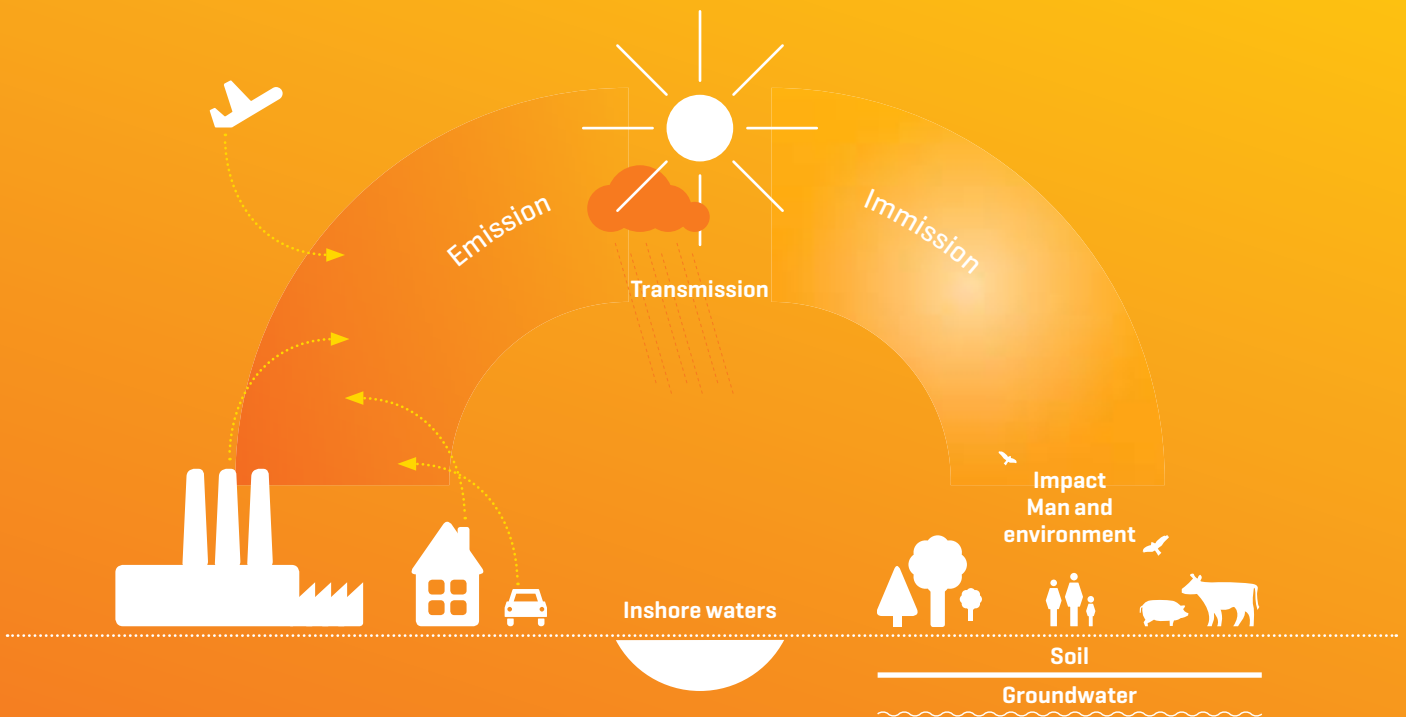
Two stationary, continuously operating stations are used to measure the air quality at the perimeter of the airport grounds. A mobile air quality measuring station supplements these stationary measurements. The mobile air quality measuring station is also available to neighboring communities for periods of six months so that they can determine the air quality in their respective municipality. By way of comparison: the Bavarian Environmental Agency covers the whole of Bavaria with an area of around 70,000 square kilometers using a total of 54 measuring stations, whilst Munich Airport operates its two stations to survey an area of just over 15 square kilometers.

One of the Munich Airport stationary measuring stations and the mobile measuring station each have the full equipment available in a measuring station for the official Bavarian monitoring system and operated by the Bavarian Environmental Agency.

All measurements comply with methods and procedures specified in the 39th BImSchV [German Federal Emission Control Ordinance] and are monitored by a certified expert. The evaluation of measurement results also takes place in accordance with the 39th BImSchV.

In order to check measurement results for plausibility, the spread of air pollutants is also simulated using computer models. The results of air quality measurements conducted since the start of operations at Munich Airport and in its proximity show that Munich Airport does not notably influence air quality in the region.

How are the pollutants released into the environment?



Environmental monitoring, Monica Wåber

Biomonitoring

Emissions of pollutants can spread in the environment, get into various environmental media (such as the air, soil, water) and accumulate there.

Living organisms have long been used to monitor the environment. The biomonitoring program at the Airport uses cultivated plants for monitoring – supplemented by Bergerhoff collectors.

During »active« biomonitoring, plants are propagated under the same conditions, exposed to the area near to the Airport, and then examined in the laboratory for pollutants after a specified period. The comparison of results of plant analyses with statutory thresholds and maximum readings for animal feed and food enables conclusions to be drawn about the quality of the food produced in the region.


The results of dust precipitation measurements in turn produce indications of a change in soil quality. The statutory test values and thresholds for soil protection are used as a reference here. The comparison of individual control points then shows the influence of airport operations on the environmental quality.

It has not been possible to establish a conspicuous influence caused by aviation. Readings for all samples fall short of the maximum levels for food and animal feed.



Plants and collectors used for biomonitoring



 The Munich Airport air quality measuring stations

 Biomonitoring control points in 2015

Honey monitoring

Munich Airport has been conducting honey monitoring since 2008. Honey is a food produced by nature, that is exposed to environmental influences during its creation. The environmental and food examinations are indirect evidence that the operation of Munich Airport does not impact on the quality of agricultural products.

Pollutants can harm insects or remain as residue in the pollen, wax or honey. In the honey monitoring carried out by Munich Airport, pollen, wax and honey, as well as the vitality of the bees are carefully examined. Independent laboratories analyze the content of ten metals and 16 polycyclic aromatic hydrocarbons (PAHs).

It has been confirmed year for year that honey taken from the Airport region is safe. The pollutant content of locally produced honey is no higher than that of honey produced in a comparable area at a distance from the Airport, and is furthermore far below the permissible maximum content in accordance with the EU regulations on maximum residue levels for food.

/Climate protection

Man-made climate change can be attributed to the release of greenhouse gases. CO₂, the most significant greenhouse gas, reinforces the natural greenhouse effect. It is therefore necessary to reduce CO₂ emissions to counter climate change.

The most important climate goal at Munich Airport is to achieve CO₂ neutral growth by 2020. This means that the annual 160,000 tons of CO₂ emissions [related to the base year of 2005] that can be influenced by FMG should not increase further despite expansion plans and the anticipated growth in traffic. To achieve this, CO₂ reduction measures have been introduced for effective energy provision and effective energy use in the following areas:

- **Energy-saving and increased efficiency**

Green IT, use of LED technology, sustainable construction, conservation of resources in offices

- **Research and development in the climate area**

Planned research project as part of the aireg [Aviation Initiative for Renewable Energy in Germany e.V.] project aimed at using biofuel to fuel aircraft.

Examples:

Energy-saving LED lighting

Munich Airport is the first major international airport in the world to switch to energy-saving LED lights. Since 2014, converting airport lighting to this technology has saved over 1,000 tons of CO₂ per year for apron and street lighting and some 3,600 tones of CO₂ per year in buildings. Converting the remaining apron and outdoor lighting to modern LED technology will bring further savings of around 4,000 tons of CO₂ per year.

Low emission fleet

Munich Airport aims to reduce emissions caused by vehicles. Of the 1,250 items of aircraft handling equipment, 270 vehicles, units or machines are already electrically operated.

This reduces noise and emissions, and avoids motors idling. Munich Airport also currently operates 84 baggage tugs as diesel-electric hybrid vehicles, which run on electric power alone inside terminal baggage areas. Additionally around 100 other electric vehicles are predominantly in use inside buildings at FMG and its subsidiaries Cargogate, Allresto and eurotrade.

Environmentally friendly energy

FMG has two combined heat and power units that operate according to the combined heat and power (CHP) principle. The combined generation of power and heat enables the base load of electric and thermal energy for FMG, its subsidiaries and for its tenants and other customers to be provided in an energy-efficient manner. With its cogeneration units, Munich Airport covers 60 percent of electricity requirements in an extremely environmentally friendly way. Munich Airport produces around 75 percent of its annual heating requirements itself using extremely efficient tri-generation. 50 percent of the remaining heating requirements comes in the form of district heating from a biomass cogeneration plant in Zolling. This district heating obtained from biomass reduces Munich Airport's CO₂ emissions by 3,500 tons a year. Therefore in total Munich Airport saves 40,000 tons of CO₂ each year through the use of cogeneration units.

A database documents the CO₂ footprint to monitor the success of CO₂ reduction measures. This is determined annually at Munich Airport in accordance with the internationally recognized Greenhouse Gas Protocol that divides emissions into three categories (scopes) according to the polluter pays principle. Scope 1 covers emissions from energy produced ourselves. Scope 2 is for emissions from bought-in energy. Scope 3 encompasses emissions created by the business activity of third parties on the campus, for example airlines and airport-related public transport. FMG is also encouraging reductions in these Scope 3 emissions by supporting companies based at the Airport in reducing their emissions.

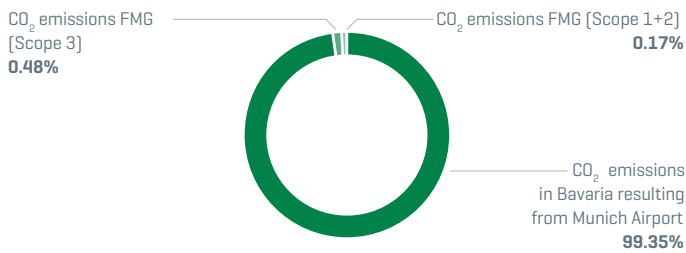
The efficacy and validity of this process is shown by the Airport Carbon Accreditation Certificate (ACA) from the ACI, in which Munich Airport has for five years achieved level 3 »Optimization«.

White LED lighting on the apron at the front, yellow sodium lamps in the back-ground.



Share of CO₂ emissions in Bavaria resulting from Munich Airport

Approx. 0.65%



Scope 1: Emissions from own energy production

Scope 2: Emissions from bought-in energy

Scope 3: Emissions caused by external actors (airlines, public transport)

Source: Flughafen München GmbH, Bavarian State Office for Statistics and Data Processing [2010]
Climate protection at the Airport/RCU



Cogeneration unit on the Airport campus



/Water management



The position of Munich Airport at the north of the Erdinger Moos wetlands with the high groundwater level there means that water protection and flood control are of particular importance, especially against the background of climate change. What is more, a conscious and careful use of drinking water is a prerequisite for the sustainable and secure long-term existence and development of the Airport. In practice this involves the following:

- Minimizing wastewater
- Separating differently contaminated wastewater streams at the point of origin, and then treating and disposing of them separately
- Only using drinking water where drinking water quality is needed
- Holding back run-off by sealing surfaces during expansion measures at the Airport without increasing discharge peaks
- Permanently monitoring the qualitative and quantitative state of the groundwater within and in the proximity of the Airport as well as the biological and chemical condition of the surface water in order to demonstrate and document the efficacy of environmental protection measures

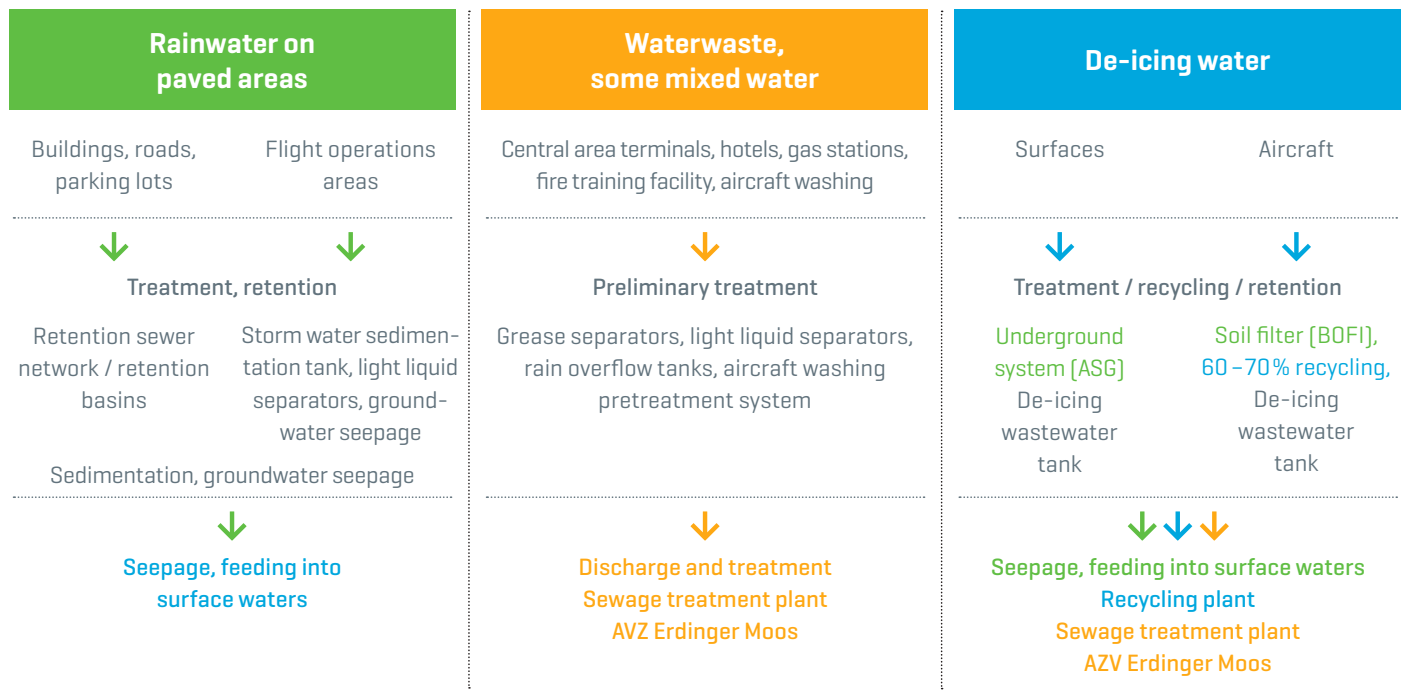
Wastewater disposal concept

The separation, treatment and disposal of differently contaminated wastewater streams is the main issue for the wastewater disposal concept at the Airport. On the one hand this reduces the volume of wastewater that needs to be treated in a sewage treatment plant, and on the other hand encourages natural use of rainwater on site. De-icing water produced during winter operations is captured separately, partially treated in filter plants and seeps or is stored temporarily in a de-icing wastewater tank and then fed in controlled batches to the sewage treatment plant for further treatment.

Reduction of drinking water consumption

Water-saving fittings are used in terminals to reduce drinking water consumption. The water used in carwashes is reused several times after treatment. Operation of the fire training facility predominantly uses rainwater that has been collected from paved areas at the training facility and then stored for extinguishing fires. Above all, quarternary groundwater near the surface from own wells is increasingly used to clean roads and air operations surfaces, to dampen building site equipment and for air conditioning in buildings, instead of using tertiary groundwater from deeper groundwater levels. This enables up to 20 percent of valuable drinking water to be saved annually for cooling the West Energy Center.

Wastewater disposal concept: different wastewater streams, their treatment and disposal



Reduction of drinking water consumption

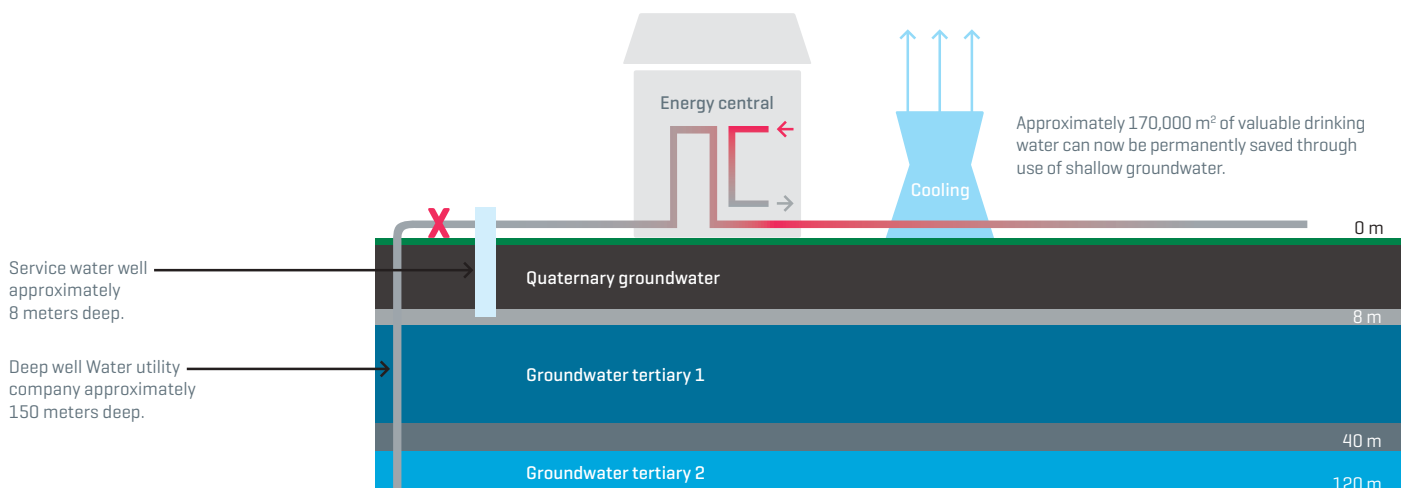
Groundwater near the surface instead of deep water [drinking water]

In the past

High-quality drinking water of the Moosrain water utility company was used in the energy central for cooling purposes.

Since 2010

Instead of valuable drinking water, shallow groundwater is now used for cooling.



/Nature conservation/ecology



Although the building of Munich Airport necessarily resulted in interventions in the ecosystem, the cultural landscape of Erdinger Moos was already being intensively farmed and could under no circumstances be described as unspoilt nature. The area had been extensively drained in the 19th century and further drained by the building of sewers.

Wildlife and nature protection – biodiversity at Munich Airport

The fields at the Airport and the areas adjacent to the Airport to the north-east have been part of the Special Protected Area »Nördliches Erdinger Moos« since 2008. Today there are 40 protected species of birds, especially grassland birds, in an area covering 4,525 hectares. However valuable plant and animal species have also become established outside the perimeter of the Airport, for example on the ecological offset and replacement areas, the Airport's own inshore water and

trench system and in the biotope network around the Airport. For example there are many species of semi-arid grasslands on the levees of the Airport drainage system. These include the common pasqueflower and the globe daisy which have become rare elsewhere and which are also protected species. Valuable species of butterfly and numerous sand lizards can also be found here. Several rare species, some of which are endangered, are at home in the wetland areas; these include the moor-king, Siberian iris, various species of orchids in addition to rare dragonflies and fish. Unlike intensive agricultural use, the fact that there is no fertilization, repeated working of the soil or unfavorable mowing on the offset and replacement areas protects animal and plant life as well as the soil and groundwater.

All measures to protect wildlife and biotopes are documented and monitored in annual audits of results for the flora and fauna on behalf of FMG, incorporating nature conservation authorities and external experts.



Biotope management to prevent bird strike and support the protection of birds

Collisions between aircraft and animals, and in particular birds – »bird strikes« – represent a risk to the safety of aviation. Although Munich Airport is inside a Special Protected Area, flight safety is always the number one priority. Munich Airport takes a number of measures to guarantee safe and correct airport operations and to keep animals that are relevant to flight safety at a distance. For example specially trained employees closely monitor air operating areas.

Above all, Munich Airport relies on a special biotope management to prevent bird strike. This enables both objectives – that of preventing bird strike and simultaneously protecting birds – to be reconciled. Airport meadows are generally only mowed twice because mowing would attract heavy species of birds and flocks of birds. However the thin vegetation cover on poor meadows is good for ground and meadow nesting birds when breeding and searching for food. The main cut in the summer takes place outside of the breeding season, from the 15th July onwards, to protect birds that are still too young to fly.

Soil structure

A further measure to prevent bird strike is a special soil structure, especially on the runways, to keep potential animals such as mice that are predated on by birds of prey away from the Airport fields. The meadow nesting birds prefer this soil structure because it is excellent when searching for food.

Low rates of bird strike

The success of all of these efforts is reflected in the low rates of bird strike at Munich Airport, which inside the Airport amount to between 0.6 and 1.7 per ten thousand flights. This is significantly below the German rates of 1.6 to 3.5.

Compensating areas outside the perimeter of the Airport

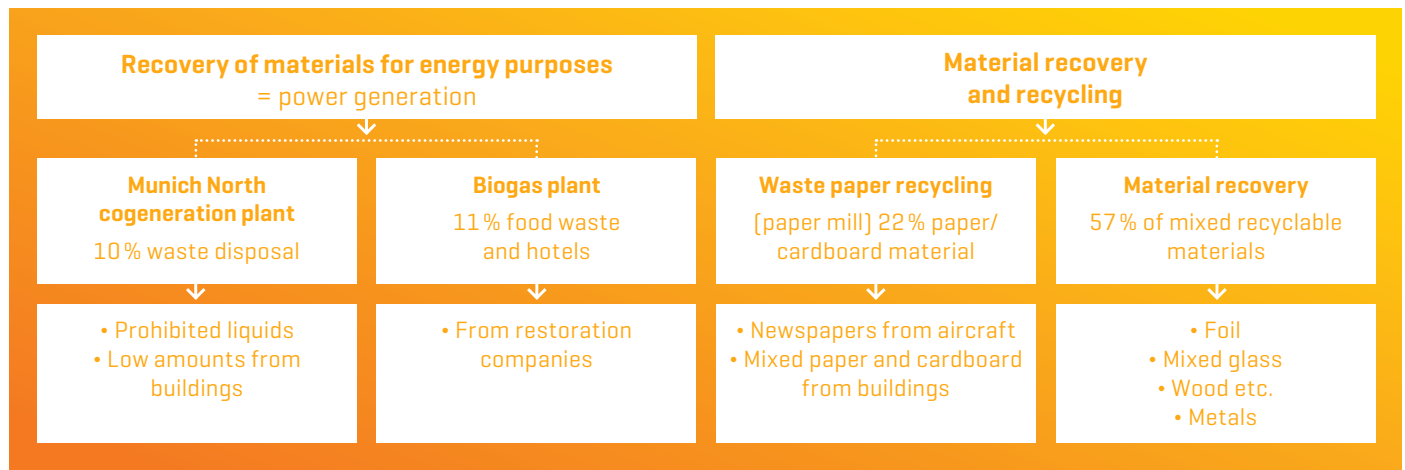
In order to keep ecologically negative impact to a minimum, the planning permission for the construction of Munich Airport includes compensating and replacement measures – in particular for the Airport boundary and in the surrounding area. Of the 1,600 hectares of Airport grounds, around two-thirds today are green spaces, and 658 hectares of these are valuable meadows in terms of nature conservation. The design measures in the boundary zone and the surrounding compensating and replacement areas in currently encompass some 720 hectares of land. The Airport fields next to the two runways are of crucial importance to the ecological integration of the Airport in its environment, as they offer valuable habitats for species of birds and plants.

The agriculturally defined surroundings in the boundary zone, and therefore in direct proximity to the Airport grounds, has a very natural structure due to the planting of green spaces, the rehabilitation of waters and the planting of shrubs and trees over an area of more than 250 hectares.

The offsetting and replacement measures which have been undertaken in their current form because of the Airport now cover a good 370 hectares. For example, these areas connect the few remaining meadow and fen areas nearby, thereby facilitating the interchange and migration of locally typical species of flora and fauna. Another nature conservation improvement is currently taking place on approx. 125 hectares of compensation land as part of an eco-pool for possible expansion measures. These areas today – without mandatory requirements – fulfil a substantially more valuable ecological function for nature than many of the surrounding areas used for different purposes [such as farmland].

/Waste management

Recovery of materials for energy purposes and recycling



The German Closed Substance Cycle Waste Management Act [Kreislaufwirtschaftsgesetz – KrWG] dated June 2012, stipulates that regulations under European law are to be met and that the alignment of waste management to material flow management should be promoted. In line with the environmental policy objective of the Federal Government, Flughafen München GmbH complies with specifications contained in the five step hierarchy of objectives of the Closed Substance Cycle Waste Management Act [KrWG]:

- Prevention
- Preparation for recycling
- Recycling
- Other re-use [such as recovery for energy purposes]
- Disposal

Waste management at Munich Airport consists of two pillars:

- Strategic waste management [planning of waste management concepts and analyses of the quantities of waste recorded and optimization of existing logistics resulting from this]
- Operational waste management [practical implementation and execution of specific waste concepts]

The ensuing waste management concept of FMG has been successfully practiced since 1992 [when it was put into

operation] and continuously adapted in line with new requirements. Waste/recyclable materials from the various departments [administration, technical, passenger handling, cargo, maintenance] are collected separately at the point of origin, handed to certified specialist companies close to Munich Airport and then treated and recycled on sorting plants. According to present requirements there are currently five waste collection points – two of which are recycling depots, one in a public and another in a non-public area. Trained personnel sort the waste/recyclable fractions into containers there so that they are correctly sorted when they are moved on for further processing.

In the FMG offices, the »four container system« introduced in 2009 for paper, mixed recyclables, residual waste and organic waste reduced disposal to a low proportion.

Most waste/recyclables do not, however, originate from the FMG itself, but rather from subsidiaries/holding companies and the companies based at the Airport as well as the airlines. For this reason, FMG provides regular information about the current waste management concept, offers assistance regarding environmentally aware conduct and gives advice when questions arise. In this way, environmental protection regulations can be implemented at the point of origin. Since January 1, 2011, aircraft waste has been disposed of by an external company.

/Environmental management



The environmental management system has the task of describing the environmentally relevant processes, ensuring legal certainty is established regarding environmental regulations and setting out and systematically tracking improvement measures and environmental goals.

system, for example the written description of a company environmental policy that must comply with the requirements under environmental law. Additionally environmental goals should establish the responsibilities for environmentally related tasks and procedures.

Certified in accordance with DIN and EMAS

It is part of the corporate strategy to design the operation and further development of the Airport such that the polluting impact on the environment can be effectively limited. Flughafen München GmbH has therefore introduced a sustainable environmental management system that has been certified under DIN ISO 14001 and the European EMAS Regulation 1221/2009. These specifications represent the minimum requirements for the environmental management

Measures and objectives

To improve environmental performance, numerous measures are being prepared and will be published in the environmental declarations. These serve to achieve the defined objectives within a fixed period of time.

> www.munich-airport.de/en/company/umwelt/management/index.jsp



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