

# De 7 nieuwe leugens Arnaud Feist en Brussels Airport - The 7 new lies of Arnaud Feist & Brussels Airport

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## To:

Aan de premier, de heer Charles Michel,  
Aan de Minister-president van de Vlaamse regering, de heer Geert Bourgeois,  
Aan de Minister-President van de Brusselse Hoofdstedelijke Regering, de heer Rudi Vervoort,  
Aan de Vice-eersteminister, de heer Kris Peeters,  
Aan de Vice-eersteminister, de heer Jan Jambon,  
Aan de Vice-eersteminister, de heer Alexander De Croo,  
Aan de Vice-eersteminister, de heer Didier Reynders,  
Aan de Viceminister-president van de Vlaamse regering, Mevrouw Hilde Crevits,  
Aan de Viceminister-president van de Vlaamse regering, de heer Bart Tommelein,

Aan de Viceminister-president van de Vlaamse Regering, Mevrouw Liesbeth Homans,  
Aan de Minister van Mobiliteit, de heer François Bellot,  
Aan de Vlaamse Minister van Mobiliteit, de heer Ben Weyts,  
Aan de Vlaamse Minister van Leefmilieu en Natuur, Mevrouw Joke Schauvliege,  
Aan de Brussels minister van Mobiliteit en Openbare Werken, de heer Pascal Smet,  
Aan de Brussels minister van Leefmilieu, Mevrouw Céline Frémault  
Aan de Brussels minister van Financiën, Begroting en Externe Betrekkingen, de heer Guy Vanhengel  
Aan de Brussels minister van Economie en Tewerkstelling, de heer Didier Gosuin,  
Aan de Brusselse Staatssecretaris, mevrouw Bianca Debaets

With copy to:

Maggie De Block, Federal Health Minister  
The Presidents of the Belgian Parlements  
The Members of the Federal infrastructure commission  
Arnaud Feist, General Manager of Brussels Airport  
The shareholders and board members of Brussels Airport  
The General Managers of other Belgian Airports  
Johan Decuyper, General Manager of Belgocontrol  
The board members of Belgocontrol  
SPF Mobility

Dear Honored Ladies and Sirs,

You received on January 27th a letter signed by Mr. Arnaud Feist, CEO of Brussels Airport containing a significant number of misleading information.

Please bear to mind that Brussels Airport licence (as detailed on page 55648 of the July 15th 2004 Belgian Monitor) requires that Brussels Airport respects the noise regulations of the Brussels Region and the Flemish Region:

*Art. 34. Le titulaire respecte et fait respecter, dans le cadre de son exploitation de l'Aéroport de Bruxelles-National, les normes acoustiques arrêtées par la Région de Bruxelles-Capitale et la Région flamande, après concertation avec l'Etat fédéral.*

Please remember as well that the transitory Brussels noise regulations currently applied are up to 10 dB lighter than the final noise regulations set in Article 5 of the 1999 Noise Regulations.

Several weeks ago, Coeur-Europe already listed 21 lies of the airport top-management:

- [Brussels Airport 21 Lies](#)
- [Brussels Airport 21 Leugens](#)
- [Brussels Airport 21 Mensonges](#)

Nevertheless, Mr. Feist persists in propagating misleading information in its new letter:

**Lie # 22: De geluidsboetes vormen een bedreiging voor de exploitatie van de luchthaven ??  
(The noise pollution fines threaten the operation of the airport ??)**

Not true: All planes can avoid the noise pollution fines by using the IKEA, HELEN, and DENUT routes which cover most destinations. These routes also avoid the most densely populated areas. Other routes such as ZULU may also be adapted to avoid fines.

**Simple solutions to avoid noise pollution fines do therefore exist, may be optimized quickly, and would also avoid the most densely populated areas.**

**Lie # 23: Ongeveer 4.500 rechtstreekse en onrechtstreekse jobs zijn zo verdwenen tussen 2007 en 2015 ?? (about 4.500 direct & indirect freight jobs have disappeared between 2007 and 2015 ??)**

Not true: a reduction in 149.000 tons of freight means relocating less than 300 jobs between airports (BNB figures: <http://cms.mmm.be/truck/wp-content/uploads/sites/4/febiac-18.png>.)

**Lie # 24: De moderne Boeing 747-400 ?? (the modern Boeing 747-400 ??)**

Not True: The first Boeing 747-400 was sold in 1989 to Northwest Airlines and the last one was built 8 years ago.

**Lie # 25: De Boeing 747-400 kan zelfs overdag niet meer opstijgen zonder een boete te krijgen ?? (The Boeing 747-400 cannot fly without receiving noise pollution fines ??)**

Not true: when such planes use the HELEN and DENUT routes from runway 25R or the IKEA route from runway 19 they comply with Brussels noise regulations at all times.

**Lie # 26: De Boeing 787 "Dreamliner" heeft een zeer lage geluidsvoetafdruk ?? (the Boeing 787 Dreamliner has a very small noise footprint ??)**

Not true: We can even hear the Dreamliners when they fly right over Brussels above 30,000 feet at night. Sweet dreams....

**Lie # 27: 75% van de vluchten van TUI fly (JetAir) tussen 6u en 7u dreigt beboet te worden ?? (75% of TUI flights between 6:00 AM and 7:00 AM might receive a fine ??)**

Highly misleading: If TUI flights use runway 19 and the IKEA route (also used at night) they will bear no fines.

*Beyond this fact, it make no sense to send early morning charter flights on the canal route over the center of Brussels. Even Mr. Feist agreed during our October 2014 1:1 meeting that this evil route should no longer exist.*

**Lie # 28: De internationale aantrekkelijkheid van Brussel als hoofdstad van Europa en van België wordt bedreigt ?? (the attractiveness of Belgium and of Brussels as the capital of Europe is at stake ??)**

Not true: Early morning charter flights to south-european beaches such as TUI's flights have nothing to do about the attractiveness of Brussels, it's only about greed at the expense of the health of hundreds of thousands of people, your own neighbors.

Bear in mind that Ryanair connects Eindhoven to more destinations than Brussels while its flights never take-off from Eindhoven before 8 AM.

And once again, as stated above, simple solutions to avoid noise pollution fines and the most densely populated areas all around the airport do exist.

Minister Bellot must move forwards with a comprehensive plan to position our airport infrastructure for the future:

- activities must be located where it makes most sense (night cargo in Liege, Ostende, Beauvechain, Zoersel or Bertrix-Jehonville)
- investments must be made to minimize pollution impacts (making best use of existing runways and planning for new runways),
- flight routes must be adjusted to spread pollution across the least densely populated areas,
- people flown over must be adequately compensated by appropriate passenger/cargo taxes, we suggest 2.50 €/passenger and 50 €/ton

Many Coeur-Europe supporters are business managers or business owners. We all believe that

Business Ethics are important and it seems that Mr. Feist has completely lost track with the realities of today's world.

Time has probably come for the board directors of Brussels Airport to start looking for another CEO.

Jean-Noel Lebrun  
Speaker, Coeur-Europe