

## 2024-01-04 2000\_UBCNA-BUTV-Epures-Montgomery online meeting

Main topic: public enquiry regarding the exploitation permit of Brussels Airport Company.  
This online session is an initiative of UBCNA-BUTV, co-organized by Epures and Comité Tervuren-Montgomery

### Preliminary arrangements

1. Teams meeting, recording OK
2. FR, NL, EN OK during the meeting, but minutes in EN OK

### Brussels Airport company [BAC] online presentation 2023-12-14 / Comments

3. The BAC presentation of 2023-12-14 was interesting and well organized but has not been considered addressing the real problems. Quite a few disciplines (noise, mobility, air quality, water quality, soil, climate impact,...) have been discussed [matching the documents of the public inquiry], but no effective solutions to noise and pollution issues have been proposed.
4. Hereunder the link to the video of the presentation (3 hours):

[Environmental Permit Brussels Airport | Brussels Airport](#)

### Public enquiry until 2024-01-08

5. General comments (legal aspects) on the documents of the procedure

Some parts of the documents have just been copied from the previous demand [2004]. Example: 02/20 as the name of runway 01/19 [Ed. Remark: at that time, this runway was indeed named 02/20, and the new name is the consequence of the magnetic variation. Runways are named after their orientation towards the North which is moving due to magnetic evolution]

Some translation issues. Example: 'Descent' in CDO [Continuous Descent Operation] has been translated by 'deftig' or 'poli' 😊

The improvement of the efficiency of runway 01/19 by providing extra exits is in contradiction to quite a few judgments [the last one to date being the decision of 2023-12-22] stating that the number of hourly movements on this runway should not be increased

### Remarks

More examples of such legal aspects can be found on [www.epures.be](http://www.epures.be) [in the proposed sample of reaction] or be asked mail [tropdebruit@gmail.com](mailto:tropdebruit@gmail.com)

*The comments above might be mentioned in the reactions of individuals but will probably not be enough to cancel or postpone the procedure. There is no guarantee that the procedure could be cancelled on this basis. The procedure will not stop due to the elections.*

6. Procedure in Flanders and Brussels

*Remark. Mediation may not comment on the contents, but can give advice on the procedure and some legal aspects for example*

- Everybody can react [electronically in his own language via Itsme or ID card](#) (most communes have specified the way to do so on their website). [Any of the 4 communes organizing](#) the public inquiry (Machelen, Kortenberg, Steenokkerzeel and Zaventem) can be specified, and there should be an acknowledgment of receipt. Important remark: the system will not be available next week Monday 2024-01-08 from 07:00 till 09:00. It seems therefore a clever idea to aim at 2024-01-07 to avoid last moment technical risks with the electronic platform
- It is also possible to send or to bring a letter to one of the four communes organizing the public inquiry [Machelen, Kortenberg, Steenokkerzeel and Zaventem]. Kortenberg is the preferred option given previous discussions with Mediation (see below)
- **E-mails addressed to these communes will not be considered. Mediation has therefore proposed to centralize reactions of people willing to react by mail, to print them, to put a stamp on them and to bring them on Friday 2024-01-05 as well as on Monday 2024-01-08 to the commune of Kortenberg who agreed to this procedure and confirmed its validity. Reactions from individuals can be put together in one document and sent to Mediation, but have to be printed separately (petition like documents will not be accepted by the administration). Such emails should reach Mediation before Monday 2024-01-08 1200. Mail to [airportmediation@mobiliteit.fgov.be](mailto:airportmediation@mobiliteit.fgov.be)**
- All individual reactions to be sent until 2024-01-08 (included)
- There is no specific public inquiry organized in Brussels, and the procedure is therefore the same as the one of Flanders (see hereunder for Wallonia)
- To react via the Commune of Kraainem, use [Enquête publique : Brussels Airport - Kraainem](#)
- To react via the Commune of Wezembeek-Oppem, use [Publication enquête publique renouvellement permis d'environnement Brussels Airport - Wezembeek-Oppem](#)
- To react via Brussels Environment [also possible for people living in Flanders], use <https://environnement.brussels/citoyen/news/2023/participez-lenquete-publique-pour-le-renouvellement-du-permis-de-laeroport-de-bruxelles-national>
- Similar links are available on the websites of the communes of WSP and WSL

#### **Comments:**

It is not obvious to use Itsme or the ID card for the electronic procedure. **The alternative proposed by Mediation is therefore very helpful**

Council of State and possibility of cancellation? They will decide based on the availability of elements. EG not taking the reactions of the inhabitants into account would be considered as a major fault

#### 7. Procedure in Wallonia

*Remark. There has been negotiation and an agreement between the Walloon Region [19 municipalities involved] and Flanders. Several contacts with cabinet of Minister Tellier.*

The Public Inquiry started on 2023-12-18 and will last to 2024-01-25 [a special regulation in Wallonia takes the holiday period into consideration and extends in such cases the limit of public inquiries by a few days].

The 19 communes involved will be allowed to accept mails that will then be forwarded to the Ministry. They will send the first batch of reactions as soon as possible.

There might be a common reaction from communes of Brabant Wallon West

Given the short deadlines, and the number of people concerned, there might also be a legal procedure against the way the public inquiry has been conducted

People who want to react like in Flanders or Brussels may obviously do so

More info on [www.epures.be](http://www.epures.be)

8. A lot of people are complaining about the nuisances and contact the mediation

It is now the moment to react, and to convince other people to do the same [Ed. Remark: in the winter people are less aware of the airborne nuisances, but the situation would have been completely different if the inquiry had been organized by the beginning of the summer 2023, after months of winds from the sector North-East,...]

9. Questions and answers

- a. Can individuals gather the reactions of others and forward them to Mediation? OK, no problem but avoid the 'petition' effect which will not be accepted in the scope of this public inquiry. The reactions of individuals need to be printed separately
- b. BBL is not co-organizing this meeting but agreed to the idea. It has therefore been decided to do it with 3 associations located in the different regions of the country
- c. Organization of the public enquiry. The aim of this procedure is obviously not to hear reactions from as many people as possible. In this case, the inquiry is conducted with very short deadlines and while people are away on holiday. Will it be valid? It is indeed so, and the validity of the procedure can apparently not be questioned at this stage
- d. How are complaints followed up? There must be a decision, and reasons must be given for the permit. There is an obligation to quote the number of people who have been reacting for example, and the arguments that have been raised to take the decision. Otherwise, there could be an appeal to the council of state
- e. Public inquiry organized by the 4 communes, but will reactions from people living in other communes be accepted? The 4 communes organize the inquiry, but it doesn't mean that the people reacting from other communes will not be accepted. There will be no discrimination nor second-rank citizens. Nuisances are generated outside the 4 communes as well. Reactions will be valid provided they have been correctly introduced, but we don't control the way the authorities will listen, which is a political decision. If the arguments are not accepted, the authorities will have to explain why. This is part of the formal grounds for the administrative act
- f. Has the procedure proposed by Mediation been formally accepted? Yes, by the municipality of Kortenberg. In addition, the continuity of services means that they must accept such documents

10. Language issues (FR OK!)

There will be no restrictions as far as the language is concerned.

Example of Tervuren? Municipality made the choice to remain low profile, same for Overijse and Hoeilaart. But for these people also, the Itsme system allows to react in FR or in NL. It is important to have the acknowledgment of receipt.

11. Standard proposals of reactions (different documents can obviously be combined)

- a. BBL ([www.wijliggenerwakkervan.be](http://www.wijliggenerwakkervan.be) and [www.nousnendormonsplus.be](http://www.nousnendormonsplus.be))
- b. Communes:
  - i. [Kraainem](#)
  - ii. [Wezembeek-Oppem](#)
  - iii. [WSL](#)
  - iv. [WSP](#)
  - v. ...
- c. [UBCNA-BUTV](#)
- d. [Epures](#). Very good document, but no specific aspects related to the proximity to the airport (example of mobility issues). Letter of explanation and position of Epures, BW but also interesting for people impacted by track 01. Some aspects such as mobility not taken into account. Mobility?
- e. [Comité Tervuren-Montgomery](#), which gathers information from several documents
- f. [Bruxelles Environment](#), translation of the basic documents with an engine.

12. Other aspects

- a. Health aspects. Have been addressed at the end of the Etats Généraux, but very briefly. The study conducted under the CSS/HGR will not be available before March 2024. See [the BBL website for more information about health impact \(specific Envisa study\)](#)
- b. 'Carbon neutral by 2030': maybe for the airport infrastructure and the AGV's for luggage transport, but obviously not the case for the flights
- c. The previous license has not been controlled for 20 years
- d. The exploitation permit must be limited in time
- e. 'Time slots' should be replaced by 'flights' [especially in the case of night flights]. Every year, 1500 day flights arriving later than expected should in fact be considered as night flights
- f. The night should be from 23:00 till 07:00 instead of 23:00 till 06:00
- g. Test halls and noise protection halls have been decided in 1988 and 1989, nothing has been done so far. Courrier en 2023.
- h. [A recent study ordered by BBL](#) gives interesting information about employment and economic aspects and considers more specifically the impact of the proposed measures [cancel night flights and cap the yearly movements to 220000] on the number of jobs. The conclusion is that this impact should be rather limited,...
- i. [EU study on airport noise reduction \(2022\)](#)

13. Varia

- a. Email address to be used for Epures for this specific project: [tropdebruit@gmail.com](mailto:tropdebruit@gmail.com)

- b. What about the insulation fund? Since 2003, this fund should have been financed by the airport, and this has never happened so far
- c. Publication of Le Vif, 2023-12-27 [Manifester contre les avions, n'est-ce pas se tromper de cible ? \(carte blanche\) \(levif.be\)](#) Several BGMs with MR allegiance. Some ready to react, others much more cautious. 2x speeches depending upon the circumstances,....
- d. [Runway 07 is not yet equipped with PBN systems](#), although it is a European obligation by the end of January 2024. The corresponding instruction has not been issued by the Minister so far. The decision to use specific runways (25, 07, 01,...) should be based on clearly defined wind [gusts] limits, what has been confirmed by the decision of 2023-12-22. This should be made clear to all parties involved
- e. Climate changes mean that winds from the [North]-East will be increasing, with consequences on the selection of the runways. Such a situation is expected for the next few days starting on Sunday 2024-01-07, meaning a significant utilization of runway 01

Update Bertrand Waucquez, 2024-01-07 0037