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EDAZ – Schönhagen airfield

In the aircraft category up to fourteen tons (MTOM), Schönhagen is developing into the most important relief airfield for the new Berlin Brandenburg Airport BER. Currently, 45 companies and five associations are located directly on the airfield. 56 additional companies based in Berlin and Brandenburg have stationed their aircraft in Schönhagen and conduct their flight operations from there. More than 190 aircraft are currently based in Schönhagen's hangars.

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Flying at the gates of Berlin – in the heart of Europe

The **attractive location** on the edge of the fast-growing economic region south of Berlin, between Potsdam and the Schönefeld junction, gives the Schönhagen site additional impetus, which will continue to be fueled by the Berlin Brandenburg International Airport BER. The airport is **easily accessible** via the constantly expanding motorways, federal highways, and regional express train. However, Schönhagen is not just an airport; it is also a competent partner for research, conferences, events, innovative technologies, and **corporate relocations**.

Nature and aviation technology in harmony

The airfield is nestled in the forest, heath, and lake landscape of the Nuthe-Nieplitz Nature Park. Our long-standing cooperation with the nature park administration demonstrates that nature and technology do not have to be opposites but can develop harmoniously.
As the largest commercial airfield in the new federal states, we are a strong partner for aviation and, with our growing technology park, an **excellent location for innovative companies**. Here you will find aircraft and helicopter maintenance yards, avionics specialists and aircraft manufacturers, flight schools and charter companies, flying clubs, an excellent restaurant, and a guest house with 13 guestrooms. In Schönhagen, you can store aircraft/helicopters, start a business, or rent a hangar for an event. For more information about what Schönhagen Airfield can do for you, visit our website www.flugplatz-schoenhagen.aero.

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Green light for the next expansion phase of the Schönhagen Aviation Technology Park

New company locations welcome

The aviation technology park, which is part of the airport, offers suitable space and building land for large and small companies directly on the airfield.

45 companies, clubs, and associations have now settled in the modern offices and commercial hangars. Development and maintenance companies, aircraft manufacturers, flight operators, engineering firms, service providers, and flight schools successfully utilize the resulting synergies.

Close cooperation with universities and research institutions has resulted in interesting research and development projects on a wide range of topics, transforming the Schönhagen commercial airfield into the Otto Lilienthal research airfield.

After all building areas were occupied in the first construction phase, a further 50,000 m² are now available for new company locations and commercial buildings in a new construction phase, fully developed and with its own apron and runway connection. With pioneering technology including fiber optic connections and medium- and low-voltage power supplies, every property will be prepared for the demands of future electromobility, whether on land or in the air.

The attractive location on the edge of the fast-growing economic region south of Berlin, between Potsdam and the Schönefelder Kreuz interchange, gives the Schönhagen site additional impetus, which will continue to be fueled in the future by its proximity to the major international airport BER. The Teltow-Fläming district, the airport's main shareholder, has been recognized three times as the fastest-growing district in the Federal Republic of Germany.

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Qualified workers, affordable housing, and endless recreational opportunities characterize this location. Furthermore, new businesses at Schönhagen Airfield are eligible for funding under the current guidelines of the state of Brandenburg.

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Conditions:

1. Ground rent:

The leaseholder is obligated to pay a ground rent to the respective owner of the leasehold. The annual ground rent is:

a) € 10.00 per square meter of developed building land
b) € 5.00 per square meter for traffic and other areas.

The apron belonging to the commercial area must be developed as operational space but is exempt from the ground rent and from the proportional costs of compensatory and replacement measures.

2. Loads

The property is accessible via the access road on the airfield site. Drinking water is available in the area of the building site. The connection costs and running costs are to be borne by the leaseholder.
Wastewater disposal is provided by the landowner's sewage treatment plant. The leaseholder must pay a wastewater connection fee as well as the construction costs for the connection to the connection point. The same applies to running costs. These are billed annually based on expenditure.
The pro rata costs for compensatory and replacement measures for surface sealing amount to €8.40 per m² and are to be paid for the entire area of the leasehold. The leaseholder is thus treated as if they had participated pro rata in the landowner's compensation pool with regard to the stipulations of the planning approval decision and is exempt from any measures of their own.
The current taxes, fees and contributions as well as other public charges and levies of any kind relating to the leasehold shall be borne by the leasehold holder, plus the allocable costs of the property owner's operating costs statement.

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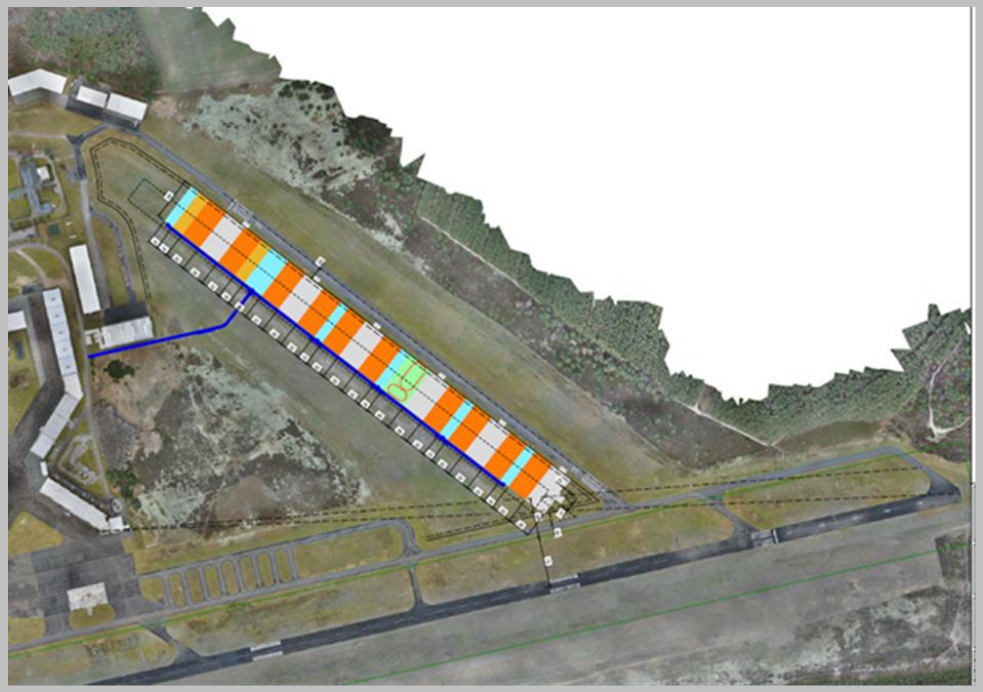
Schönhagen Airfield
Architecture and design framework for investors

1. Introduction:

These design guidelines serve as a guide for investors who wish to realize construction projects on the new construction site at Schönhagen Airfield. The goal is to ensure a sustainable, ecologically compatible, and aesthetically pleasing development of the area. These specifications are based on the conditions of the nature conservation permit and the nature conservation requirements of the Landscape Management Support Plan (LBP). The detailed design will be coordinated with the airfield operator.



2. Building design:

2.1. Construction and materials

- The construction method is intended to promote **modern, functional and sustainable architecture.**
- Facade materials such as **metal, wood, glass and sustainable composite materials** are permitted**.**
- **Reflective or bright colors** should be avoided to prevent glare during flight operations.
- **Wall material:** ISO-Wabe, Hoesch integral, RAL 9006, D=80 mm.
- **Clinker surfaces: standard format, grey structure**.
- **Hangar doors:** Make see hangar A, C, B or equivalent, color RAL 9006, filling panel in GRP.
- **Windows and doors:** Make see halls A, C, B, G, M or equivalent, color RAL 9006 .
- **Obstacle lights, exterior apron lighting** at the hall.

2.2. Building height and dimensions

- The basis for the positioning of the buildings is the approved plan for the development of the building zone. Within the boundaries of the building site, the individual plots can be designed in variable sizes.
- The defined **building site boundaries and building lines** are legally binding.
- The approved **eaves heights up to a maximum of 10.00 m** must be observed.
- **Roof construction:** flat roof or pent roof with a slope of up to 15°.

2.3. Aprons

The individual apron in front of each building, depending on its location, must be constructed partially or entirely with the hangar by the leaseholder and then becomes part of the company premises. However, no hereditary lease is charged for this area..

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3. Sustainability and environmental compatibility

3.1. Green roofs and photovoltaics

The building roofs must be **50% green** and **50% equipped with photovoltaic systems**. If monitoring over a five-year observation period determines that the green areas are not occupied by skylarks, **the entire roof (100%) can be equipped with photovoltaic systems.**

- The statics of the buildings must be designed in such a way that both green roofs and photovoltaic systems are technically feasible.

3.2. Green facades

The facades of the buildings should contain green areas **to avoid any impairment of the landscape and to improve the microclimate.**

- **Specification:** The northeast-facing front side should be designed with vertical greenery

Notes:

- **PV obligation**
  The state building code has required solar panels on the roofs of industrial buildings and non-residential buildings since June 1, 2024. For new buildings with a roof area of more than 50 m², the requirement is 50% (Section 32a, BbbBO). This requirement applies throughout Brandenburg, regardless of the airport.

- **Nature conservation requirements**
  The airfield is located within a landscape conservation area of the Nuthe-Nieplitz Nature Park. This results in special requirements, which the Schönhagen Airport Company has already addressed through a nature conservation permitting process. This permit is final. Therefore, the individual developer only needs to submit a building application for a plot of land for which building rights already exist. They no longer need to conduct their own nature conservation permitting process, but they must comply with the above-mentioned requirements regarding landscaping.

- **Compensation of surface sealing**
  For larger areas sealed, developers must implement compensatory and replacement measures. In this case, the airport company has already implemented a comprehensive solution for the entire construction site as part of the nature conservation approval process. This solution is funded by the state and consists of five individual measures.

  Typically, the developer must allocate approximately 8–12% of the construction costs for compensatory and replacement measures. Since the development of the building site is subsidized by the State of Brandenburg, the leaseholder's share of the costs is reduced to €8.40 per m² of building area. Since these measures are part of the nature conservation permit, no one can deviate from this. However, the overall solution saves the individual developer considerable costs.

3.3. Rainwater management

No discharge of wastewater or other substances into the stormwater drainage systems.

3.4. Energy plan

According to the applicable building and nature conservation regulations, the leaseholder is obliged to consider and prepare for the installation of a rooftop PV system during the construction of the building. (Section 32a BbgBO) This includes, among other things, the appropriate planning of the electrical system as well as the necessary roof loads and roof areas.

Schönhagen Airport's energy supply will one day be self-sufficient with renewable energy, offering sufficient potential to supply vehicles and aircraft with energy at favorable conditions. This requires significant investments in energy generation, storage, and management. For this purpose, we have a strategic partner with whom we are implementing appropriate solutions in collaboration with several partner airfields. The roof areas of the newly constructed hangars can be integrated into this overall system. Information on this can be found at the end of these design guidelines.

The operation (operations and maintenance) of the rooftop PV system is then handled by the partner. This ensures that the individual rooftop PV systems meet uniform technical standards. Furthermore, the contractual partner ensures that aviation regulations are taken into account during the construction of the systems. This particularly includes the orientation of the modules to prevent glare from disrupting flight operations. The generated energy is used within the overall energy system to optimize self-consumption and marketing. The focus is on supplying the building of the leaseholder locally. The leaseholder should benefit from an electricity price below the basic utility price.

However, the legally regulated right to choose the energy supplier remains in place. Further information can be found in the appendix to these design guidelines.

4. Traffic and development concept

- **Materials for paving areas::**
  - **Pavement:** concrete rectangular paving, l/b = 20/10, color gray.
- Parking spaces should preferably be provided with **water-permeable** surfaces.

5. Nature conservation & species protection

5.1. Protective measures during the construction phase

- Construction work may only begin **outside the breeding season (October - February) -** still to be checked for building construction.
- Deterrent measures (e.g. fluttering tape) must be used to keep ground-nesting birds away from the construction area

5.2. Preservation of biotopes

- **Dry grassland biotopes** must be recultivated and maintained on unsealed areas after construction work..
- The **landscape protection of Nuthe-Beelitzer Sander** must be observed.

6. Implementation and control

An **ecological construction supervision (ÖBB)** monitors compliance with environmental regulations.

- Monitoring of the use of green roofs by skylarks will be carried out over 5 years.
- If soil contamination is discovered during excavation work, it must be reported immediately to the **local waste management authority (Teltow-Fläming district).** Contaminated soil must be stored separately and disposed of properly.
- Unused building materials, demolition materials and construction site waste must be collected separately and properly recycled or disposed of.

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ALBATROSS - Grüner Strom für eine nachhaltige Luftfahrt

ALBATROSS

UNSERE VISION

Als strategischer Partner der regionalen Luftfahrt entwickelt ALBTROSS Flughäfen und Flugplätze zu Energie-, Mobilitäts- und Logistik-Hubs. Dabei stellt die Versorgung des Flughafenbetriebs sowie aller Mieter und Anrainer mit grünem & kosten günstigem Strom eine entscheidende Rolle.

IHRE CHANCE: 50% Dachfläche als Ertragsquelle

Die Landesbauordnung (§ 32a BbgBO) fordert, dass mindestens die Hälfte der Dachfläche Ihres neuen Hangars mit Solarmodulen belegt wird. ALBATROSS verwandelt diese Vorgabe in eine energie-wirtschaftliche Lösung, die Investitionskosten spart und zusätzliche Einnahmen generiert.

UNSER KOMPLETTPAKET: Planung | Finanzierung | Bau | Betrieb

ALBATROSS versteht sich als ganzheitlicher Energiemanager am Flughafen. Mieter und Hangar-Eigentümer können über ALBATROSS eine optimierte Lösung aus einer Hand beziehen.

- Bedarfsorientierte Auslegung: Wir analysieren Ihren prognostizierten Stromverbrauch und dimensionieren das ideale Energiesystem bestehend aus PV-Anlage, Speicher, und Ladeinfrastruktur.
- Kein Eigenkapital nötig: ALBATROSS übernimmt die komplette Finanzierung.
- Schlüsselfertige Montage: Erfahrene Teams errichten das Energiesystem termingerecht.
- Full Service Betrieb: Wir überwachen, warten und versichern – Sie erhalten pünktlich Ihre Pacht und zusätzliche Stromkosteneinsparungen

IHRE VORTEILE:

- Planungs- & Kostensicherheit – von Anfang an fix kalkuliert
- Attraktive Pachtzahlungen für ungenutzte Dachflächen
- Günstiger Grünstrom per Stromliefervertrag (PPA) direkt in den Hangar
- Optionale Speicher erhöhen Autarkiegrad und Netzunabhängigkeit
- Verbesserte CO_2-Bilanz stärkt Ihr nachhaltiges Markenprofil

SO EINFACH GEHT'S:

- Kontakt aufnehmen – kurze Bedarfsanalyse per Online-Meeting
- Machbarkeitsstudie & unverbindliches Angebot
- Vertragsabschluss – Pacht- & Stromlieferverträge klar strukturiert
- Bau & Inbetriebnahme – abgestimmt auf Ihre Bauplanung
- Laufender Betrieb – Sie erhalten Pachteinnahmen und günstigen Strom

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Appendix: Information on energy management

https://albatross-holding.com/

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