

# The Expansion of Munich Airport Legal Challenges, Facts and Figures

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13/06/2025, Rome





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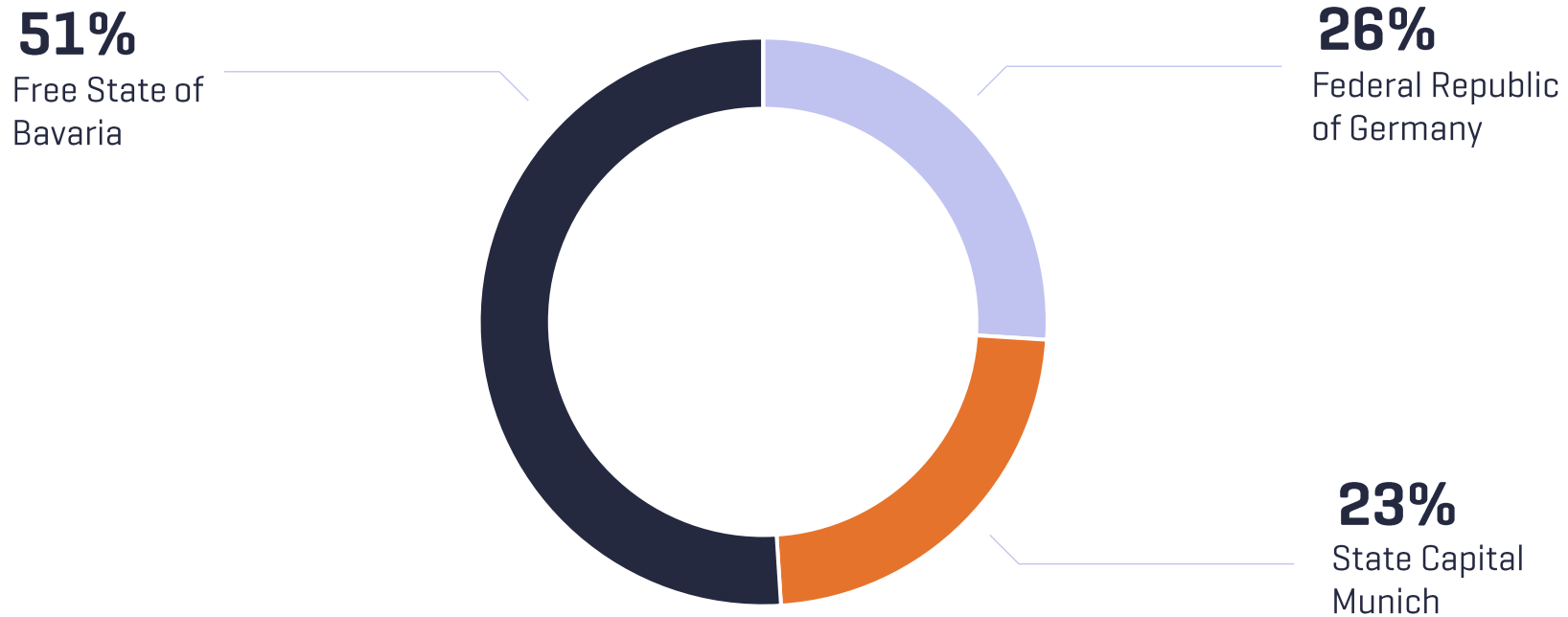
- 1 Background
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- 3 Terminal Expansion
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# 1 Background

FACTS AND FIGURES

# Shareholders

The shareholders of Flughafen München GmbH [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 Airport at a Glance



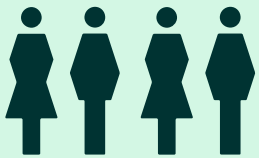
**327,200**  
take-offs & landings



**41.6 million**  
passengers



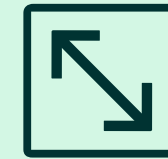
**311,000**  
tonnes of airfreight  
and airmail



**33,330**  
employees on campus\*  
9,100 within the Group



**464**  
businesses on campus\*



**1,575**  
hectares total  
surface area

\* All figures as of January 2025



# Bavaria's Gateway to the World - a Global Hub

Munich Airport is a key international aviation hub.



**96\***  
airlines

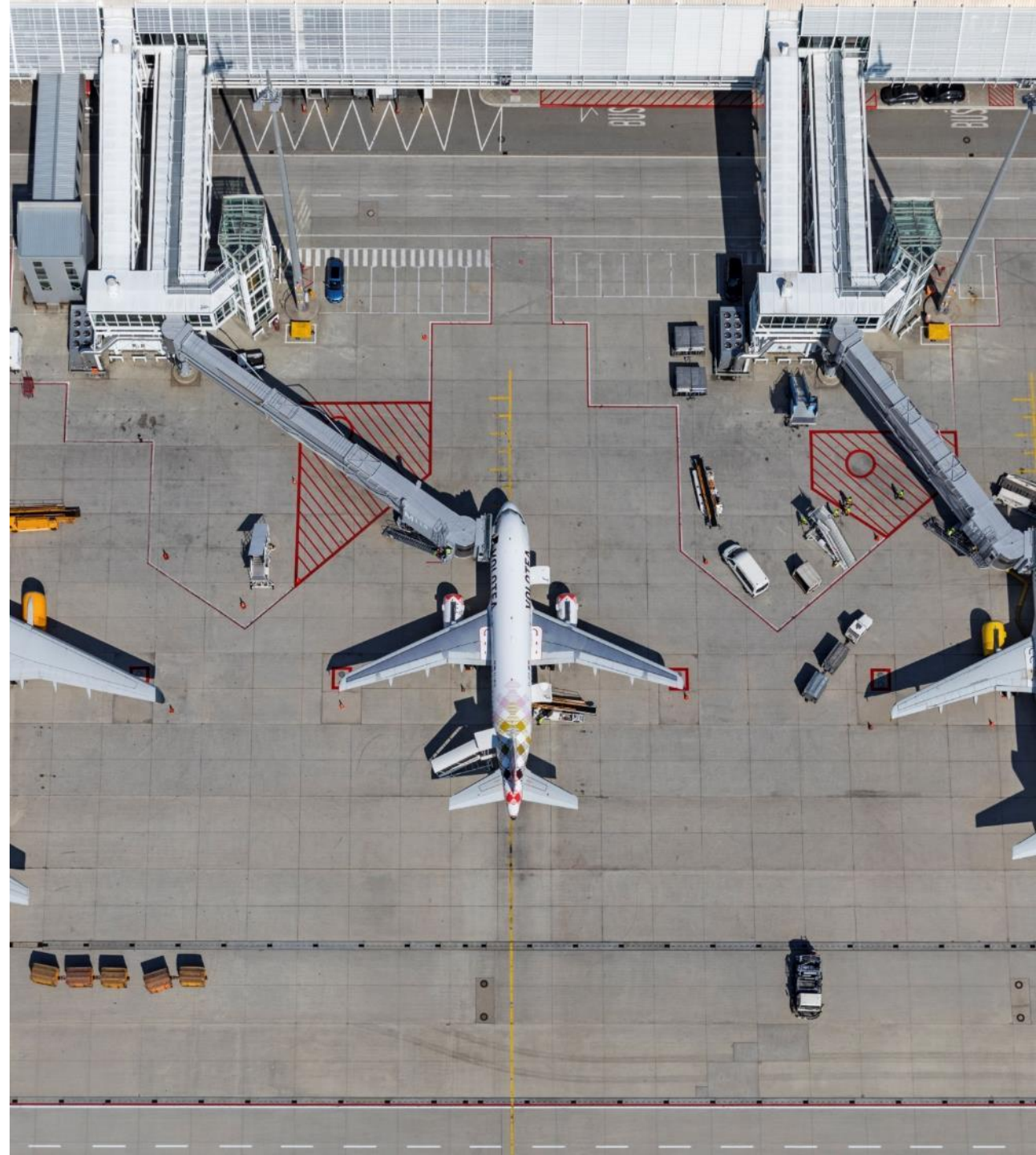


**224**  
destinations



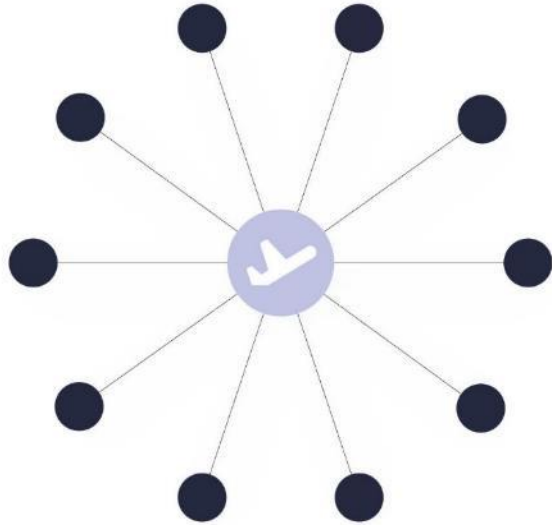
**66**  
countries

\* Incl. five air freight airlines

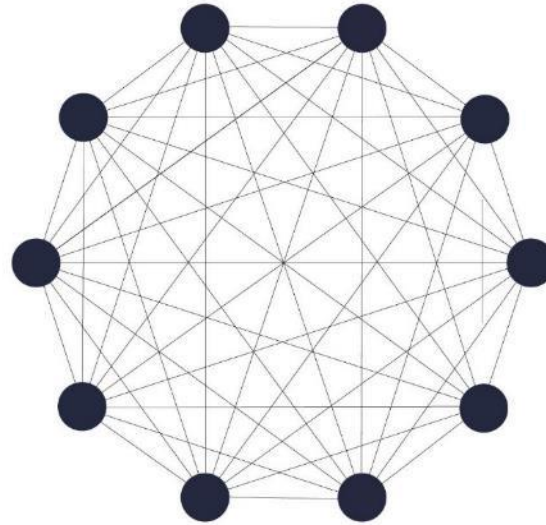


# Munich Hub: Perfectly Connected

At a hub, flights are efficiently bundled in a way that conserves resources. This enables many connections with a minimum number of aircraft used.



**HUB AIRPORT**  
18 flights



**POINT-TO-POINT**  
90 flights




## MUNICH AIRPORT: EFFICIENT HUB

2024  
58 % ORIGINATING PASSENGERS  
42 % TRANSFER PASSENGERS

\* Passenger's flight begins or ends in Munich

# Air Traffic Continues to Grow in 2024

Passenger numbers at Munich Airport increased by 12.2 percent to 41.6 million. This made the Bavarian air traffic hub the fastest-growing airport in Germany in 2024.

Traffic figures	2024	2023	Change
	41.6 mio.	37 mio.	12.2%
	327,000	302,150	8.3%
	311,000t*	284,346t*	9.4%





# 2 Third Runway

PLANNING, OBSTACLES, AND IMPLEMENTATION [?]

# Planning

Basic evaluation by the airport:

- Zoning law requirements
- Cost / benefits analysis
- Traffic forecast [e.g. 2025: > 58 million PAX]
- Realization possibilities [Where? What size? Alternatives, considering consequences?]

Targets, e.g.:

- Movements from 90/h to 120/h

# Air Traffic Policy

European Commission

Federal Republic of Germany

Free State of Bavaria

... all unanimously believed that a substantial expansion of  
air traffic capacity would be required

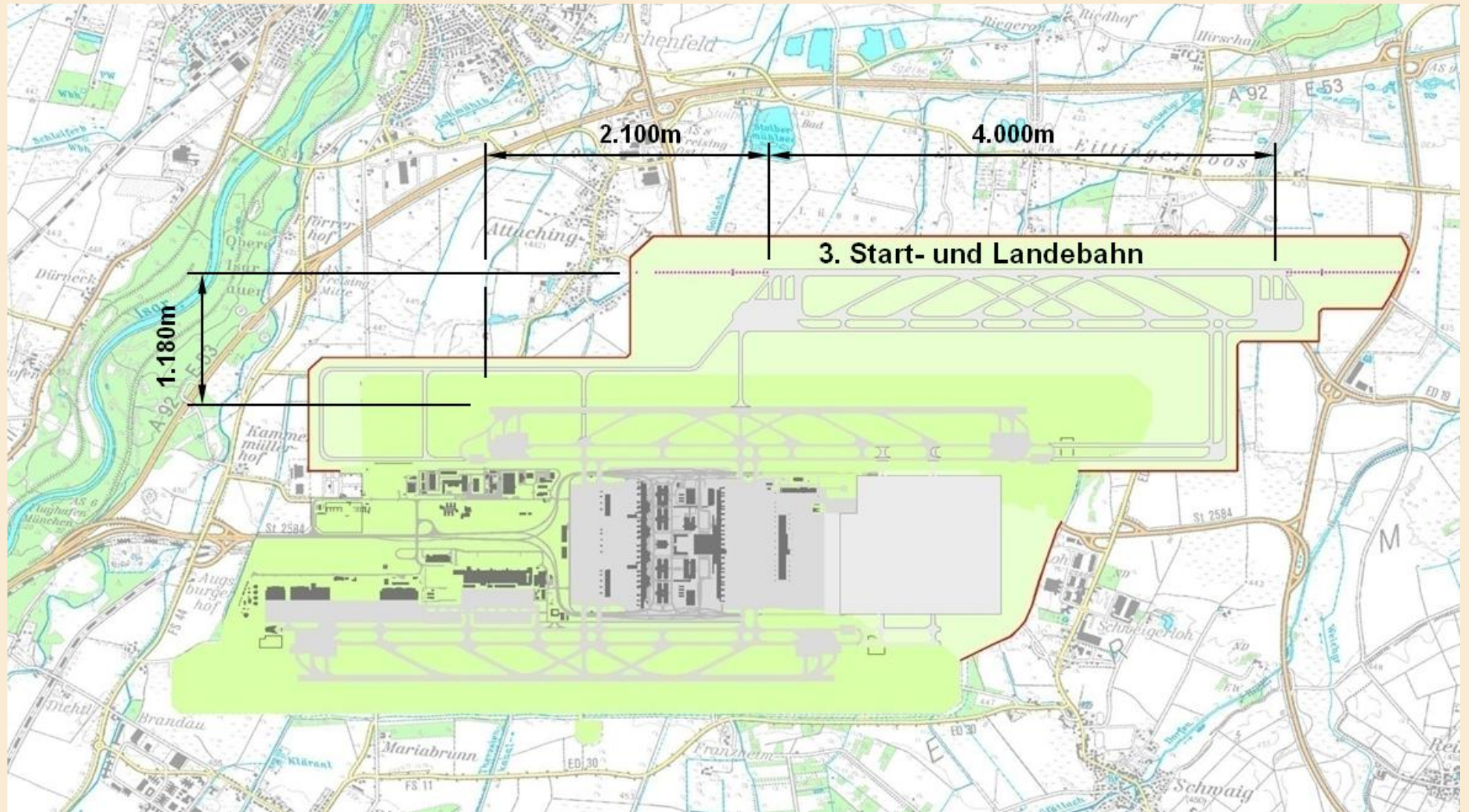
# The Third Runway Aerial View



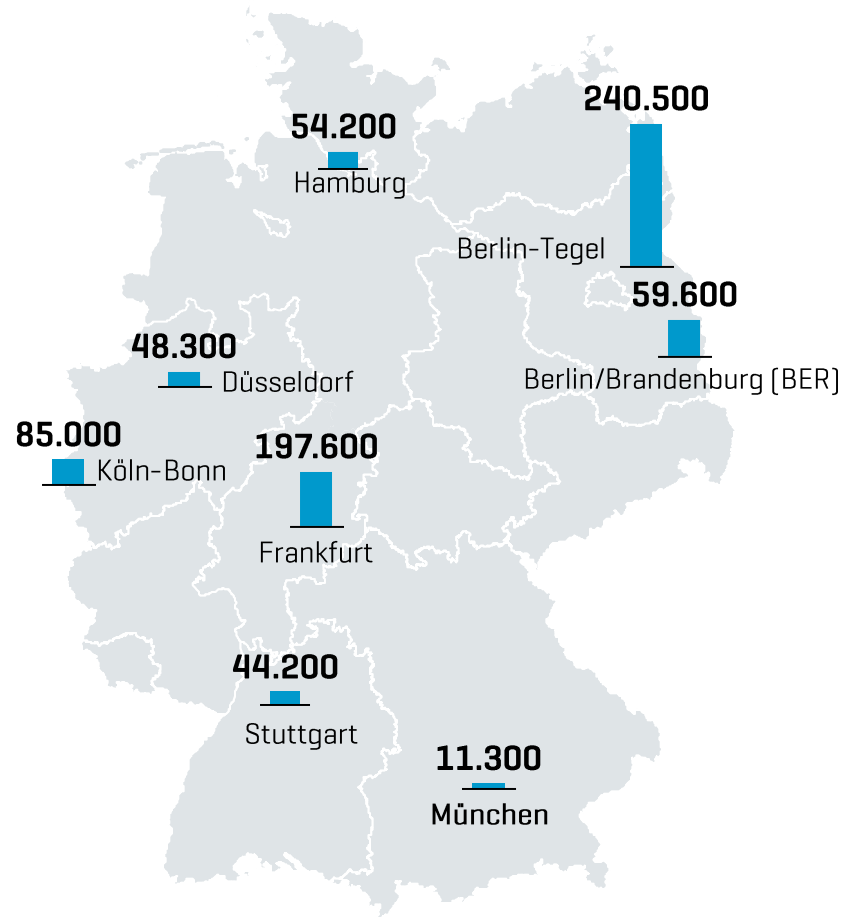


# The Third Runway

## Graphic View



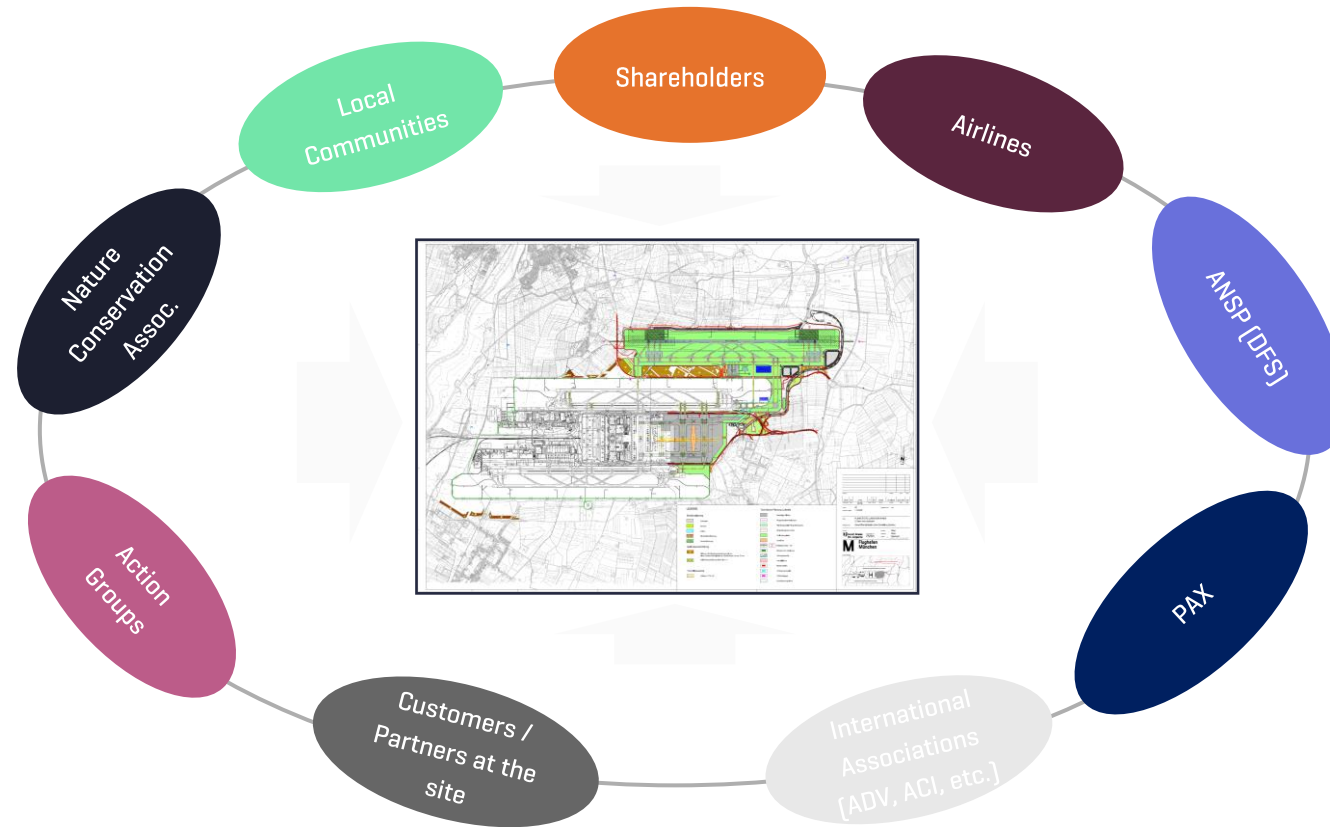
# Residents Affected by Aircraft Noise



Lowest number of residents in an airport vicinity affected by noise

The third runway would affect an additional 3,900 residents

# Relevant Stakeholders



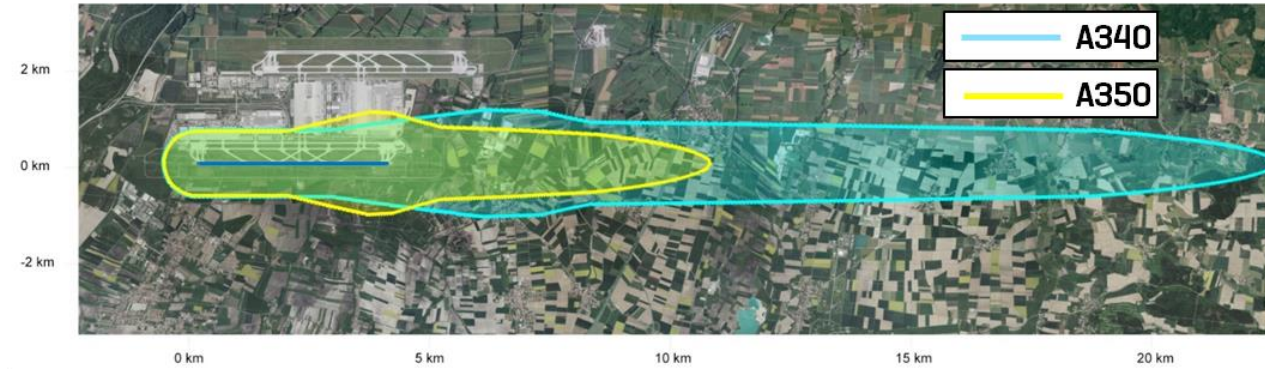


# Typical Noise Carpets

Airbus A340 (alt)



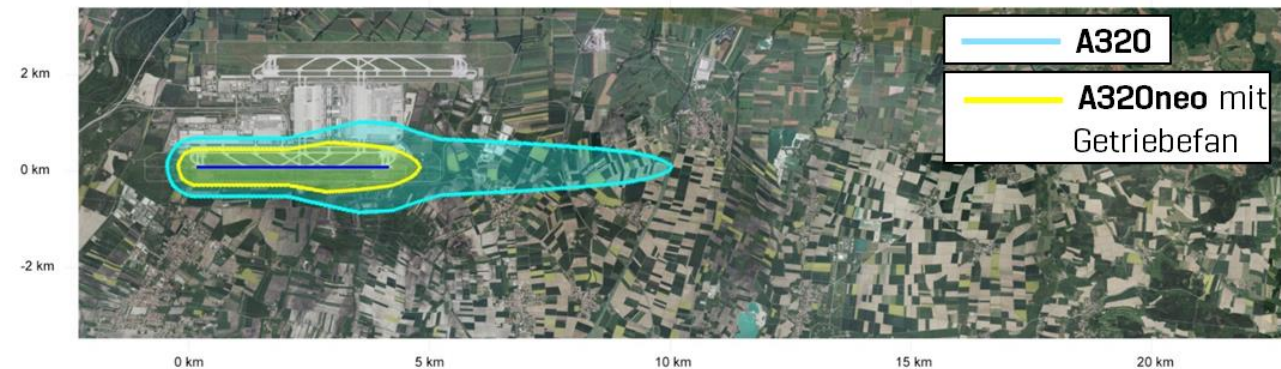
Airbus A350 (neu)



Airbus A320 (alt)



Airbus A320 NEO (neu)



1) Vergleich der 75 db[A] Konturen



# The Munich Referendum

Who was asked?

The citizens of Munich

What were they asked?

How the city should exercise its **voting rights** as a **shareholder**

Who is affected by the airport?

The population in the vicinity of the airport

So what did they say?

54% against / 46% in favor of third runway [votes cast 35%]

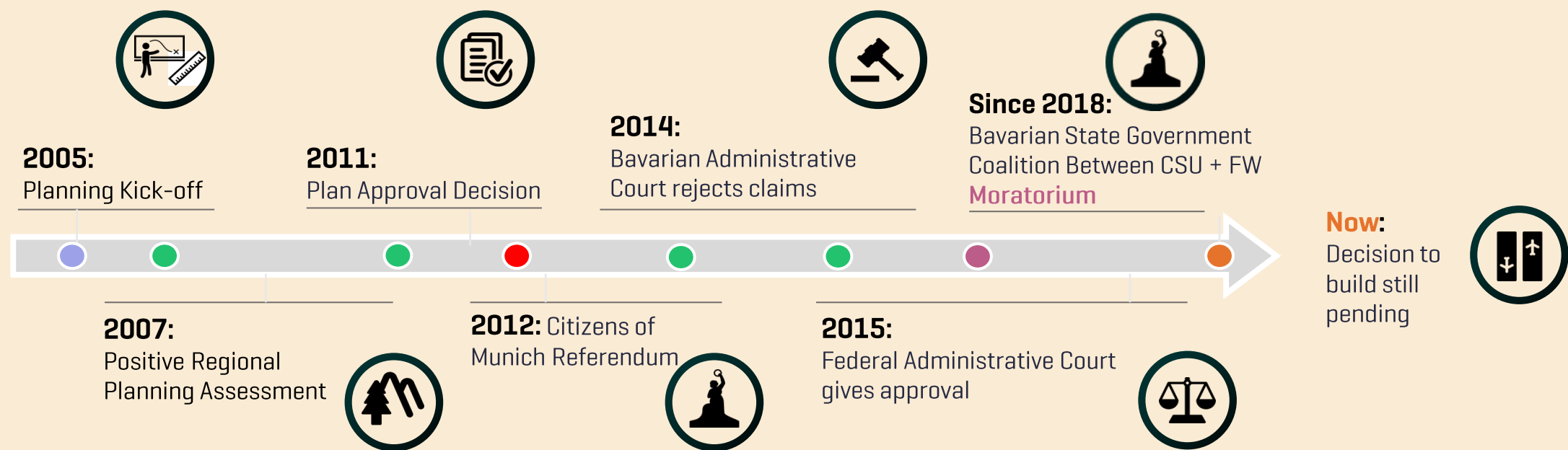
Legal consequence?

Binding effect for 12 ~~years~~ months

# Bavarian Higher Administrative Court

- 11-2011: 22 claims against zoning law decision
- 11-2012: 5 judicial visual inspections
- 05-2013
- 03-2013 – 01-2014: Oral hearings
  - 41 days
  - > 10.000 pages of submissions
  - > 750 pages of verbatim records;
  - approx. 230 applications for evidence
- 19 Feb 2014: Judgment: rejection of all claims; revision not admitted

# Still: **After** 20 Years of Planning



# 3 Terminal Expansion

COOPERATION REQUIRED



# The Satellite Terminal



# The Terminal Operator

Terminal 2 is operated by FMG / Lufthansa joint venture [60%/40%]

The Satellite Terminal is also operated by this JV company

Any extension must be agreed unanimously between the partners

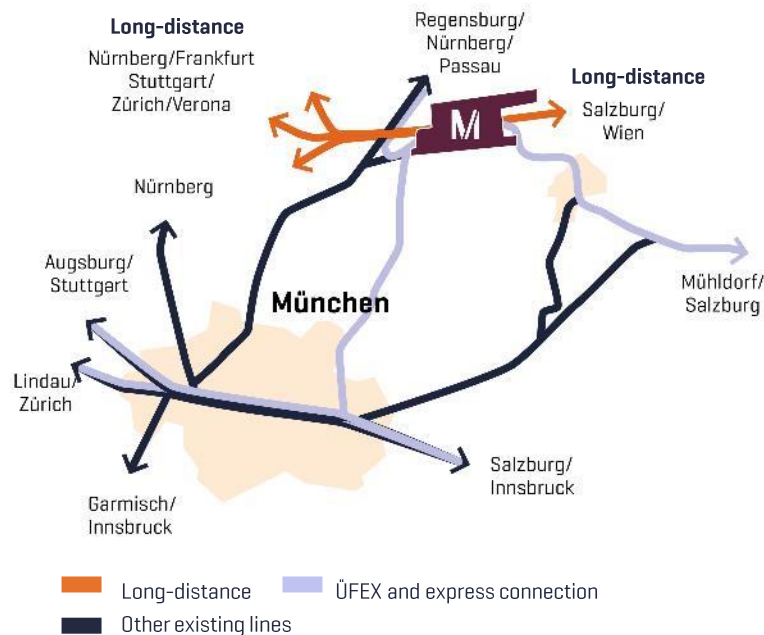
Currently being discussed: the “T-handle” for the Satellite Terminal building

# 4 Bonus: Rail Link

CHALLENGE: IMPROVING THE CURRENT RAIL CONNECTIVITY

# Urgently Needed: A Better Rail Link for the Airport

As a multimodal transportation hub, Munich Airport provides attractive «airside» connections. But «landside» transport connections also play a key role. Expanding rail access strengthens sustainability and the airport's competitive position. Current rail connections are mostly by suburban trains [S-Bahn] and some regional trains to e.g. Regensburg.

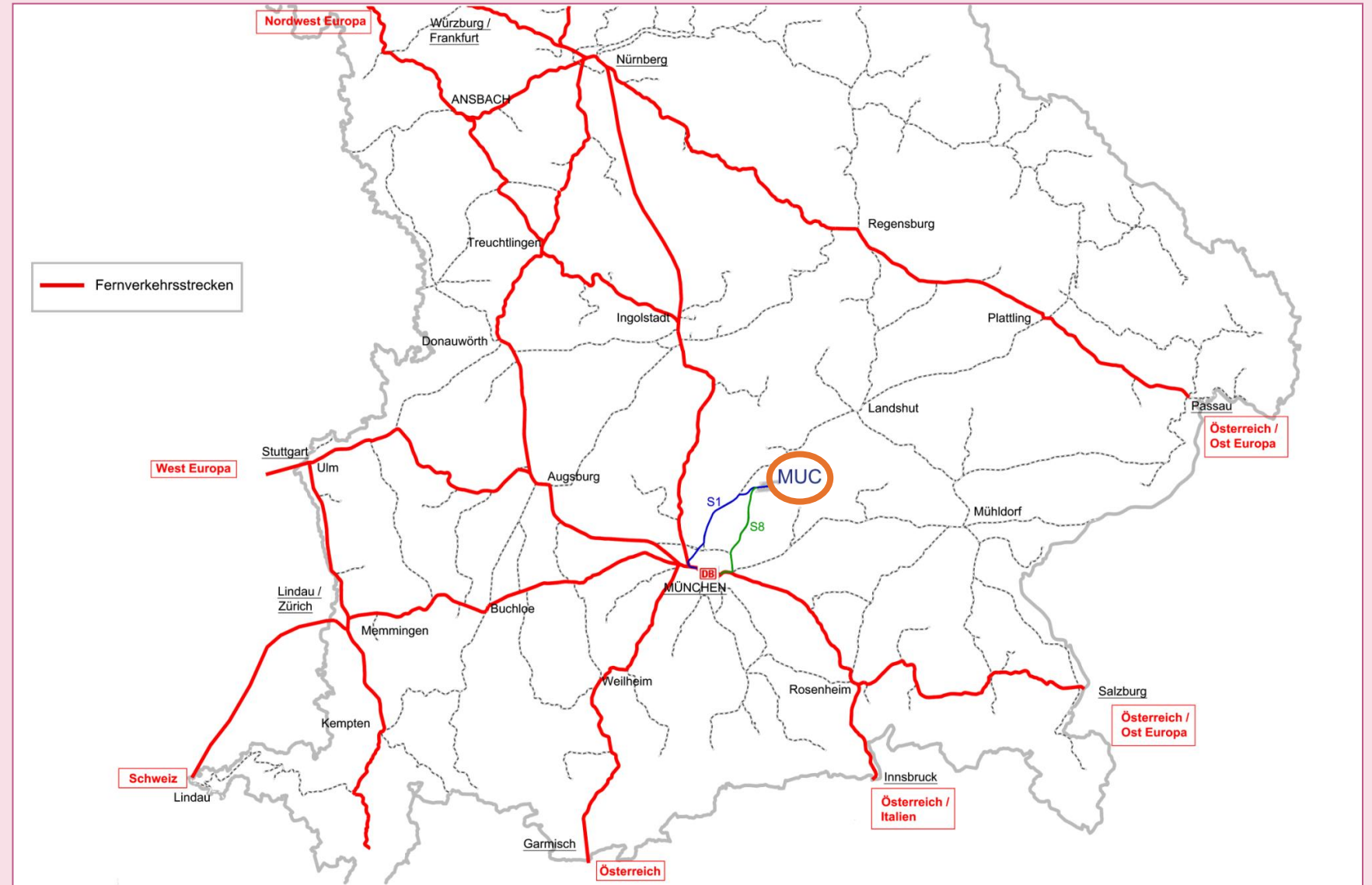


The **phased approach** includes:

1. **ÜFEX** [regional train] connections
  - to Nuremberg on existing infrastructure
  - Passau, Salzburg and Innsbruck as well as Allgäu and Augsburg/Ulm, in conjunction with the second trunk route as well as the Erding loop connection and further expansion measures
2. **Express connection** from downtown Munich
3. **Mainline rail link [high-speed]**



# Munich Airport in Railroad No-man's Land



**Thank**  
**you!**

