

# Generalised Noise Abatement

## Throttle Angles & Procedure

The following information is for all Concorde pilots departing from airports where there are no specific noise abatement procedures provided, and where a requirement for minimising noise may still exist.

The method consists of following standard noise abatement procedures, as described in the FCOM, and throttling back at **1000ft** above the airfield rather than time.

The required throttle angles are given in the table at the end of this description.

The power available after throttling is sufficient to maintain a minimum gradient of **3%** with a **20°** bank angle. If bank angles between **20°** and **25°** are required, the **N<sub>2</sub>** values should be increased by **1.5%**. The normal SIDS and/or ATC instructions should be followed.

After throttling **250kt** should be maintained until any crossing height requirements are assured. Acceleration may then be carried out ATC permitting. Normal incremental power settings should be used until clear of noise sensitive areas.

## The basic procedure is as follows:

1. Engine Control Schedule at **FLYOVER (F/O)**. (***NORMAL** is selected at Mach 0.7 as per normal checklist*)
2. At **1000'** AGL - Throttle back to the predefined angle using the table below, correcting as necessary from the second chart for departures **2000ft** ASL and higher.
3. Engine Rating Mode - from "**TAKE-OFF**" to "**FLIGHT**" selection.
4. Leave the throttles alone and use pitch to control speed.
5. At the end of the noise abatement procedure throttle as shown below, depending upon what altitude you are at. (*If due to weight you are already at a higher N<sub>2</sub> than stated below, maintain that N<sub>2</sub> until you reach an altitude that will allow you to increase your N<sub>2</sub> inline with the table*):

**3000ft - 93%**  
**4000ft - 95%**  
**5000ft - 97%**  
**6000ft - 99%**  
**7000ft - 101%**  
**8000ft - Climb Power**

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The above was taken from a Forum Sticky post, which has now been removed.

## 1.1.15. NOISE ABATEMENT PROCEDURES (cont)

GENERALISED NOISE ABATEMENT PROCEDURE THROTTLE SETTINGS AT 1000k SEA LEVEL RUNWAY 250kt											
T.O.W. 1000kg	AMBIENT TEMPERATURE - DEGREES C										
	-10	-5	0	+5	10	15	20	25	30	35	40
<b>185.07</b>	19.5 92.8	18.4 93.8	17.3 94.8	16.1 95.8	15.2 96.6	14.2 97.5	13.1 98.4	11.9 99.4	10.9 100.3	9.9 101.2	8.6 102.3
<b>180</b>	20.6 92.0	19.4 93.0	18.3 93.9	17.3 94.8	16.3 95.7	15.2 96.6	14.1 97.5	13.1 98.4	12.1 99.3	11.1 100.2	10.1 101.0
<b>175</b>	21.5 91.2	20.3 92.2	19.3 93.1	18.2 94.0	17.2 94.9	16.2 95.8	15.2 96.6	14.2 97.5	13.1 98.4	12.1 99.3	11.1 100.1
<b>170</b>	22.3 90.5	21.2 91.4	20.2 92.3	19.1 93.2	18.1 94.1	17.1 95.0	16.1 95.8	15.1 96.7	14.2 97.5	13.2 98.4	12.2 99.2
<b>165</b>	23.3 89.7	22.2 90.6	21.2 91.4	20.2 92.3	19.1 93.2	18.1 94.1	17.2 94.9	16.1 95.8	15.2 96.6	14.2 97.5	13.2 98.3
<b>160</b>	23.9 88.9	23.1 89.9	22.1 90.7	21.1 91.5	20.2 92.3	19.1 93.2	18.1 94.1	17.1 95.0	16.1 95.8	15.1 96.7	14.4 97.3
<b>155</b>	24.4 88.2	24.4 89.1	23.1 89.9	22.1 90.7	21.0 91.6	20.0 92.5	19.0 93.3	18.0 94.2	17.1 95.0	16.1 95.8	15.4 96.4
<b>150</b>	24.8 87.5	24.8 88.4	24.8 89.2	22.9 90.0	21.8 90.9	20.8 91.8	19.8 92.6	18.9 93.4	18.1 94.1	17.2 94.9	16.4 95.6
<b>NOTE CHANGE OF WEIGHT SCALE BELOW</b>											
<b>140</b>	26.3 86.3	25.7 87.2	25.8 88.0	24.5 88.8	23.5 89.6	22.3 90.5	21.3 91.3	20.4 92.1	19.6 92.8	18.7 93.6	17.6 94.5
<b>130</b>	26.3 85.3	25.7 86.2	25.1 87.0	24.6 87.8	24.1 88.6	23.6 89.4	22.7 90.2	21.7 91.0	20.9 91.7	20.0 92.5	19.0 93.3
<b>THROTTLE LEVER (degrees)</b> <b>N<sub>2</sub> (%)</b>											

N.B. See Runway Elevation Corrections overleaf.

**1.1.15. NOISE ABATEMENT (cont)**

<b>GENERALISED NOISE ABATEMENT PROCEDURE CORRECTIONS FOR RUNWAY</b>			
<b>T.O.W.</b>	<b>RUNWAY PRESS HEIGHT (ft)</b>		
<b>1000kg</b>	<b>2000</b>	<b>4000</b>	<b>6000</b>
<b>185.07</b>	-1.5 +1.3	-3.2 +2.8	
<b>180</b>	-1.3 +1.1	-2.8 +2.4	-5.0 +4.3
<b>175</b>	-1.0 +0.9	-2.3 +2.0	-4.3 +3.7
<b>170</b>	-0.8 +0.7	-2.0 +1.7	-3.6 +3.1
<b>165</b>	-0.7 +0.6	-1.7 +1.5	-3.0 +2.6
<b>160</b>	-0.6 +0.5	-1.5 +1.3	-2.5 +2.2
<b>155</b>	-0.6 +0.5	-1.3 +1.1	-2.3 +2.0
<b>150</b>	-0.5 +0.4	-1.2 +1.0	-2.1 +1.8
<b>140</b>	-0.5 +0.4	-1.0 +0.9	-1.7 +1.5
<b>130</b>	-0.3 +0.3	-0.9 +0.8	-1.5 +1.3
<b>THROTTLE LEVER ANGLE (degrees)</b> <b>N<sub>2</sub> (%)</b>			