

NOISE ABATEMENT PROCEDURES

NADP 1 (Noise Abatement Departure Procedure 1)

This procedure involves a power reduction at or above the prescribed minimum altitude and delaying flap/slat retraction until the prescribed maximum altitude is attained.

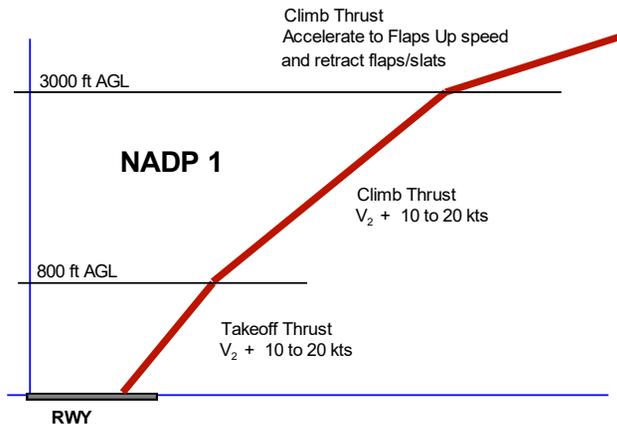
At the prescribed maximum altitude, accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb and complete the transition to normal en-route climb speed.

The noise abatement procedure is not to be initiated at less than 800 feet AGL. The initial climbing speed to the noise abatement initiation point shall not be less than $V_2 + 10$ knots.

On reaching an altitude at or above **800 feet AGL**, adjust and maintain engine thrust in accordance with the noise abatement thrust schedule provided in the aircraft operating manual. Maintain a climb speed of $V_2 + 10$ to 20 knots with flaps and slats in the take-off configuration.

At no more than an altitude equivalent to **3000 feet AGL**, while maintaining a positive rate of climb, **accelerate and retract flaps/slats** on schedule.

At 3000 feet AGL, accelerate to normal en-route climb speed.



NADP 2 (Noise Abatement Departure Procedure 2)

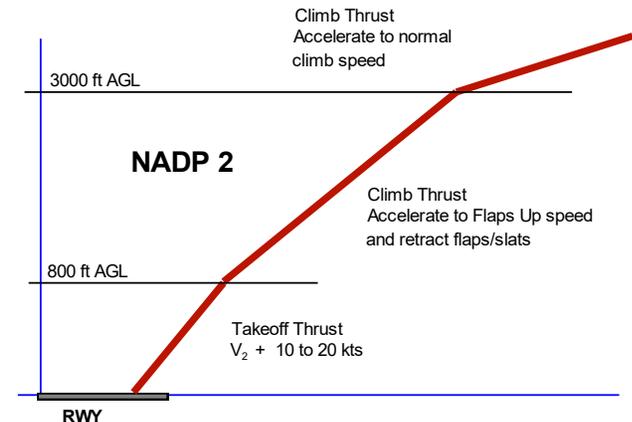
This procedure involves initiation of flap/slat retraction on reaching the minimum prescribed altitude. The flaps/slats are to be retracted on schedule while maintaining a positive rate of climb. The thrust reduction is to be performed with the initiation of the first flap/slat retraction or when the zero flap/slat configuration is attained. At the prescribed altitude, complete the transition to normal en-route climb procedures.

The noise abatement procedure is not to be initiated at less than 800 feet AGL. The initial climbing speed to the noise abatement initiation point is $V_2 + 10$ to 20 knots.

On reaching an altitude equivalent to at least **800 feet AGL**, decrease aircraft body angle whilst maintaining a positive rate of climb, **accelerate towards Flaps Up speed and reduce thrust** with the initiation of the first flaps/slats retraction or reduce thrust after flaps/slats retraction.

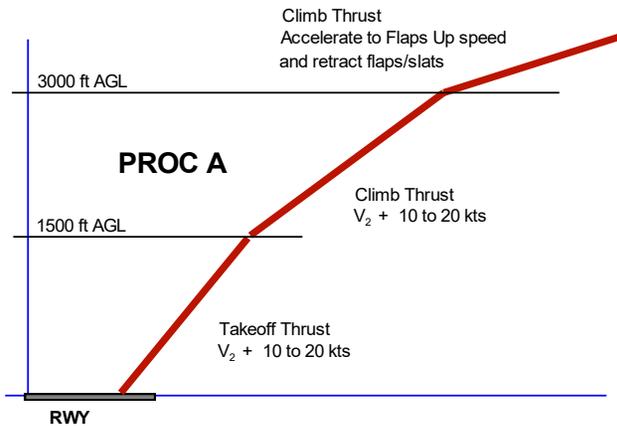
Maintain a positive rate of climb and accelerate to and maintain a **climb speed equal to Flaps Up speed + 10 to 20 knots till 3000 feet AGL**.

At 3000 feet AGL, accelerate to normal en-route climb speed.



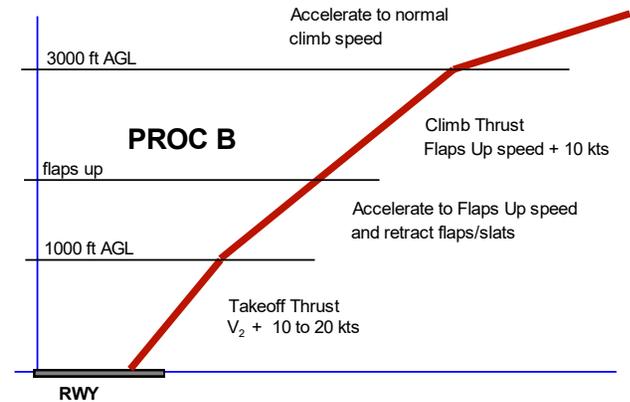
PROC A (Former ICAO noise abatement Procedure A)

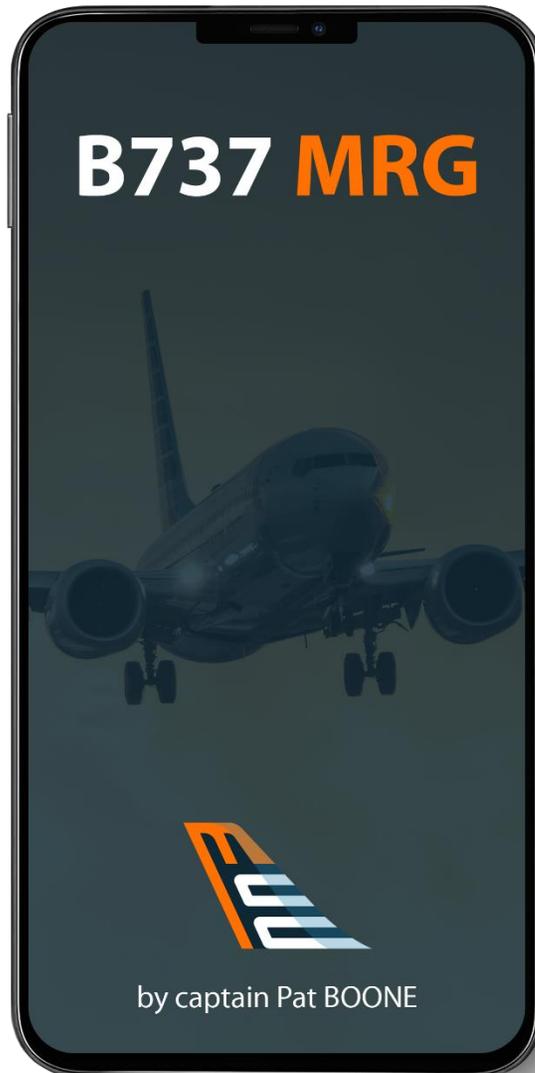
- From runway to 1500 feet AGL :
 - take-off power
 - take-off flaps
 - climb at $V_2 + 10$ to 20 knots (or as limited by body angle)
- At 1500 feet AGL :
 - reduce to climb thrust
 - climb at $V_2 + 10$ to 20 knots (or as limited by body angle)
- At 3000 feet AGL :
 - accelerate to Flaps Up speed
 - retract flaps/slats on schedule
 - accelerate smoothly to en-route climb speed



PROC B (Former ICAO noise abatement Procedure B)

- From runway to 1000 feet AGL :
 - take-off power
 - take-off flaps
 - climb at $V_2 + 10$ to 20 knots (or as limited by body angle)
 - At 1000 feet AGL :
 - accelerate to Flaps Up speed
 - retract flaps/slats on schedule
 - When flaps are up :
 - maintain Flaps Up speed + 10 knots maximum
 - reduce to climb thrust (*)
 - At 3000 feet AGL :
 - accelerate smoothly to en-route climb speed
- (*) for low bypass ratio engines, reduce thrust to below normal climb thrust but not less than that necessary to maintain the final take-off engine-out climb gradient





PILOT HANDBOOKS

The **MRG** is one of the most trusted references for professional airline pilots flying the **Airbus A320** and **Boeing 737**.

Today, more than 85,000 pilots worldwide – including China – rely on the **MRG** as part of their daily operations.

Built on the QRH and FCOM, the **MRG** goes further by providing practical guidance on how to manage malfunctions and how to efficiently continue the flight.

The MRG starts where the QRH ends, bridging the gap between checklists and real-world decision-making.

For more info, visit:

B737MRG.net
B737MRG.cn

A320MRG.net
A320MRG.cn