

based on maximum gross take-off weight as specified in the Flight Manual. These suggestions are based on the opinion that business jet aircraft have limited gross weight flexibility without incurring unrealistic operational penalty. Therefore weight reduction as a means of achieving noise abatement is not practical for business jets.

The resultant power setting, expressed in EPR or RPM, will provide:

- a) Sufficient engine spool RPM to permit spool-up of the good engine in the event of engine failure.
- b) Sufficient engine RPM to operate anti-icing equipment.
- c) Sufficient engine RPM to operate component equipment.
- d) Sufficient engine thrust to provide a sustained rate of climb of 1000 fpm.

D. Flight Data (NOTE: Minor modifications to the specifics of this data, as may be indicated by new research, will be considered.)

1. Specific data should be developed for any airport where it is needed and made available to the pilot through publication in flight manuals. This data should include:

- a) Approach and departure routes over least noise-sensitive areas.
- b) Preferential runway usages.
- c) Distance in feet from point of brake release to nearest noise-sensitive area.

E. Pilot Training

Pilot training should include basic noise abatement procedures in all type ratings and ATR flight checks for business jet aircraft.

A pilot education program should be provided to inform pilots as to need for, and procedures associated with, noise abatement and good community relations. NBAA will initiate such a program as soon as agreement concerning its specifics (proposed herein) is reached between NBAA and other affected agencies.

F. Air Traffic Control Procedures

1. Preferential runway use systems that are safe and do not unnecessarily restrict the flow of air traffic should be established at all airports having a need for them. Excessive emphasis on preferential runway use by other than jet aircraft should be avoided.

2. Control Tower operators should be permitted to give any needed special attention to jet aircraft that may, for noise abatement, be required to land or take-off using a different runway than the one in use by smaller aircraft.

3. Air Traffic Control procedures should keep aircraft more than 3000 feet above field level when over noise sensitive areas to the extent that can be accomplished without excessive derogation of air traffic flow.

G. Flight Procedures

The prime requirement for an acceptable noise abatement procedure is that it will ensure operational safety. Secondly, it will produce the lowest sound level over noise sensitive areas that can be achieved by each aircraft type within its safe operating limits.

Listed below is a recommended standard noise abatement procedure to be applied to all noise sensitive airports. It has been developed to cover:

- a) Take-offs "Standard"—(for communities more than 10,000 feet from brake release point); and "Close-in"—(for communities less than 10,000 feet from brake release point).
- b) Approach & Landing—VFR
- c) Approach & Landing—IFR

1. Take Off

a. Standard Procedure

1) Maintain maximum power and take-off flap setting to 1,500' AFL for a maximum rate-of-climb subject to items in paragraph 2 following.

2) Maintain $V_2 + 25$ IAS with a maximum deck angle of 15° .

(NOTE: Where a 15° deck angle is specified here and in subsequent paragraphs note that NBAA will consider specifying a slightly steeper angle if significant noise reduction results and in sufficient separation from other traffic is provided to compensate for lack of pilot visibility over the nose of the aircraft.)

If deck angle exceeds 15° , optionally reduce power to continue climb-out at $V_2 + 25$ K IAS at a 15° deck angle.

3) Flight path outbound from take-off should not require any turn below 300' AFL, and not more than a 15° bank.