

# SUSTAINABLE DEVELOPMENT

Thinking for the long term, behaving with responsibility, creating transparency in communications: Munich Airport prepares a report on its efforts in the field of sustainability in accordance with the highest standards.

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# Sustainability indicators

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## Value generated / GRI standard 201-1

Group in € million	2016	2015 <sup>1)</sup>	2014
Revenue	1,364.1	1,249.3	1,200.1
Other income	66.6	60.3	53.9
Total revenue	1,430.7	1,309.6	1,254.0
+ Income from investments	1.5	1.6	1.1
Minus non-personnel expenses	-449.2	-415.0	-401.0
Minus depreciation and amortization	-239.1	-214.3	-212.2
<b>= Value generated</b>	<b>743.9</b>	<b>681.9</b>	<b>641.9</b>

<sup>1)</sup> In accordance with IFRS, 2015 value adjusted in accordance with IAS 8

## Value distributed / GRI standard 201-1

Group in € million	2016	2015 <sup>1)</sup>	2014
Employees	452.5	400.3	374.3
Lenders (netted)	81.6	83.2	101.6
Public sector	58.2	55.1	66.0
Munich Airport Group	151.6	143.3	100.0
<b>= Value distributed</b>	<b>743.9</b>	<b>681.9</b>	<b>641.9</b>

<sup>1)</sup> In accordance with IFRS, 2015 value adjusted in accordance with IAS 8

The value generated calculation represents the difference between the service provided by the company and the value of the advance services required.

The distribution statement shows the proportions distributed to those involved in the value creation process – employees, the public sector, and lenders. Payments provided by FMG to the public sector include taxes. The interest on the loans to shareholders is included under the «Lenders» recipient group. «Other income» includes income from companies valued using the equity method. The «nonpersonnel expenses» include the cost of materials and other expenses.

➔ Web  
[www.munich-airport.com/facts](http://www.munich-airport.com/facts)

## Air traffic indicators / GRI A01, A02, A03

	2016	2015	2014
<b>Total passenger volume</b>	<b>42,277,692</b>	<b>40,998,553</b>	<b>39,716,877</b>
Total commercial traffic <sup>1)</sup>	42,261,309	40,981,522	39,700,515
Scheduled and charter traffic	42,241,902	40,961,424	39,679,338
Other commercial traffic <sup>1)</sup>	19,407	20,098	21,177
Non-commercial traffic <sup>1)</sup>	16,383	17,031	16,362
<b>Total aircraft movements</b>	<b>394,430</b>	<b>379,911</b>	<b>376,678</b>
Total commercial traffic <sup>1)</sup>	385,081	370,348	367,599
Scheduled and charter traffic	374,057	360,009	357,295
Other commercial traffic <sup>1)</sup>	11,024	10,339	10,304
General air traffic (non-commercial traffic) <sup>1)</sup>	9,349	9,563	9,079
<b>Seating capacity utilization in %</b>	<b>75.1</b>	<b>76.6</b>	<b>75.9</b>
<b>Cargo throughput</b>			
Cargo and airmail carried in t	353,650	336,162	309,361
<b>Traffic units [TU] of commercial traffic</b>	<b>45,709,334</b>	<b>44,234,684</b>	<b>42,686,633</b>

<sup>1)</sup> For terminology see the Annual Statistics Report 2016, p. 42/43.

➔ Glossary

## Passenger indicators (commercial traffic only) / GRI A01

	2016			2015			2014		
	Total	Domestic	International	Total	Domestic	International	Total	Domestic	International
<b>Total commercial traffic</b>	<b>42,261,309</b>	<b>9,632,163</b>	<b>32,629,146</b>	<b>40,981,522</b>	<b>9,585,642</b>	<b>31,395,880</b>	<b>39,700,515</b>	<b>9,356,210</b>	<b>30,344,305</b>
Arrivals	21,142,346	4,816,340	16,326,006	20,474,755	4,771,295	15,703,460	19,832,302	4,660,409	15,171,893
Departures	21,030,482	4,803,413	16,227,069	20,398,313	4,805,150	15,593,163	19,760,723	4,684,878	15,075,845
Transit passengers <sup>1)</sup>	88,481	12,410	76,071	108,454	9,197	99,257	107,490	10,923	96,567
Number of O&D passengers <sup>2)</sup> in millions	27.0	-	-	26.2	-	-	25.0	-	-
Number of transfer passengers in millions	15.2	-	-	14.8	-	-	14.7	-	-
Proportion of transfer passengers in % <sup>3)</sup>	36	-	-	36	-	-	37	-	-

<sup>1)</sup> Transit passengers are passengers who fly into the airport and continue their trip on the same aircraft. Transit passengers are only counted when landing.

<sup>2)</sup> Origin & Destination passengers are passengers who start or end their trip at the airport.

<sup>3)</sup> The proportion of transfer passengers is based on departure passenger surveys.

## Aircraft movements<sup>1)</sup> / GRI A02

	2016			2015			2014		
	Total	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures
<b>Passenger flights, scheduled/charter</b>	<b>369,561</b>	<b>184,699</b>	<b>184,862</b>	<b>355,565</b>	<b>177,689</b>	<b>177,876</b>	<b>353,326</b>	<b>176,548</b>	<b>176,778</b>
Domestic	87,000	43,521	43,479	85,115	42,571	42,544	85,934	42,957	42,977
International	282,561	141,178	141,383	270,450	135,118	135,332	267,392	133,591	133,801
<b>Cargo flights, scheduled/charter</b>	<b>4,047</b>	<b>2,014</b>	<b>2,033</b>	<b>4,001</b>	<b>1,990</b>	<b>2,011</b>	<b>3,507</b>	<b>1,734</b>	<b>1,773</b>
Domestic	1,515	810	705	1,475	772	703	1,426	761	665
International	2,532	1,204	1,328	2,526	1,218	1,308	2,081	973	1,108
<b>Airmail flights, scheduled/charter</b>	<b>449</b>	<b>225</b>	<b>224</b>	<b>443</b>	<b>222</b>	<b>221</b>	<b>462</b>	<b>230</b>	<b>232</b>
Domestic	449	225	224	443	222	221	462	230	232
International	-	-	-	-	-	-	-	-	-
<b>General air traffic</b>	<b>20,373</b>	<b>10,272</b>	<b>10,101</b>	<b>19,902</b>	<b>10,062</b>	<b>9,840</b>	<b>19,383</b>	<b>9,826</b>	<b>9,557</b>
Domestic	8,413	4,338	4,075	8,669	4,395	4,274	8,381	4,219	4,162
International	11,960	5,934	6,026	11,233	5,667	5,566	11,002	5,607	5,395
<b>Total</b>	<b>394,430</b>	<b>197,210</b>	<b>197,220</b>	<b>379,911</b>	<b>189,963</b>	<b>189,948</b>	<b>376,678</b>	<b>188,338</b>	<b>188,340</b>

<sup>1)</sup> Military flights are not included.

Web  
Detailed information on night-time aircraft movements can be found in the monthly impact reports:  
[www.munich-airport.com/impacts](http://www.munich-airport.com/impacts)

Detailed information on night flight regulations is available at:  
[www.munich-airport.com/night-flight](http://www.munich-airport.com/night-flight)

## Cargo tonnage (commercial handling) / GRI A03

In t	2016			2015			2014		
	Cargo handled	Incoming cargo	Outgoing cargo	Cargo handled	Incoming cargo	Outgoing cargo	Cargo handled	Incoming cargo	Outgoing cargo
Cargo-only flights	62,056	17,956	44,099	55,668	16,922	38,746	42,264	15,179	27,085
Bellyhold cargo on passenger flights	272,441	113,912	158,529	261,719	108,863	152,856	249,211	103,763	145,447
<b>Total on all flights</b>	<b>334,497</b>	<b>131,868</b>	<b>202,628</b>	<b>317,387</b>	<b>125,785</b>	<b>191,602</b>	<b>291,475</b>	<b>118,942</b>	<b>172,533</b>

In contrast to 2015, the number of reasons for complaint rose from 1,807 to 2,291, which is largely due to the group-wide standardization of complaint management. The aim of central dialog management was also to achieve an overall increase in customer feedback, with the reason for complaining serving as a key element in dialog management for long-term customer loyalty. The feedback form on the website was updated to make it easier to access for the purposes of filing a complaint. We therefore received 54.16 complaints for each one million passengers in 2016.

The switchover to the new system means it is no longer possible to directly compare key issues with the figures from 2015 and 2014. The categories were redefined based on the passenger chain. Key issues in fiscal year 2016 included the categories airline-related issues, airport facilities, parking, and security checks.

### Dialog management / GRI standard 102-43, 102-44

Number of entries	2016	2015	2014
<b>Total complaints</b>	<b>2,291</b>	<b>1,807</b>	<b>1,802</b>
<b>Number of complaints on key issues</b>			
Airline-related issues	218		
Airport facilities	492		
Parking	197		
Security checks	318		

### Firefighting service deployments / GRI standard 417-1

	2016	2015	2014
<b>Total alarms</b>	<b>3,487</b>	<b>3,891</b>	<b>3,587</b>
False alarms	649	658	648
<b>Number of deployments</b>	<b>2,838</b>	<b>3,233</b>	<b>2,939</b>
Technical support jobs	1,978	1,970	1,839
Safety monitoring jobs <sup>1)</sup>	740	1,149	977
Firefighting jobs	120	114	123
First-responder deployments <sup>2)</sup>	155	123	859

<sup>1)</sup> On-call service where the Airport Rescue and Firefighting service attends certain situations with particularly high risk levels in order to provide immediate support should a risk occur.

<sup>2)</sup> Initial assistance until the arrival of the public rescue service.

### Donations and sponsorship<sup>1)</sup> / GRI standard 413-1

Proportion of total budget in %	2016	2015	2014
Sport	35	36	36
Social welfare	31	30	31
Education	15	17	13
Culture	18	17	20
Environment (new from 2016)	1	-	-

<sup>1)</sup> The annual sponsoring budget is linked to FMG's external sales.

## Total workforce / GRI standard 102-8, 405-1

Group	2016						2015		2014	
	Women	Proportion in % <sup>3)</sup>	Men	Proportion in % <sup>3)</sup>	Total	Proportion in % <sup>3)</sup>	Total	Proportion in % <sup>3)</sup>	Total	Proportion in % <sup>3)</sup>
<b>Total employees<sup>1)</sup></b>	<b>2,839</b>	<b>33.39</b>	<b>5,663</b>	<b>66.61</b>	<b>8,502</b>	<b>100</b>	<b>8,016</b>	<b>100</b>	<b>7,595</b>	<b>100</b>
<b>Full- and part-time employees<sup>1)</sup></b>										
Full-time	1,798	21.15	5,029	59.15	6,827	80.30	6,419	80.08	6,138	80.82
Part-time	1,041	12.24	634	7.46	1,675	19.70	1,597	19.92	1,457	19.18
<b>Employment contracts<sup>1)</sup></b>										
Temporary	496	5.83	892	10.49	1,388	16.33	1,218	15.19	1,070	14.09
Permanent	2,343	27.56	4,771	56.12	7,114	83.67	6,798	84.81	6,525	85.91
<b>Other employees</b>	<b>282</b>		<b>522</b>		<b>804</b>		<b>889</b>		<b>996</b>	
Apprentices	152	-	122	-	274	-	269	-	266	-
Interns	25	-	17	-	42	-	43	-	41	-
Workers in minor employment	98	-	193	-	291	-	275	-	293	-
Temporary workers	7	-	190	-	197	-	302	-	396	-
<b>Total employees including other employees of the Group</b>	<b>3,121</b>		<b>6,185</b>		<b>9,306</b>		<b>8,905</b>		<b>8,591</b>	
<b>Employees on the airport campus<sup>2)</sup></b>					<b>34,720</b>		<b>34,720</b>		<b>32,250</b>	
<b>FMG</b>										
Group	2016						2015		2014	
	Women	Proportion in % <sup>3)</sup>	Men	Proportion in % <sup>3)</sup>	Total	Proportion in % <sup>3)</sup>	Total	Proportion in % <sup>3)</sup>	Total	Proportion in % <sup>3)</sup>
<b>Total employees<sup>1)</sup></b>	<b>930</b>	<b>22.02</b>	<b>3,293</b>	<b>77.98</b>	<b>4,223</b>	<b>100.00</b>	<b>4,115</b>	<b>100.00</b>	<b>4,065</b>	<b>100.00</b>
<b>Full- and part-time employees<sup>1)</sup></b>										
Full-time	611	14.47	3,002	71.09	3,613	85.56	3,536	85.93	3,499	86.08
Part-time	319	7.55	291	6.89	610	14.44	579	14.07	566	13.92
<b>Employment contracts<sup>1)</sup></b>										
Temporary	23	0.54	74	1.75	97	2.30	100	2.43	82	2.02
Permanent	907	21.48	3,219	76.23	4,126	97.70	4,015	97.57	3,983	97.98
<b>Other employees</b>	<b>91</b>		<b>119</b>		<b>210</b>		<b>214</b>		<b>215</b>	
Apprentices	62	-	82	-	144	-	146	-	144	-
Interns	23	-	8	-	31	-	32	-	33	-
Workers in minor employment	6	-	29	-	35	-	36	-	37	-
Temporary workers	0	-	0	-	0	-	0	-	1	-
<b>Total employees including other employees of FMG</b>	<b>1,021</b>		<b>3,412</b>		<b>4,433</b>		<b>4,329</b>		<b>4,280</b>	

<sup>1)</sup> Reporting date: December 31; Figures exclude apprentices, workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH

<sup>2)</sup> Includes all companies based at Munich Airport. Data based on 2015 employment survey. The employment survey at Munich Airport is carried out every three years.

For more information on the survey, please visit [www.munich-airport.com/munich-airport-generates-more-than-two-jobs-per-day-342836](http://www.munich-airport.com/munich-airport-generates-more-than-two-jobs-per-day-342836)

<sup>3)</sup> All percentages are based on the total number of employees as per <sup>1)</sup>.

## Employees covered by collective bargaining agreements / GRI standard 102-41

	2016		2015		2014	
	Group	FMG	Group	FMG	Group	FMG
<b>Total number of employees covered by collective bargaining agreements</b>	<b>8,769</b>	<b>4,147</b>	<b>8,139</b>	<b>4,191</b>	<b>7,673</b>	<b>4,147</b>
Proportion of total employees in % <sup>1)</sup>	94.23	93.55	91.40	96.81	89.31	96.89

<sup>1)</sup>All percentages are based on the total number of employees including apprentices, workers in minor employment, temporary workers, and interns but excluding AeroGround Berlin GmbH.

## Age structure of employees / GRI standard 405-1

Group	2016						2015		2014	
	Women	Proportion in % <sup>2)</sup>	Men	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>
<b>Age structure of employees<sup>1)</sup></b>										
Under 30 years	612	7.20	789	9.28	1,401	16.48	1,259	15.71	1,126	14.83
30 to 50 years	1,593	18.74	2,917	34.31	4,510	53.05	4,422	55.16	4,168	54.88
Over 50 years	634	7.46	1,957	23.02	2,591	30.48	2,335	29.13	2,301	30.30
<b>Total</b>	<b>2,839</b>	<b>33.39</b>	<b>5,663</b>	<b>66.61</b>	<b>8,502</b>	<b>100.00</b>	<b>8,016</b>	<b>100.00</b>	<b>7,595</b>	<b>100.00</b>

FMG	2016						2015		2014	
	Women	Proportion in % <sup>2)</sup>	Men	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>
<b>Age structure of employees<sup>1)</sup></b>										
Under 30 years	204	4.83	199	4.71	403	9.54	383	9.31	357	8.78
30 to 50 years	534	12.65	1,642	38.88	2,176	51.53	2,231	54.22	2,308	56.78
Over 50 years	192	4.55	1,452	34.38	1,644	38.93	1,501	36.48	1,400	34.44
<b>Total</b>	<b>930</b>	<b>22.02</b>	<b>3,293</b>	<b>77.98</b>	<b>4,223</b>	<b>100.00</b>	<b>4,115</b>	<b>100.00</b>	<b>4,065</b>	<b>100.00</b>

<sup>1)</sup> Reporting date: December 31: Figures exclude apprentices, workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH

<sup>2)</sup> All percentages are based on the total number of employees as per <sup>1)</sup>.

## Managers<sup>1)</sup> / GRI standard 405-1

Group	2016		2015		2014	
	Proportion in %		Proportion in %		Proportion in %	
<b>Total managers</b>	<b>673</b>	<b>7.92<sup>2)</sup></b>	<b>674</b>	<b>8.41<sup>2)</sup></b>	<b>637</b>	<b>8.39<sup>2)</sup></b>
Women	169	1.99 <sup>2)</sup>	169	2.11 <sup>2)</sup>	158	2.08 <sup>2)</sup>
Men	504	5.93 <sup>2)</sup>	505	6.30 <sup>2)</sup>	479	6.31 <sup>2)</sup>
<b>Age structure of managers</b>						
Under 30 years	19	2.82 <sup>3)</sup>	26	3.86 <sup>3)</sup>	28	4.40 <sup>3)</sup>
30 to 50 years	370	54.98 <sup>3)</sup>	376	55.79 <sup>3)</sup>	351	55.10 <sup>3)</sup>
Over 50 years	284	42.20 <sup>3)</sup>	272	40.36 <sup>3)</sup>	258	40.50 <sup>3)</sup>
<b>FMG</b>						
FMG	2016		2015		2014	
	Proportion in %		Proportion in %		Proportion in %	
<b>Total managers</b>	<b>394</b>	<b>9.33<sup>2)</sup></b>	<b>395</b>	<b>9.60<sup>2)</sup></b>	<b>391</b>	<b>9.62<sup>2)</sup></b>
Women	58	1.37 <sup>2)</sup>	55	1.34 <sup>2)</sup>	54	1.33 <sup>2)</sup>
Men	336	7.96 <sup>2)</sup>	340	8.26 <sup>2)</sup>	337	8.29 <sup>2)</sup>
<b>Age structure of managers</b>						
Under 30 years	5	1.27 <sup>3)</sup>	6	1.52 <sup>3)</sup>	5	1.28 <sup>3)</sup>
30 to 50 years	191	48.48 <sup>3)</sup>	195	49.37 <sup>3)</sup>	201	51.41 <sup>3)</sup>
Over 50 years	198	50.25 <sup>3)</sup>	194	49.11 <sup>3)</sup>	185	47.31 <sup>3)</sup>

<sup>1)</sup>All information excludes AeroGround Berlin GmbH

<sup>2)</sup> Reporting date: December 31: Proportion of employees who are managers (levels 1 to 4, not including the Executive Board)

<sup>3)</sup> Proportion of managers relative to the total number of employees

## Parental leave taken<sup>1)</sup> / GRI standard 401-3

Group	2016			2015	2014	FMG	2016			2015	2014
	Women	Men	Total	Total	Total		Women	Men	Total	Total	Total
Parental leave taken	76	100	176	179	140	Parental leave taken	39	76	115	88	69
Part-time parental leave taken	31	14	45	35	10	Part-time parental leave taken	27	9	36	32	6

<sup>1)</sup> Number of employees who have taken parental leave in the year under review. Figures exclude apprentices, workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH.

Due to the significant expense of evaluating the various parental leave models manually (duration of parental leave, split of parental leave), the number of individuals returning from parental leave, along with the number of resignations following parental leave, have not been recorded.

## Employee turnover: starters and leavers<sup>1)</sup> / GRI standard 401-1

Group	2016				2015		2014		FMG	2016				2015		2014	
	Starters	Pro-portion in % <sup>2)</sup>	Leavers	Pro-portion in % <sup>2)</sup>	Starters	Leavers	Starters	Leavers		Starters	Pro-portion in % <sup>2)</sup>	Leavers	Pro-portion in % <sup>2)</sup>	Starters	Leavers	Starters	Leavers
<b>Starters and leavers by age group</b>								<b>Starters and leavers by age group</b>									
Under 30 years	727	51.41	502	50.10	650	414	478	303	Under 30 years	103	42.56	33	22.45	117	50	85	43
30 to 50 years	574	40.59	346	34.53	491	302	370	284	30 to 50 years	125	51.65	48	32.65	82	46	92	45
Over 50 years	113	7.99	154	15.37	100	162	81	189	Over 50 years	14	5.79	66	44.90	8	78	9	104
<b>Total</b>	<b>1,414</b>	<b>100.00</b>	<b>1,002</b>	<b>100.00</b>	<b>1,241</b>	<b>878</b>	<b>929</b>	<b>776</b>	<b>Total</b>	<b>242</b>	<b>100.00</b>	<b>147</b>	<b>100.00</b>	<b>207</b>	<b>174</b>	<b>186</b>	<b>192</b>
<b>Starters and leavers by gender</b>								<b>Starters and leavers by gender</b>									
Male	863	61.03	565	56.39	790	490	499	433	Male	157	64.88	112	76.19	152	126	118	155
Female	551	38.97	437	43.61	451	388	430	343	Female	85	35.12	35	23.81	55	48	68	37

<sup>1)</sup> Includes apprentices and excludes workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH

<sup>2)</sup> All percentages are based on the total number of starters/leavers among the employees as per <sup>1)</sup>.

## Turnover rate<sup>1)</sup> / GRI standard 401-1

In %	2016		2015		2014	
	Group	FMG	Group	FMG	Group	FMG
Turnover rate	11.41	3.42	10.70	4.14	9.86	4.61

<sup>1)</sup> The turnover rate reflects the ratio of leavers to the number of employees (as an annual average including apprentices and excluding workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH).

## Average hours of training<sup>1)</sup> / GRI standard 404-1

	2016		2015 <sup>2)</sup>		2014	
	Group	FMG	Group	FMG	Group	FMG
<b>Average hours of training per employee</b>	<b>15.76</b>	<b>12.65</b>	<b>12.91</b>	<b>11.21</b>	<b>13.97</b>	<b>10.20</b>
Per male employee	16.91	13.96	14.26	12.62	15.01	11.00
Per female employee	12.55	7.95	9.07	5.99	12.15	7.26
Per manager <sup>3)</sup>	23.92	12.67	17.34	7.58	10.59	8.03
Per employee (without managerial responsibilities)	15.16	12.54	12.80	11.59	18.09	10.47

<sup>1)</sup> Average number of hours spent on professional development, training, and seminars (excluding aviation security courses) per employee (excluding apprentices, employees in minor employment, temporary workers, interns, and AeroGround Berlin GmbH) as at the reporting date of December 31, excluding Terminal 2 oHG

<sup>2)</sup> Errors identified whilst our data was being audited have been corrected.

<sup>3)</sup> First- to fourth-tier managers excluding the Executive Board

## Occupational health and safety / GRI standard 403-2, 403-3

Group <sup>1)</sup>	2016	2015 <sup>2)</sup>	2014
<b>Accident statistics<sup>3)</sup></b>			
Reportable occupational accidents	195	243	177
Resulting days of absence <sup>4)</sup>	4,331	4,873	4,443
Fatal occupational accidents	0	0	0
Rate per 1,000 workers <sup>5)</sup>	24.50	32.51	24.82

Workers in ground handling <sup>6)</sup>	2016	2015	2014
<b>Accident statistics<sup>3)</sup></b>			
Reportable occupational accidents	89	106	89
Resulting days of absence <sup>4)</sup>	2,304	2,688	2,791
Fatal occupational accidents	0	0	0
Rate per 1,000 workers <sup>5)</sup>	46.32	52.49	49.88

<sup>1)</sup> Includes apprentices, workers in minor employment, temporary workers, interns, excludes AeroGround Berlin GmbH

<sup>2)</sup> Errors identified whilst our data was being audited have been corrected.

<sup>3)</sup> Injuries requiring first aid are recorded when employees attend Munich Airport's medical center.

<sup>4)</sup> These are working days and are counted from the first day of absence.

<sup>5)</sup> Reportable occupational accidents x 1,000 / annual average actual employee capacity [EC].

<sup>6)</sup> Ground handling employees working for FMG and employees and temporary workers at AeroGround.

FMG <sup>1)</sup>	2016	2015	2014
<b>Accident statistics<sup>3)</sup></b>			
Reportable occupational accidents	71	84	78
Resulting days of absence <sup>4)</sup>	2,106	2,492	2,533
Fatal occupational accidents	0	0	0
Rate per 1,000 workers <sup>5)</sup>	18.17	21.98	20.73

Aircraft handling on the ground is a critical area for occupational health and safety measures at Munich Airport. This is why FMG publishes additional accident statistics for employees who work in aircraft handling.

## Sick leave<sup>1)</sup> / GRI standard 403-2

Group <sup>2)</sup>	2016			2015	2014
	Women	Men	Total	Total	Total
In %					
Illness rate <sup>3)</sup>	7.37	8.01	7.9	7.71	6.74

FMG	2016			2015	2014
	Women	Men	Total	Total	Total
In %					
Illness rate <sup>3)</sup>	5.74	8.71	8.14	8.22	7.03

<sup>1)</sup> Includes apprentices and excludes workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH

<sup>2)</sup> Data to 2014 excluding CAP Flughafen München Sicherheits-GmbH.

<sup>3)</sup> Hours off sick in relation to planned working hours, including rehabilitation, therapy programs, treatment, and so on. Relates to the total number of employees as per <sup>1)</sup>.

## Occupational illnesses<sup>1)</sup> / GRI standard 403-2, 403-3

In %	2016		2015		2014	
	Group	FMG	Group	FMG	Group <sup>2)</sup>	FMG
Reported occupational illnesses	6	4	5	5	7	6

<sup>1)</sup> Includes apprentices, excludes workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH

<sup>2)</sup> Data to 2014 excluding CAP Flughafen München Sicherheits-GmbH.

## Employees with disabilities / GRI standard 405-1

Group	2016	2015	2014	FMG	2016	2015	2014
	Number of employees with limiting disabilities <sup>1)</sup>	645	644		634	Number of employees with limiting disabilities <sup>1)</sup>	487
Employees with severe disabilities in % <sup>2)</sup>	7.11	7.06	8.35	Employees with severe disabilities in % <sup>2)</sup>	12.28	11.39	11.83

<sup>1)</sup> Degree of disability of at least 30 within the meaning of equality under Book IX of the Social Security Code.

<sup>2)</sup> Proportion of employees with disabilities as per <sup>1)</sup> based on the average total employees, including apprentices and workers in minor employment and excluding temporary workers, interns, and AeroGround Berlin GmbH



## Nationalities<sup>1)</sup> / GRI standard 405-1

Group	2016				2015		2014		FMG	2016				2015		2014	
	Women	Men	Total	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>		Women	Men	Total	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>	Total	Proportion in % <sup>2)</sup>
<b>Employee nationalities, overall picture</b>	<b>2,988</b>	<b>5,788</b>	<b>8,776</b>		<b>8,285</b>		<b>7,861</b>		<b>Employee nationalities, overall picture</b>	<b>992</b>	<b>3,375</b>	<b>4,367</b>		<b>4,261</b>		<b>4,209</b>	
German nationals	2,440	4,480	6,920	78.85	6,775	81.77	6,539	83.18	German nationals	940	2,958	3,898	89.26	3,806	89.32	3,755	89.21
Foreign nationals	548	1,308	1,856	21.15	1,510	18.23	1,322	16.82	Foreign nationals	52	417	469	10.74	455	10.68	454	10.79
<b>Most represented groups of foreign nationals</b>									<b>Most represented groups of foreign nationals</b>								
Turkey	45	415	460	5.24	432	5.21	412	5.24	Turkey	1	267	268	6.14	270	6.34	272	6.46
Hungary	19	159	178	2.03	0	0	0	0	Austria	8	25	33	0.76	31	0.73	28	0.67
Italy	30	88	118	1.34	108	1.30	91	1.16	Italy	7	21	28	0.64	29	0.68	29	0.69
Greece	29	54	83	0.95	66	0.80	49	0.62	Greece	3	16	19	0.44	17	0.40	16	0.38
Romania	50	73	123	1.40	77	0.93	53	0.67	Africa	0	14	14	0.32	13	0.31	12	0.29

<sup>1)</sup> Reporting date: December 31: Total number of employees including apprentices and excluding workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH

<sup>2)</sup> All percentages are based on the total number of employees as per <sup>1)</sup>.

## Employees' areas of residence<sup>1)</sup> / GRI standard 102-8, 401-1

Administrative districts	2016		FMG	2015		2014		
	Group	Proportion in % <sup>2)</sup>		Group	FMG	Group	FMG	
Freising	2,295	26.15	876	20.06	2,077	845	1,892	809
Erding	1,862	21.22	1,066	24.41	1,809	1,052	1,716	1,035
Munich	1,820	20.74	753	17.24	1,702	716	1,605	717
Landshut	1,221	13.91	670	15.34	1,168	649	1,120	656
Pfaffenhofen	155	1.77	92	2.11	141	87	175	87
Other districts	1,423	16.21	910	20.84	1,388	912	1,353	905
<b>Total</b>	<b>8,776</b>	<b>100.00</b>	<b>4,367</b>	<b>100.00</b>	<b>8,285</b>	<b>4,261</b>	<b>7,861</b>	<b>4,209</b>

<sup>1)</sup> Total number of employees including apprentices and excluding workers in minor employment, temporary workers, interns, and AeroGround Berlin GmbH who lived in each administrative district as at the reporting date of December 31.

<sup>2)</sup> All percentages are based on the total number of employees as per <sup>1)</sup>.

## De-icers used<sup>1)</sup> / GRI standard 301-1, 301-2; GRI A06

	2015/2016	2014/2015	2013/2014
Apron de-icer in t <sup>2)</sup>	2,041	3,067	1,097
Aircraft de-icer [Safewing Type I] in m <sup>3</sup>	3,233	4,107	1,959
Aircraft de-icer [Safewing Type IV] in m <sup>3</sup>	783	919	391
Recycling rate of Type I de-icer used in %	63.9	68	59
Number of days of winter operations	47	57	38

<sup>1)</sup> Seasonal database/fluctuations in year-on-year comparisons are linked to winter weather conditions.

<sup>2)</sup> Liquid potassium formate and sodium formate granules

The company responsible for de-icing operations at Munich Airport, Gesellschaft für Enteisen und Flugzeugschleppen am Flughafen München mbH [EFM], uses glycol-based de-icer that is sprayed onto aircraft by de-icing vehicles. The low-viscosity Type I de-icer is mixed with water in the ratio 55:45, heated, and applied to the aircraft at a temperature of 85 degrees Celsius. Type IV de-icer contains thickeners, making it viscous. It is sprayed on cold and undiluted.

## Energy consumption and emissions<sup>1)</sup> / GRI standard 301-1, 302-1, 302-2, 302-4, 305-1, 305-2, 305-3

	2016			2015			2014		
	GJ	MWh	CO <sub>2</sub> [t]	GJ	MWh	CO <sub>2</sub> [t]	GJ	MWh	CO <sub>2</sub> [t]
<b>Scope 1: direct energy consumption/emissions</b>									
Natural gas gas/diesel generating sets CHPP	8,193	2,276	455	601,146	166,985	33,352	706,119	196,144	39,168
Natural gas gas/gasoline generating sets CHPP	1,273,319	353,700	70,644	608,234	168,954	33,745	466,906	129,696	25,899
Natural gas boiler plant	10,564	2,934	586	11,956	3,321	663	11,059	3,072	613
Fuel oil gas/diesel gensets	16,943	4,707	1,256	62,086	17,246	4,601	75,841	21,067	5,620
Fuel oil boiler plant	950	264	70	140	39	11	113	31	8
LPG	4,046	1,124	262	3,956	1,099	256	4,041	1,123	262
Fuel oil emergency gensets	1,526	424	113	1,958	544	145	1,582	439	117
Natural gas consumption EFM <sup>2)</sup>	7,855	2,182	436	9,943	2,762	552	3,702	1,028	205
Diesel and gasoline	154,001	42,778	11,441	154,764	42,990	11,503	141,296	39,249	10,446
<b>Total scope 1</b>	<b>1,477,396</b>	<b>410,388</b>	<b>85,262</b>	<b>1,454,184</b>	<b>403,940</b>	<b>84,826</b>	<b>1,410,660</b>	<b>391,850</b>	<b>82,339</b>
<b>Scope 2: indirect energy consumption/emissions<sup>3)</sup></b>									
Purchased power <sup>4)</sup>	278,606	77,391	45,428	292,421	81,228	49,468	299,600	83,222	49,517
Purchased district heat <sup>5)</sup>	126,972	35,270	3,756	128,527	35,702	3,802	86,458	24,016	2,558
Purchased natural gas <sup>6)</sup>	65,449	18,180	3,631	34,160	9,489	1,895	6,070	1,686	337
Power supplied to outside companies <sup>7)</sup>	-191,987	-53,330	-31,305	-207,407	-57,613	-35,086	-209,260	-58,128	-34,586
Heat supplied to outside companies	-131,419	-36,505	-6,799	-139,057	-38,627	-7,054	-138,630	-38,508	-7,311
Cooling supplied to outside companies	-18,742	-5,206	-609	-21,380	-5,939	-725	-17,821	-4,950	-589
Natural gas supplied to outside companies	-65,449	-18,180	-3,631	-34,160	-9,489	-1,895	-6,070	-1,686	-337
Purchased power transmitted <sup>8)</sup>	35,923	9,979	5,857	37,865	10,518	6,406	38,415	10,671	6,349
<b>Total scope 2<sup>13)</sup></b>	<b>9)</b>	<b>9)</b>	<b>16,329</b>	<b>9)</b>	<b>9)</b>	<b>16,811</b>	<b>9)</b>	<b>9)</b>	<b>15,938</b>
<b>Scope 3: other indirect energy consumption/emissions (by third parties)</b>	<b>10)</b>	<b>10)</b>		<b>10)</b>	<b>10)</b>		<b>10)</b>	<b>10)</b>	
Electrical energy purchases of outside companies	-	-	31,305	-	-	35,086	-	-	34,586
Heat purchases of outside companies	-	-	6,799	-	-	7,054	-	-	7,311
Cooling purchases of outside companies	-	-	609	-	-	725	-	-	589
Natural gas purchases of outside companies	-	-	3,631	-	-	1,895	-	-	337
Fuel for outside companies	-	-	6,680	-	-	6,806	-	-	7,135
<b>Subtotal</b>	<b>9)</b>	<b>9)</b>	<b>49,023</b>	<b>9)</b>	<b>9)</b>	<b>51,565</b>	<b>9)</b>	<b>9)</b>	<b>49,958</b>
<b>Total annual CO<sub>2</sub> emissions open to influence<sup>11)</sup></b>			<b>150,614</b>			<b>153,202</b>			<b>148,234</b>
Air traffic [LTO cycle] <sup>12)</sup>	-	-		-	-		-	-	
Take-off			55,337			52,614			51,052
Climb out			93,711			89,241			87,605
Idle (traveling on the apron)			162,115			152,431			145,124
Approach			113,731			108,362			105,430
APU with PCA <sup>14)</sup>			39,803			42,256			41,592
Engine test runs			715			640			997
Feeder traffic <sup>15)</sup>			39,439			40,176			39,247
<b>Total scope 3</b>			<b>553,874</b>			<b>537,285</b>			<b>521,005</b>

<sup>1)</sup> Data collected and reported according to the GHG protocol WRI/ WBCSD Greenhouse Gas Protocol Corporate Accounting and Reporting Standard. Principle of operational control applied. To the extent that they are subject to emissions trading, conversion parameters, such as heat values and emission factors in particular, are determined according to the provisions of the German Emissions Trading Authority (DEHSt). Other conversion parameters are based on the latest publication from the German Federal Environment Agency (UBA).

<sup>2)</sup> EFM: Gesellschaft für Enteisung und Flugzeugschleppen am Flughafen München (company responsible for de-icing at Munich Airport); associated company

<sup>3)</sup> Scope 2 emissions reported using the GHG Protocol Scope 2 Guidance [2015] in accordance with the «location-based» method based on emission factors for domestic consumption in Germany, electricity mix, and district heating mix. Net scope 2 emissions with specific emission factors are 0.587 kg/kWh for electricity and 0.213 kg/kWh for district heat from fossil fuels (50 percent biomass). The total purchased district heat consists of 50 percent district heat from fossil fuels and 50 percent district heat from biomass with a specific emission factor of 0 kg/kWh.

<sup>4)</sup> 38.3 percent electricity from renewable energy sources (as of 2015 according to section 42 of the German Energy Act [EnWG]).

<sup>5)</sup> 50 percent of district heat is purchased from biomass directly from the biomass thermal power plant in Zolling.

<sup>6)</sup> Solely natural gas purchased (baseline year 2016); no renewable energy sources.

<sup>7)</sup> Including the quantity transmitted to outside companies

<sup>8)</sup> Total power transmitted to outside companies and subsidiaries. The specific emission factor used for purchased power was also used here.

<sup>9)</sup> For physical reasons it is not practical to add heat, cooling energy, and electricity in energy units. The sum can only be used to draw very limited conclusions.

<sup>10)</sup> No information as values cannot be specified for all items.

<sup>11)</sup> Sum of scope 1, scope 2, and the subtotal of scope 3a; this is the comparative value for the reference value taken from the baseline year of 2005 at 162,046 tonnes. The CO<sub>2</sub> reference value must not be exceeded in spite of expansion plans and the expected growth.

<sup>12)</sup> Emissions calculated using the LASPORT model for classifying flight operations in accordance with the LTO cycle

<sup>13)</sup> Scope 2 emissions calculated using the GHG Protocol Scope 2 Guidance [2015] in accordance with the «market-based» method results in a figure of 11,181 t of CO<sub>2</sub>. This is based on an emission factor of 0.431 kg/kWh for the Munich Airport network. The other emission factors stated in footnote 3 remain unchanged.

<sup>14)</sup> Calculated from aircraft movements using the LASPORT model, subsequently taking into account the APU emissions avoided by using PCA systems

<sup>15)</sup> Feeder traffic includes the road traffic caused by passengers, visitors, and employees around the airport.

### Generated and purchased power / GRI standard 302-5, 305-1, 305-2, 305-5

Munich Airport produces around 80 percent of its annual heat energy requirements in the Group's own block heat and power plant. Aside from a tiny amount that is generated in peak load boilers, the airport meets the remainder of its heating needs by purchasing district heat from a public utility company in Freising. Since early 2011, 50 percent of this purchased district heat – roughly 18 gigawatt hours [GWh] – has been generated by a biomass thermal power plant in Zolling. This procurement is secured by a long-term supply option for the coming years. This district heat obtained from biomass is renewable and climate neutral, and cuts CO<sub>2</sub> emissions by around 3,800 t per year.

### Energy intensity coefficient<sup>1)</sup> / GRI standard 302-3

In kWh/passenger	2016	2015	2014
Power consumption	5.51	5.42	5.59

<sup>1)</sup>Power consumption is responsible for more than 2/3 of the total CO<sub>2</sub> emissions produced by energy-induced processes at the airport [excluding emissions generated by airlines]. Furthermore, it is only very slightly linked to weather conditions. For this reason, the power consumption per passenger is the most useful indicator for energy consumption at Munich Airport. The power consumption is made up of total power consumption of all buildings and installations on the campus, including hosted electricity. It includes power consumption by FMG and its subsidiaries, consumption by external companies, and all losses at the low-voltage level.

### Greenhouse gas emissions intensity<sup>2)</sup> / GRI standard 305-4

In kg/passenger	2016	2015	2014
CO <sub>2</sub> emissions	3.56	3.74	3.73

<sup>2)</sup>The calculation of CO<sub>2</sub> emissions per passenger enables the physically meaningful addition of the various forms of primary and secondary energy used at the airport in relation to passenger figures. The CO<sub>2</sub> emissions from scope 1 and 2 are added, as well as power, heat, cooling energy, natural gas, and fuel consumption by external companies. The figure therefore includes all emissions that must not exceed the targets for carbon-neutral growth.

### Other greenhouse gas emissions / GRI standard 305-3, 305-6

CH <sub>4</sub> , N <sub>2</sub> O and greenhouse gases containing fluorine in CO <sub>2</sub> equivalent <sup>1)</sup> [t]	2016	2015	2014
LTO cycle	4,285	4,061	3,849
Feeder traffic <sup>2)</sup>	348	389	383
APU <sup>3)</sup>	402	426	412
Engine test runs <sup>4)</sup>	7	6	10
Small appliances in buildings	476	409	189
Mobile systems [vehicles]	184	149	42

<sup>1)</sup> Conversion of emissions into CO<sub>2</sub> equivalents in accordance with the IPCC Fourth Assessment Report

<sup>2)</sup> Feeder traffic includes the traffic caused by passengers, visitors, and commuters in the area around the airport.

<sup>3)</sup> Calculated from flight movements using the LASPORT model, subsequently taking into account the APU emissions avoided by using PCA systems

<sup>4)</sup> Estimated figures

### Measured pollutant concentrations / GRI standard 305-7; GRI A05

In µg/m <sup>3</sup>	Current legal annual limiting value	2016	2015	2014
NO <sub>2</sub> concentration (nitrogen dioxide)	40	20	20	22
SO <sub>2</sub> concentration (sulfur dioxide) <sup>1)</sup>	20	2	2	2
PM <sub>10</sub> concentration (particulate matter)	40	12	15	15
PM <sub>2.5</sub> concentration	25	9	11	11

<sup>1)</sup> Statutory threshold to protect vegetation, only strictly applicable away from urban centers and transport facilities, but complied with here as well as the immission value specified by the administrative regulation TA Luft for protecting human health (50 µg/m<sup>3</sup>).

### Air pollutant emissions / GRI standard 305-7; GRI A05

In t	2016	2015	2014
NO <sub>x</sub> – air traffic (LTO cycle)	1,509.2	1,450.3	1,401.0
NO <sub>x</sub> – feeder traffic <sup>1)</sup>	81.1	91.3	92.0
SO <sub>x</sub> – air traffic (LTO cycle)	107.8	102.1	99.0
SO <sub>x</sub> – feeder traffic <sup>1)</sup>	0.2	0.2	0.2
PM <sub>10</sub> – air traffic (LTO cycle)	12.3	11.8	11.5
PM <sub>2.5</sub> – feeder traffic <sup>1)</sup>	1.5	1.5	1.5

<sup>1)</sup> Feeder traffic includes the traffic caused by passengers, visitors, and commuters in the area around the airport.

### Total freshwater consumption<sup>1),2)</sup> / GRI standard 303-1

	2016	2015	2014
Water purchased from utility in m <sup>3</sup>	1,050,791	1,042,166	991,575
Water consumption per 1,000 traffic units in m <sup>3</sup>	23.0	23.6	23.2

<sup>1)</sup> Includes all companies on the campus.

<sup>2)</sup> Values are derived as follows: water metering in m<sup>3</sup> measured at the drinking water feed points (transfer points) from the water utility company to Munich Airport

### Total wastewater discharge<sup>1),2)</sup> / GRI standard 306-1

	2016	2015	2014
Total wastewater discharged from Munich Airport into sewage plant in m <sup>3</sup>	2,278,601	2,344,085	1,963,719
Volume of wastewater per 1,000 traffic units in m <sup>3</sup>	49.8	53.0	46.0

<sup>1)</sup> Includes all companies on the campus.

<sup>2)</sup> The wastewater discharged to the sewage plant consists of domestic wastewater, industrial wastewater, mixed water, and de-icing waste.

### Water sources / GRI standard 303-1, 303-2

Munich Airport sources its drinking water from the Moosrain water utility company, which extracts it from the tertiary strata via seven water wells at depths of between 94 and 160 meters. The water wells are located in water protection areas at «Obere Point» [surface area 33 ha] and «Oberdingermoos» [surface area 36 ha] in the Oberding municipality.

### Water samples / GRI standard 306-5, 303-1; GRI A04

Under the provisions of the planning approval notice Munich Airport is required to test the water surrounding the airport. Securing evidence regarding the quantity [water level] and quality [water quality] of groundwater is particularly important. FMG measures the water levels of more than 300 groundwater and 17 surface water measurement points on an ongoing basis. Water quality is determined at 18 groundwater and eleven surface water measurement points. All implemented measures are summarized in a report, evaluated, and presented to the water authorities.

## Waste<sup>1)</sup> / GRI standard 301-3, 306-2

In t	2016	2015	2014	Point of disposal and reuse
<b>Recycling</b>				
Paper, cardboard, and cartons from aircraft <sup>2)</sup>	-	-	-	Sorting facilities, paper factory in Munich/Schrobenhausen (wastepaper recycling)
Paper, cardboard, and cartons from buildings	1,654	1,653	1,673	
Mixed reclaimed materials/waste for recycling from buildings	3,038	2,993	3,003	
Mixed glass	178	165	168	
Wood	355	294	241	Sorting facilities, recycling firms in Eitting, Schwaig, Moosburg, and Munich [recycling]
Bulk waste	634	407	489	
Scrap metal containing electronic waste	378	279	282	
Other recyclables <sup>3)</sup>	180	189	180	
<b>Total recycling</b>	<b>6,417</b>	<b>5,980</b>	<b>6,036</b>	
<b>Other form of reuse [reuse of materials/energy]</b>				
Food waste <sup>4)</sup>	1,024	843	872	Biogas plant [energy recovery]
Waste from cleaning of aircraft cabin <sup>5)</sup>	-	-	-	
Waste for disposal/prohibited liquids [terminal areas]	196	167	171	Munich North power plant [energy recovery]
Waste for disposal from buildings	596	513	553	
Building waste/rubble	2,247	703	810	Recycling/disposal firms [material recycling/pit filling]
Hazardous waste [FMG fraction only, excluding mineral wool]	219	276	278	Recycling/disposal firms [material recycling] or hazardous waste specialists in Munich and Ebenhausen [energy recovery, secondary fuels]
Of which are subject to ADR [hazardous goods] rules <sup>6)</sup>	180	186	190	
Other waste <sup>7)</sup>	313	429	275	
<b>Total material/energy recycling</b>	<b>4,595</b>	<b>2,931</b>	<b>2,959</b>	
<b>Landfill waste</b>				
Insulators [mineral wool] <sup>8)</sup>	309	186	23	
<b>Total landfill</b>	<b>309</b>	<b>186</b>	<b>23</b>	Spitzlberg, Landshut landfill
<b>Total amount</b>	<b>11,321</b>	<b>9,097</b>	<b>9,018</b>	

<sup>1)</sup>All quantities refer exclusively to the disposal processes organized by FMG waste management. This refers to the total figure reported (2016: 11,321 t).

<sup>2)</sup>Disposal is no longer conducted by FMG waste management. Disposal and transport services were outsourced to a disposal company in April 2011.

<sup>3)</sup>For example, foil, lightweight packaging

<sup>4)</sup>All resto only Terminal 2 and Satellite from April 2016

<sup>5)</sup>Waste from the cleaning of aircraft cabins and catering waste is processed by a disposal firm at the Munich North waste incineration plant/at the power plant in accordance with EC Regulation 1069/2009. Disposal is no longer FMG's responsibility and has been conducted by a specialist contractor working on behalf of the Erding animal carcass disposal association since January 2011.

<sup>6)</sup>ADR [Accord européen relatif au transport international des marchandises dangereuses par route]: European Agreement concerning the International Carriage of Dangerous Goods by Road

<sup>7)</sup>For example runway wear, refuse, old tires.

<sup>8)</sup>Insulators that are collected at a disposal specialist contracted on behalf of the district of Freising and sent away for proper disposal (landfill). Figure has increased due to renovation/roof repair work (mineral wool).

## Hazardous goods: checks and training courses / GRI standard 306-4

Operations at Munich Airport involve a number of substances that are harmful to the environment and water; these must be declared as hazardous goods and transported off site. The vehicles used for transporting hazardous goods were inspected to verify that they are in proper condition and are roadworthy and safe to operate. Employee training on the handling of hazardous goods is held at regular intervals in accordance with legal regulations. In the year under review, 2016, a total of 180 tonnes of waste [previous year: 186 tonnes] declared as hazardous goods were transported away for disposal.

## Measured noise<sup>1)</sup> / GRI A07

In dB[A]	2016		2015		2014	
	Night <sup>2)</sup>	Day	Night <sup>2)</sup>	Day	Night <sup>2)</sup>	Day
Measurement point (nearest municipality)						
Brandstadi (municipality of Hallbergmoos)	52	59	49	58	49	58
Pallhausen (town of Freising)	46	56	44	55	44	55
Reisen (municipality of Eitting)	48	55	48	56	49	56
Viehlaßmoos (municipality of Berglern)	44	54	45	55	46	55

<sup>1)</sup> Leq3 continuous sound level in dB(A) for the six busiest months at four aircraft noise measuring stations situated on each of the main flight paths.

<sup>2)</sup> Hours from 10 p.m. to 6 a.m.

## Noise complaints / GRI standard 103-2

	2016	2015	2014
Noise complaints received via telephone	277	174	338
Complainants	189	94	110

## Population growth in neighboring communities<sup>1)</sup> / GRI A07

Number of residents	2015	2014	2013
Freising (District of Freising)	46,963	45,857	45,806
Marzling (District of Freising)	3,179	3,142	3,094
Oberding (District of Erding)	6,151	5,975	5,838
Hallbergmoos (District of Freising)	10,524	10,364	10,084

<sup>1)</sup> At December 31.

Source: Bayerisches Landesamt für Statistik und Datenverarbeitung (Bavarian State Office for Statistics and Data Processing) – Statistikatlas Bayern (statistical atlas of Bavaria). Figures for 2016 were not available at the time of printing.

## «Green spaces»<sup>1)</sup> belonging to the airport but outside the airport fence / GRI standard 102-7, 304-1, 304-3

In ha	2016	2015	2014
<b>Additional «organic areas» in total</b>	<b>746</b>	<b>746</b>	<b>745</b>
Compensatory mitigation areas, zone III	374 <sup>2)</sup>	374	370
Airport periphery, zone II	250	250	250
Ecological land reserve for future expansion measures	122	122	125

<sup>1)</sup> Green areas in Zone II and III that Flughafen München GmbH maintains as natural conservation areas (in contrast to rented farmland or other real estate).

<sup>2)</sup> Although additional compensation measures were taken over an area of 2,000 m<sup>2</sup> in 2016, this does not impact the stated number of hectares in terms of the total size.

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