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ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: RECOMMENDED NOISE ABATEMENT TAKEOFF AND DEPARTURE PROCEDURE FOR
CIVIL TURBOJET POWERED AIRPLANES

1. **PURPOSE:** This circular illustrates the recommended noise abatement takeoff and departure procedure for civil turbojet powered airplanes.
2. **BACKGROUND:** On August 1, 1972 the Federal Aviation Administration/Air Transport Association "Get-'Em-High Earlier" takeoff procedure was implemented nationwide. This procedure has proven to be effective in reducing aircraft noise in airport communities. Adherence to this procedure by all pilots operating turbojet airplanes will, in addition to improving the quality of life to near airport residents, increase the efficiency of the departure flow by preventing unacceptable air traffic separation situations and will reduce the workload of the air traffic controllers.
3. **PROCEDURE:** The recommended procedure is as follows:
 - a. First Segment - Takeoff to 1500 Feet Above Field Level
 1. Takeoff power
 2. $V_2 + 10$ knots (+)*
 3. Takeoff flaps
 - b. Second Segment - At 1500 Feet to 3000 Feet Above Field Level
 1. $V_2 + 10$ knots (+)*
 2. Optimum flap setting, speed permitting (retract or retain flap setting as required)
 3. Reduce to not less than climb power


* (+) indicates speed acceleration beyond $V_2 + 10$ knots if body angle limited, and/or to enable a lesser flap setting during the second segment. It is not to be interpreted as a permit for unlimited airspeed. Strict speed discipline is required to make this procedure beneficial to the greatest number of people under or near

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the departure flight path.

c. Third Segment - At 3000 Feet Above Field Level

Accelerate expeditiously to 250 knots, retract remaining flaps on schedule and maintain an approximate rate of climb of 500 - 1000 feet per minute during acceleration. Climb at 250 knots, or as established in FAR 91.70, to 10,000 feet. If unable to achieve positive rate of climb while accelerating, advise ATC as soon as practicable.


R. P. SKULLY
Director of Environmental Quality

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Washington, D.C. 20591

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