



Figure B: Layout of Concorde's Main Panel

Instrument Panel. This technologically sophisticated aircraft uses an old-fashioned instrument panel because it is an old machine. It was designed in the 1960s, most models were built in the 1970s, and few were upgraded much since then. No cathode-ray-tubes are on this panel, so there is no primary flight display (PFD), navigation display (ND), or engine instrument and crew alerting system (EICAS). Also, the instrument panel is packed with instruments not needed on subsonic jetliners such as the percentage indicator, the visor position indicator, and a center-of-gravity (CG) gauge. Only those instruments unique to Concorde are explained in this supplement.

Performance Data. The Concorde's performance data are much more complicated than data that apply to subsonic jetliners. It is much more sensitive to temperature, humidity, wind, and pressure altitude, so its performance speeds vary widely depending on these factors. Minimum and maximum operating speeds vary with altitude and airspeed. For simplicity, MSFS 2000 provided generalized data.