NBAA Noise Abatement Departure Procedure With High-Density Airport Option

At 1,000 feet AAE, begin acceleration to final segment speed ($V_{FS}$ or $V_{T0}$) and retract flaps. Reduce to a quiet climb power setting while maintaining a rate of climb necessary to comply with IFR departure procedure, otherwise a maximum of 1,000 FPM, at an airspeed not to exceed 190 KIAS until reaching 3,000 feet AAE. If ATC requires level off prior to reaching NADP termination height, power must be reduced so as not to exceed 190 KIAS.

Maximum practical rate of climb not to exceed $V_{2+20}$ (max pitch attitude 20°) to 1,000 feet AAE (800 ft. AAE at high density airports) in takeoff configuration at takeoff thrust.

At High Traffic Density airports begin acceleration to final segment speed ($V_{FS}$ or $V_{T0}$) and retract flaps at 800 feet AAE. Follow procedure climb and airspeed limits until 1,500 feet AAE.

Above 3,000 feet AAE (1,500 feet AAE at high traffic density airports) resume normal climb schedule with gradual application of climb power.

Notes: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For a takeoff with an initial assigned altitudes within 1,500’ of the airport elevation (AAE), pilots may elect to climb at $V_{2+20}$ in the takeoff configuration until necessary for level-off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.