

(English version)

**Question for written answer E-002031/26
to the Commission
Kathleen Van Brempt (S&D)
(18 May 2026)**

Subject: Performance-based navigation

Performance-based navigation (PBN) is a requirement across Europe for determining flight paths in order to make air traffic more efficient. However, the implementation of the PBN requirement is in conflict with the health interests of many residents in urban areas. In Brussels, the new RNP-07L route has led to a concentration of noise pollution in several municipalities, severely affecting more than 400 000 people. This is also evident from the ongoing evaluation of the Balanced Approach Regulation ⁽¹⁾, in which hundreds of people have already pointed out that the noise impact is concentrated and unevenly distributed.

Given the planned full roll-out of PBN by 2030, it seems essential that its implementation be evaluated now, specifically regarding the impact on urban areas with high population density.

I therefore ask the Commission the following questions:

1. How does the Commission ensure that PBN routes do not cause disproportionate nuisance in densely populated areas, and is there an operational monitoring mechanism in place to detect and correct negative noise impacts?
2. How is population density effectively integrated into the application of the Environmental Noise Directive ⁽²⁾ and the Balanced Approach Regulation?
3. Does the Commission already plan to conduct an updated evaluation of the PBN Regulation ⁽³⁾ before 2028, so that adjustments can be made before PBN is fully implemented in 2030?

Submitted: 18.5.2026

**Answer given by Mr Tzitzikostas on behalf of the European Commission
(17 July 2026)**

1. The Performance-based navigation (PBN Regulation EU (2018/1048 ⁽¹⁾) requires the publication of PBN procedures in all runways ends by January 2024. However, the PBN regulation does not regulate the design and the use of PBN procedures. The terminal airspace design remains in the remit of the local authorities.

The noise impact of PBN procedures is highly dependent on local conditions and can vary immensely. The local authorities decide about the design and operational use of PBN procedures taking into account local factors.

2. The strategic noise maps, which Member States must regularly prepare for major airports ⁽²⁾ under the Environmental Noise Directive ⁽³⁾, show the population which is affected by air traffic noise in the vicinity of the airport. They are the basis for determining a noise abatement objective under the Balanced Approach Regulation ⁽⁴⁾ which is usually expressed in terms of reducing the number of people and dwellings within certain noise contour around the airport.

3. Yes, the PBN Regulation is currently subject of review under the European Union Aviation Safety Agency (EASA) Rulemaking Task (RMT) 0761 that has started in February 2026. The environmental assessments of PBN procedures are however not part of the PBN Regulation and therefore not included so far in the scope of EASA RMT 0761.

¹ Regulation (EU) No 598/2014 of the European Parliament and of the Council of 16 April 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports within a Balanced Approach and repealing Directive 2002/30/EC (OJ L 173, 12.6.2014, p. 65, ELI: <http://data.europa.eu/eli/reg/2014/598/oj>).

² Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise — Declaration by the Commission in the Conciliation Committee on the directive relating to the assessment and management of environmental noise (OJ L 189, 18.7.2002, p. 12, ELI: <http://data.europa.eu/eli/dir/2002/49/oj>).

³ Commission Implementing Regulation (EU) 2018/1048 of 18 July 2018 laying down airspace usage requirements and operating procedures concerning performance-based navigation (OJ L 189, 26.7.2018, p. 3, ELI: http://data.europa.eu/eli/reg_impl/2018/1048/oj).

⁽¹⁾ https://eur-lex.europa.eu/eli/reg_impl/2018/1048/2025-04-10/eng.

⁽²⁾ ‘Major airport’ shall mean a civil airport, designated by the Member State, which has more than 50 000 movements per year (a movement being a take-off or a landing), excluding those purely for training purposes on light aircraft (Article 3(p) of Directive 2002/49/EC).

⁽³⁾ OJ L 189, 18.7.2002, p.12.

⁽⁴⁾ OJ L 173, 12.6.2014, p. 65.