

# Boeing F/A-18E Quick Reference Guide

## Taxi (Dep.)

- Breakaway, use minimal thrust. No more than 40% N1 on ground
- Little thrust required to keep movement going
- Should roll at idle thrust but not accelerate
- 90° turns, no more than 8kts GS // 20kts normal straightaways

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## Takeoff

- Flaps Half (most common for departures)
- Apply brakes & advance PWR to 80% N1 before releasing brakes & applying T/O PWR
- If at MTOW, Rotate around **154kts** (lighter TOW = lesser speed req'd)
- Hold slight back pressure
- At nose wheel lift off speed pitch towards 10° - 12.5° nose up until the flight path vector rises to about 3° - 5°.
- Positive Rate - **Gear up & Flaps 0° ≤ 250kts**
- Once FPV rises, continue to desired flight path angle for climb out.

## Climb

- 250 - 350kts to 10,000ft for safe maneuverability
- CLB Spd: 350kts or as desired

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## Cruise

- Optimum Cruise M.75-M.85
- Maximum Range = 3.0° AOA & no faster than M.85
- Maximum Endurance = 4.0° AOA

## Fuel Planning

- For maximum efficiency, keep N1 below 80% as this is where afterburners light off.

## Descent

- Descend via Mach number until reaching 350kts
- 350kts - 250kts @ 4000 - 6000ft/min

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## Arrival (Configure) Suggested Extension Speeds

- Flaps Half - 210kts
- Flaps Full - 170kts

Speedbrakes as required

**Note:** Documentation states Flaps Full may be extended at its limitation speed of 250kts

## Landing

- Slow to achieve a speed under the following loads:  
**25%** - 130kts  
**50%** - 143kts  
**75%** - 147kts

- OR -

A speed that allow you to maintain an AOA of 8° on final approach

**TIP:** (pitch for about 5° nose up and allow speed to bleed off until an AOA of 8° is achieved)

Hold this pitch angle to the runway and don't flare. This will feel like the aircraft will slam into the pavement but it will not.

## Slowing

- Aerobraking can be used from touchdown speed to 100kts. (Do not exceed 10° nose up upon touchdown or exhaust strike may occur)
- Smoothly lower the nose to the runway and gently apply brake pressure