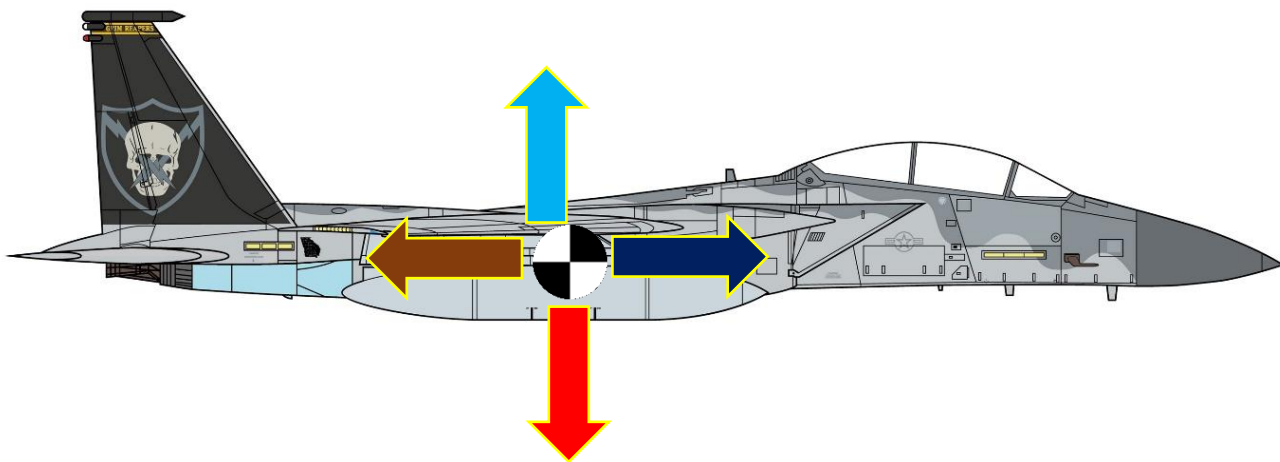


F-15E STRIKE EAGLE

PERFORMANCE BOOKLET

v1.2en – Sep 2023



FOR DCS SIMULATOR

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RECORD OF CHANGES:

[illegible]

FOREWORD

This guide is intended for the DCS F-15E, released by RAZBAM, for flight planning purposes: take-off, climb, cruise, descent and landing. Data for different weights, settings and environment conditions will be provided. These data have been obtained from both the open access real documentation (1993) and flight sim tests. In case of discrepancy, data obtained from flight tests will take precedence. The document is not optimized for keyboard use.

This guide must be used only for flight simulation into DCS World environment. It is planned for F-15E variant only. Its use is not permitted for real world flights.

This version includes new tables. Updates and changes are listed on page 3 (Record of Changes).

Combat performance envelope graphics are very complex to tabulate and, if done, they are scarcely intuitive, so I highly recommend working directly on real manual charts (*T.O. 1F-15E-1, Appendix B, PART 9*) for that.

This booklet is free to distribute; selling this file or part of it is not allowed.

Thank you and enjoy the Strike Eagle!

Arink429

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GLOSSARY

AOA	Angle of Attack
ASDA	Accelerate Stop Distance Available
DI	Drag Index
DR	Density Ratio
DWN	Down
FAS	Final Approach Speed
Ft	Feet
Fpm	Feet per minute
IP	Instructor Pilot
KCAS	Calibrated Air Speed (knots)
KIAS	Indicated Air Speed (knots)
Kt	Knots
Lb	Pounds
LD	Landing distance
LDA	Landing distance available
LR	Landing roll
Max	Maximum

ME	Mission Editor
MLW	Maximum Landing Weight
MTOW	Maximum Take Off Weight
NWLO	Nose Wheel Lift off
NM	Nautical Miles
OAT	Outside Air Temperature
PA	Pressure Altitude
RCR	Runway Condition Reading
Ref.	Reference
ROC	Rate Of Climb
Rwy	Runway
SL	Sea Level
TCH	Threshold Crossing Height
Temp	Temperature
TDZ	Touch down zone
TO	Take-off
TOD	Take-off distance
TODA	Take-off distance available
TOR	Take-off run
TORA	Take-off run available
WSO	Weapons System Officer

1. INTRODUCTION

Most of these tables are basically conversions from graphical charts into direct-reading tables in order to get an easy and quick reference view. Environmental factors have been taken into account. If no specified, data are presented for U.S. standard atmospheric conditions.

Interpolation is allowed. If not desired, take the most conservative value.

Temperatures in Mission Editor are sea level referenced, (not spawn airport elevation). Standard day is 15°C at 0 feet pressure altitude. From that, subtract 2°C each 1,000 feet of increasing altitude. You should take this into account if your airport elevation (really pressure altitude) is not sea level. *Example: A new mission is created in Nevada under temperature of 15°C (Mission Editor). We will take-off from Nellis AFB. Nellis elevation is about 2000' (1869'). The temperature for runway performance calculations will be 11°C (15 minus 2x2).*

In DCS, standard day is 29.92 in. Hg. but rounded to 16°C instead of 15; When creating a mission in that atmosphere the true altitude will match the barometrical one: If you spawn a plane at 30,000 feet in ME (true), you will find it in the game at exactly 30,000 feet. (baro).

General Rule for calculations (example):

“I want to know the stalling speed for clean configuration, 60,000 lb, Drag index 60, 30 deg. bank angle, 10,000 feet and Mil. Power. And same case but for sea level and power off condition.”

1. Find the proper table for that configuration:

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES											
STALL SPEEDS (KCAS)											
GEAR AND FLAPS UP / MIL. THRUST											
BANK	GROSS WEIGHT (LB x 1000)										
ANGLE	30	40	50	60	70	80					

2. Find the actual weight column for 60,000 lb:

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES											
STALL SPEEDS (KCAS)											
GEAR AND FLAPS UP / MIL. THRUST											
BANK	GROSS WEIGHT (LB x 1000)										
ANGLE	30	40	50	60	70	80					

3. Find the desired bank angle row:

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES												
STALL SPEEDS (KCAS)												
GEAR AND FLAPS UP / MIL. THRUST												
BANK	GROSS WEIGHT (LB x 1000)											
ANGLE	30		40		50		60		70		80	
0°	SL	78	SL	101	SL	119	SL	134	SL	148	SL	161
	10K	88	10K	109	10K	126	10K	140	10K	153	10K	166
	20K	96	20K	116	20K	132	20K	146	20K	159	20K	172
	30K	102	30K	121	30K	136	30K	150	30K	164	30K	176
	P.OFF	111	P.OFF	129	P.OFF	144	P.OFF	157	P.OFF	169	P.OFF	180
15°	SL	82	SL	104	SL	122	SL	138	SL	151	SL	-
	10K	91	10K	112	10K	129	10K	143	10K	156	10K	-
	20K	99	20K	118	20K	134	20K	149	20K	162	20K	-
	30K	104	30K	123	30K	139	30K	154	30K	167	30K	-
	P.OFF	114	P.OFF	131	P.OFF	146	P.OFF	160	P.OFF	172	P.OFF	-
30°	SL	90	SL	129	SL	131	SL	147	SL	162	SL	-
	10K	99	10K	135	10K	137	10K	152	10K	167	10K	-
	20K	106	20K	141	20K	143	20K	158	20K	173	20K	-
	30K	112	30K	146	30K	148	30K	163	30K	177	30K	-
	P.OFF	120	P.OFF	153	P.OFF	154	P.OFF	168	P.OFF	182	P.OFF	-
	SL	106	SL	161	SL	149	SL	-	SL	-	SL	-

4. Intersect the cell:

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES												
STALL SPEEDS (KCAS)												
GEAR AND FLAPS UP / MIL. THRUST												
BANK ANGLE	GROSS WEIGHT (LB x 1000)											
	30		40		50		60		70		80	
0°	SL	78	SL	101	SL	119	SL	134	SL	148	SL	161
	10K	88	10K	109	10K	126	10K	140	10K	153	10K	166
	20K	96	20K	116	20K	132	20K	146	20K	159	20K	172
	30K	102	30K	121	30K	136	30K	150	30K	164	30K	176
	P.OFF	111	P.OFF	129	P.OFF	144	P.OFF	157	P.OFF	169	P.OFF	180
15°	SL	82	SL	104	SL	122	SL	138	SL	151	SL	-
	10K	91	10K	112	10K	129	10K	143	10K	156	10K	-
	20K	99	20K	118	20K	134	20K	149	20K	162	20K	-
	30K	104	30K	123	30K	139	30K	154	30K	167	30K	-
	P.OFF	114	P.OFF	131	P.OFF	146	P.OFF	160	P.OFF	172	P.OFF	-
30°	SL	90	SL	129	SL	143	SL	147	SL	162	SL	-
	10K	99	10K	135	10K	137	10K	152	10K	167	10K	-
	20K	106	20K	141	20K	148	20K	158	20K	173	20K	-
	30K	112	30K	146	30K	148	30K	163	30K	177	30K	-
	P.OFF	120	P.OFF	153	P.OFF	154	P.OFF	168	P.OFF	182	P.OFF	-
	SL	106	SL	161	SL	149	SL	-	SL	-	SL	-

5. Finally select the desired altitude (10,000 feet):

SL	147
10K	152
20K	158
30K	163
P.OFF	168

a) Solution: **152** KCAS (Drag index is irrelevant for this table).

b) For **power off** and Sea Level the solution is **168** (not 147).

*NOTE: **Power Off** valid for all altitudes for a given bank angle and weight.

(Read carefully all notes)

2. STALL SPEEDS

2.1. GEAR AND FLAPS DOWN, MIL. THRUST, ALL D.I.

-For Sea level (SL), 10K, 20K, 30K feet and Power off (P.OFF)*.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES											
STALL SPEEDS (KCAS)											
GEAR AND FLAPS DOWN / MIL. THRUST / ALL D.I.											
BANK ANGLE	GROSS WEIGHT (LB x 1000)										
	30		40		50		60		70		80
0°	SL	84	SL	106	SL	123	SL	138	SL	150	SL 163
	10K	90	10K	111	10K	128	10K	142	10K	155	10K 168
	20K	96	20K	116	20K	132	20K	146	20K	159	20K 171
	30K	100	30K	119	30K	136	30K	150	30K	163	30K 176
	P.OFF	106	P.OFF	125	P.OFF	140	P.OFF	154	P.OFF	166	P.OFF 178
15°	SL	88	SL	109	SL	126	SL	141	SL	154	SL -
	10K	94	10K	114	10K	131	10K	146	10K	158	10K -
	20K	98	20K	118	20K	135	20K	149	20K	163	20K -
	30K	102	30K	122	30K	139	30K	153	30K	166	30K -
	P.OFF	109	P.OFF	127	P.OFF	143	P.OFF	156	P.OFF	169	P.OFF -
30°	SL	95	SL	117	SL	135	SL	150	SL	164	SL -
	10K	101	10K	122	10K	140	10K	155	10K	168	10K -
	20K	106	20K	126	20K	144	20K	159	20K	172	20K -
	30K	110	30K	130	30K	147	30K	163	30K	176	30K -
	P.OFF	116	P.OFF	135	P.OFF	151	P.OFF	165	P.OFF	178	P.OFF -
45°	SL	110	SL	133	SL	152	SL	-	SL	-	SL -
	10K	117	10K	138	10K	157	10K	-	10K	-	10K -
	20K	120	20K	142	20K	161	20K	-	20K	-	20K -
	30K	123	30K	146	30K	165	30K	-	30K	-	30K -
	P.OFF	129	P.OFF	150	P.OFF	167	P.OFF	-	P.OFF	-	P.OFF -
60°	SL	138	SL	164	SL	-	SL	-	SL	-	SL -
	10K	142	10K	168	10K	-	10K	-	10K	-	10K -
	20K	146	20K	172	20K	-	20K	-	20K	-	20K -
	30K	150	30K	176	30K	-	30K	-	30K	-	30K -
	P.OFF	153	P.OFF	178	P.OFF	-	P.OFF	-	P.OFF	-	P.OFF -

***NOTE:** Power Off valid for all altitudes for a given bank angle and weight.

2.2. GEAR AND FLAPS DOWN, MAX. THRUST, ALL D.I.

-For Sea level (SL), 10K, 20K, 30K feet and Power off (P.OFF)*.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES											
STALL SPEEDS (KCAS)											
GEAR AND FLAPS DOWN / MAX. THRUST / ALL D.I.											
BANK ANGLE	GROSS WEIGHT (LB x 1000)										
	30		40		50		60		70		80
0°	SL	67	SL	90	SL	109	SL	126	SL	140	SL 152
	10K	80	10K	101	10K	118	10K	134	10K	148	10K 162
	20K	89	20K	110	20K	126	20K	141	20K	154	20K 166
	30K	95	30K	114	30K	131	30K	145	30K	159	30K 172
	P.OFF	106	P.OFF	124	P.OFF	139	P.OFF	153	P.OFF	165	P.OFF 177
15°	SL	70	SL	94	SL	112	SL	129	SL	144	SL -
	10K	83	10K	104	10K	122	10K	137	10K	152	10K -
	20K	92	20K	112	20K	129	20K	144	20K	157	20K -
	30K	98	30K	117	30K	134	30K	149	30K	164	30K -
	P.OFF	108	P.OFF	126	P.OFF	142	P.OFF	156	P.OFF	168	P.OFF -
30°	SL	79	SL	103	SL	122	SL	139	SL	153	SL -
	10K	92	10K	112	10K	131	10K	147	10K	162	10K -
	20K	100	20K	121	20K	138	20K	153	20K	167	20K -
	30K	105	30K	125	30K	142	30K	158	30K	172	30K -
	P.OFF	116	P.OFF	134	P.OFF	150	P.OFF	164	P.OFF	178	P.OFF -
45°	SL	96	SL	121	SL	141	SL	-	SL	-	SL -
	10K	106	10K	130	10K	149	10K	-	10K	-	10K -
	20K	114	20K	137	20K	155	20K	-	20K	-	20K -
	30K	119	30K	141	30K	160	30K	-	30K	-	30K -
	P.OFF	128	P.OFF	149	P.OFF	166	P.OFF	-	P.OFF	-	P.OFF -
60°	SL	126	SL	153	SL	-	SL	-	SL	-	SL -
	10K	134	10K	162	10K	-	10K	-	10K	-	10K -
	20K	141	20K	167	20K	-	20K	-	20K	-	20K -
	30K	146	30K	172	30K	-	30K	-	30K	-	30K -
	P.OFF	153	P.OFF	178	P.OFF	-	P.OFF	-	P.OFF	-	P.OFF -

2.3. GEAR AND FLAPS UP, MIL. THRUST, ALL D.I.

-For Sea level (SL), 10K, 20K, 30K feet and Power off (P.OFF)*.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES											
STALL SPEEDS (KCAS)											
GEAR AND FLAPS UP / MIL. THRUST / ALL D.I.											
BANK ANGLE	GROSS WEIGHT (LB x 1000)										
	30		40		50		60		70		80
0°	SL	78	SL	101	SL	119	SL	134	SL	148	SL 161
	10K	88	10K	109	10K	126	10K	140	10K	153	10K 166
	20K	96	20K	116	20K	132	20K	146	20K	159	20K 172
	30K	102	30K	121	30K	136	30K	150	30K	164	30K 176
	P.OFF	111	P.OFF	129	P.OFF	144	P.OFF	157	P.OFF	169	P.OFF 180
15°	SL	82	SL	104	SL	122	SL	138	SL	151	SL -
	10K	91	10K	112	10K	129	10K	143	10K	156	10K -
	20K	99	20K	118	20K	134	20K	149	20K	162	20K -
	30K	104	30K	123	30K	139	30K	154	30K	167	30K -
	P.OFF	114	P.OFF	131	P.OFF	146	P.OFF	160	P.OFF	172	P.OFF -
30°	SL	90	SL	112	SL	131	SL	147	SL	162	SL -
	10K	99	10K	120	10K	137	10K	152	10K	167	10K -
	20K	106	20K	126	20K	143	20K	158	20K	173	20K -
	30K	112	30K	131	30K	148	30K	163	30K	177	30K -
	P.OFF	120	P.OFF	138	P.OFF	154	P.OFF	168	P.OFF	182	P.OFF -
45°	SL	106	SL	129	SL	149	SL	-	SL	-	SL -
	10K	113	10K	135	10K	154	10K	-	10K	-	10K -
	20K	120	20K	141	20K	160	20K	-	20K	-	20K -
	30K	125	30K	146	30K	165	30K	-	30K	-	30K -
	P.OFF	133	P.OFF	153	P.OFF	170	P.OFF	-	P.OFF	-	P.OFF -
60°	SL	135	SL	161	SL	-	SL	-	SL	-	SL -
	10K	140	10K	166	10K	-	10K	-	10K	-	10K -
	20K	146	20K	172	20K	-	20K	-	20K	-	20K -
	30K	151	30K	176	30K	-	30K	-	30K	-	30K -
	P.OFF	157	P.OFF	181	P.OFF	-	P.OFF	-	P.OFF	-	P.OFF -

*NOTE: Power Off valid for all altitudes for a given bank angle and weight.

2.4. GEAR AND FLAPS UP, MAX. THRUST, ALL D.I.

-For Sea level (SL), 10K, 20K, 30K feet and Power off (P.OFF)*.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES												
STALL SPEEDS (KCAS)												
GEAR AND FLAPS UP / MAX. THRUST / ALL D.I.												
BANK	GROSS WEIGHT (LB x 1000)											
ANGLE	30		40		50		60		70		80	
0°	SL	50	SL	79	SL	100	SL	117	SL	132	SL	167
	10K	72	10K	95	10K	114	10K	129	10K	144	10K	167
	20K	86	20K	106	20K	123	20K	138	20K	152	20K	165
	30K	93	30K	114	30K	130	30K	144	30K	158	30K	172
	P.OFF	110	P.OFF	127	P.OFF	142	P.OFF	155	P.OFF	168	P.OFF	181
15°	SL	53	SL	82	SL	104	SL	121	SL	137	SL	-
	10K	75	10K	98	10K	117	10K	133	10K	147	10K	-
	20K	88	20K	109	20K	126	20K	142	20K	156	20K	-
	30K	96	30K	116	30K	133	30K	148	30K	162	30K	-
	P.OFF	112	P.OFF	129	P.OFF	144	P.OFF	158	P.OFF	172	P.OFF	-
30°	SL	65	SL	93	SL	114	SL	132	SL	148	SL	-
	10K	84	10K	107	10K	126	10K	143	10K	158	10K	-
	20K	96	20K	117	20K	135	20K	151	20K	164	20K	-
	30K	104	30K	124	30K	142	30K	157	30K	172	30K	-
	P.OFF	118	P.OFF	137	P.OFF	153	P.OFF	167	P.OFF	182	P.OFF	-
45°	SL	84	SL	112	SL	135	SL	-	SL	-	SL	-
	10K	99	10K	125	10K	145	10K	-	10K	-	10K	-
	20K	110	20K	134	20K	152	20K	-	20K	-	20K	-
	30K	117	30K	140	30K	160	30K	-	30K	-	30K	-
	P.OFF	130	P.OFF	151	P.OFF	170	P.OFF	-	P.OFF	-	P.OFF	-
60°	SL	117	SL	148	SL	-	SL	-	SL	-	SL	-
	10K	129	10K	158	10K	-	10K	-	10K	-	10K	-
	20K	138	20K	166	20K	-	20K	-	20K	-	20K	-
	30K	144	30K	172	30K	-	30K	-	30K	-	30K	-
	P.OFF	155	P.OFF	181	P.OFF	-	P.OFF	-	P.OFF	-	P.OFF	-

*NOTE: Power Off valid for all altitudes for a given bank angle and weight.

3. AIRSPEED POSITION ERROR CORRECTION

-U.S. standard day.

-**1g** flight.

-Flaps and gear down.

-10,000 feet and below.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES			
AIRSPEED POSITION ERROR CORRECTION			
CALIBRATED AIR SPEED (KCAS)			
STD DAY / 1G / FLAPS AND GEAR DWN / BELOW 10K			
INDICATED AIRSPEED (KT)	GROSS WEIGHT (LB)		
	30,000	40,000	50,000
140	137	-	-
160	158	157	-
180	178.5	178	177
200	198.5	198.5	198
220	219	218.5	218.5
240	239	238	239

4. TAKE-OFF

4.1. CROSSWIND LIMITS

-The recommended crosswind operational limits for take-off and landing (including one-half of the gust) are:

- RCR 23 (DRY): **30 kt.**
- RCR 16 (WET): **25 kt.**
- RCR 12 (ICY): **15 kt.**

4.2. STANDARD DAY TABLE

ALTITUDE (ft)	TEMP. (°C)	PRESSURE		Speed of sound (kt)
		In.Hg	Mb.	
10,000	-4.8	20.58	697	638
9,000	-2.8	21.39	724	640
8,000	-0.8	22.22	753	643
7,000	+1.1	23.09	782	645
6,000	+3.1	23.98	812	647
5,000	+5.1	24.90	843	650
4,000	+7.1	25.84	875	652
3,000	+9.1	26.82	908	654
2,000	+11.0	27.82	942	656
1,000	+13.0	28.86	977	659
0	+15.0	29.92	1013	661
-1,000	+17.0	31.02	1050	664

4.3. DENSITY RATIO (DR)

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES						
DENSITY RATIO						
ALL DRAG INDEXES						
TEMP.		PRESSURE ALTITUDE (FT)				
°C	°F	S.L.	2,000	4,000	6,000	8,000
50	122	0.89	0.83	0.77	0.72	0.66
40	104	0.94	0.85	0.79	0.73	0.68
30	86	0.95	0.88	0.82	0.77	0.70
20	68	0.98	0.92	0.85	0.79	0.73
15	60	1.0	0.93	0.86	0.80	0.74
10	50	1.02	0.95	0.88	0.83	0.75
0	32	1.05	0.98	0.92	0.84	0.78
-10	14	1.09	1.02	0.94	0.87	0.82
-20	-4	1.12	1.05	0.98	0.89	0.84
-30	-22	1.18	1.10	1.03	0.94	0.88

Decision speed is not a unique value; there are several possibilities depending on runway length, controllability at low speeds with engine failure, acceleration and braking capabilities, obstacles, altitude constraints, etc, but, from all of them, there is a minimum speed at which, after an engine failure, the aircraft can continue accelerating safely in the remaining runway, then go airborne and overfly its end at 35 ft, and on the other hand, there is a maximum speed at which the aircraft has to be capable to make a full stop without overrunning the runway. For the F-15E and other military jets the lowest acceptable decision speed is called “minimum go speed” (below that speed abort is mandatory) and the highest acceptable decision speed is called “maximum abort speed” (above that speed continuation is mandatory). A similar term comparing civilian philosophy is V_1 . For airliners, V_1 , once chosen, is a fixed speed, but due to the hi acceleration capability, for fighter jets we are talking about a really “segment of speeds”. If the engine failure has occurred passing minimum go speed, the pilot is free to continue or aborting the plane considering the situation until the maximum abort speed is reached. If both min. and max. have the same value for a particular runway, this is the “compensated runway” speed. Compensated runways do not take in count the stopway and clearway zones. In DCS normally we will take the compensated runway criteria. Theoretically both speeds can be as higher as the computation states, but practically, neither can be higher than rotation speed.

4.4. MINIMUM GO SPEEDS (SINGLE ENGINE FAILURE)

- Gear and flaps down. All drag indexes. Density Ratio 1.0
- Following engine failure with military thrust, the afterburner is ignited on the operating engine.
- it is assumed a 3-second decision period (for failure recognition) plus another 3-second period (for engine to accelerate from mil to max. power).
- Half aft stick applied at the rotation speed and 10° pitch attitude held after rotation.

* 81,000 lb: blue figures when carrying fuel tanks on wing stations or air-to-ground weapons.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES [N-1]				
MINIMUM GO SPEED (KCAS) DENSITY RATIO 1.0				
AIRCRAFT WEIGHT (LB)	GEAR AND FLAPS DOWN RWY LENGTH (TORA)			
	MAX. THRUST		MIL. THRUST	
40,000	RWY 6000 FT:	-	RWY 6000 FT:	-
	RWY 8000 FT:	-	RWY 8000 FT:	-
	RWY 10000 FT:	-	RWY 10000 FT:	-
	RWY 12000 FT:	-	RWY 12000 FT:	-
50,000	RWY 6000 FT:	-	RWY 6000 FT:	-
	RWY 8000 FT:	-	RWY 8000 FT:	-
	RWY 10000 FT:	-	RWY 10000 FT:	-
	RWY 12000 FT:	-	RWY 12000 FT:	-
60,000	RWY 6000 FT:	-	RWY 6000 FT:	-
	RWY 8000 FT:	-	RWY 8000 FT:	-
	RWY 10000 FT:	-	RWY 10000 FT:	-
	RWY 12000 FT:	-	RWY 12000 FT:	-
70,000	RWY 6000 FT:	105	RWY 6000 FT:	-
	RWY 8000 FT:	-	RWY 8000 FT:	-
	RWY 10000 FT:	-	RWY 10000 FT:	-
	RWY 12000 FT:	-	RWY 12000 FT:	-
81,000*	RWY 6000 FT:	166/180	RWY 6000 FT:	-
	RWY 8000 FT:	88/115	RWY 8000 FT:	-
	RWY 10000 FT:	-	RWY 10000 FT:	-
	RWY 12000 FT:	-	RWY 12000 FT:	-

4.5. MAXIMUM ABORT SPEED (VMA)

4.5.1. MAXIMUM ABORT SPEED (VMA) DR1.0-DRY RUNWAY

-Gear and flaps down. US Standard day. Density Ratio 1.0. All D.I.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES				
MAXIMUM ABORT SPEED (KCAS) - DRY DENSITY RATIO 1.0				
AIRCRAFT WEIGHT (LB)	GEAR AND FLAPS DOWN RWY LENGTH (TORA)			
	MAX. THRUST		MIL. THRUST	
40,000	RWY 6000 FT:	82	RWY 6000 FT:	106
	RWY 8000 FT:	104	RWY 8000 FT:	135
	RWY 10000 FT:	120	RWY 10000 FT:	154
	RWY 12000 FT:	153	RWY 12000 FT:	-
50,000	RWY 6000 FT:	97	RWY 6000 FT:	115
	RWY 8000 FT:	114	RWY 8000 FT:	130
	RWY 10000 FT:	125	RWY 10000 FT:	150
	RWY 12000 FT:	152	RWY 12000 FT:	165
60,000	RWY 6000 FT:	104	RWY 6000 FT:	110
	RWY 8000 FT:	121	RWY 8000 FT:	130
	RWY 10000 FT:	131	RWY 10000 FT:	147
	RWY 12000 FT:	151	RWY 12000 FT:	162
70,000	RWY 6000 FT:	105	RWY 6000 FT:	105
	RWY 8000 FT:	125	RWY 8000 FT:	130
	RWY 10000 FT:	140	RWY 10000 FT:	145
	RWY 12000 FT:	150	RWY 12000 FT:	158
81,000	RWY 6000 FT:	107	RWY 6000 FT:	117
	RWY 8000 FT:	125	RWY 8000 FT:	127
	RWY 10000 FT:	140	RWY 10000 FT:	142
	RWY 12000 FT:	149	RWY 12000 FT:	155

4.5.2. MAXIMUM ABORT SPEED (VMA) DR1.0-WET RUNWAY

-Flaps and gear down. US Standard day. Density Ratio 1.0. All D.I.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES				
MAXIMUM ABORT SPEED (KCAS) - WET DENSITY RATIO 1.0				
AIRCRAFT WEIGHT (LB)	GEAR AND FLAPS DOWN RWY LENGTH (TORA)			
	MAX. THRUST		MIL. THRUST	
40,000	RWY 6000 FT:	-	RWY 6000 FT:	63
	RWY 8000 FT:	-	RWY 8000 FT:	78
	RWY 10000 FT:	60	RWY 10000 FT:	94
	RWY 12000 FT:	75	RWY 12000 FT:	109
50,000	RWY 6000 FT:	-	RWY 6000 FT:	70
	RWY 8000 FT:	59	RWY 8000 FT:	83
	RWY 10000 FT:	71	RWY 10000 FT:	99
	RWY 12000 FT:	85	RWY 12000 FT:	111
60,000	RWY 6000 FT:	55	RWY 6000 FT:	74
	RWY 8000 FT:	69	RWY 8000 FT:	87
	RWY 10000 FT:	81	RWY 10000 FT:	103
	RWY 12000 FT:	94	RWY 12000 FT:	112
70,000	RWY 6000 FT:	61	RWY 6000 FT:	77
	RWY 8000 FT:	75	RWY 8000 FT:	91
	RWY 10000 FT:	85	RWY 10000 FT:	103
	RWY 12000 FT:	96	RWY 12000 FT:	113
81,000	RWY 6000 FT:	66	RWY 6000 FT:	79
	RWY 8000 FT:	80	RWY 8000 FT:	92
	RWY 10000 FT:	90	RWY 10000 FT:	104
	RWY 12000 FT:	102	RWY 12000 FT:	115

4.5.3. MAXIMUM ABORT SPEED (VMA) DR1.0-ICY RUNWAY

-Flaps and gear down. US Standard day. Density Ratio 1.0. All D.I.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES				
MAXIMUM ABORT SPEED (KCAS) - ICY DENSITY RATIO 1.0				
AIRCRAFT WEIGHT (LB)	GEAR AND FLAPS DOWN RWY LENGTH (TORA)			
	MAX. THRUST		MIL. THRUST	
40,000	RWY 8000 FT:	-	RWY 8000 FT:	-
	RWY 10000 FT:	-	RWY 10000 FT:	-
	RWY 12000 FT:	-	RWY 12000 FT:	51
50,000	RWY 8000 FT:	-	RWY 8000 FT:	-
	RWY 10000 FT:	-	RWY 10000 FT:	50
	RWY 12000 FT:	-	RWY 12000 FT:	58
60,000	RWY 8000 FT:	-	RWY 8000 FT:	-
	RWY 10000 FT:	-	RWY 10000 FT:	56
	RWY 12000 FT:	-	RWY 12000 FT:	63
70,000	RWY 8000 FT:	-	RWY 8000 FT:	50
	RWY 10000 FT:	-	RWY 10000 FT:	59
	RWY 12000 FT:	-	RWY 12000 FT:	67
81,000	RWY 8000 FT:	-	RWY 8000 FT:	52
	RWY 10000 FT:	-	RWY 10000 FT:	63
	RWY 12000 FT:	52	RWY 12000 FT:	69

-On runways of 4,000 to 6,000 (MIL) or 10,000 (MAX) feet take-off cannot be aborted on icy runway using braking alone. Use arrestor cable.

4.6. T.O. RUN/DISTANCE. MAX. THRUST. DRY/calm

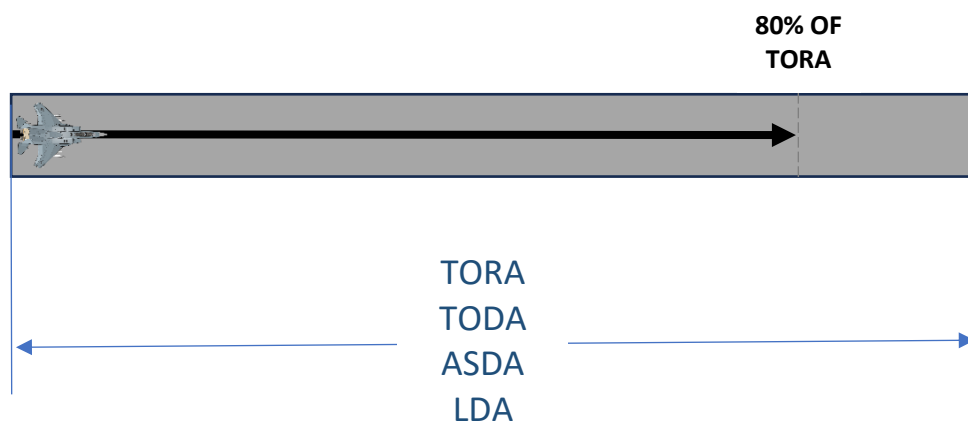
-Flaps Down. Standard day. Normal T.O. Runway Dry. Wind calm. All D.I.

-See notes on next page*

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES								
TAKE-OFF RUN/DISTANCE (FT) MAX. THRUST								
FLAPS DOWN / STD. DAY / NORMAL T.O. / RWY DRY / ALL D.I.								
A/C WEIGHT (LB) CG MAC%	AIRFIELD ELEVATION (FT)							
	S.L. (15°C)		2,000 (11°C)		4,000 (7°C)		6,000 (3°C)	
40,000 GC=24%	T.O.R:	1,000	T.O.R:	1,100	T.O.R:	1,200	T.O.R:	1,300
	T.O.D:	2,000	T.O.D:	2,250	T.O.D:	2,500	T.O.D:	2,750
45,000 CG=23.5%	T.O.R:	1,100	T.O.R:	1,250	T.O.R:	1,400	T.O.R:	1,500
	T.O.D:	2,500	T.O.D:	2,600	T.O.D:	2,850	T.O.D:	3,000
50,000 CG=23.5%	T.O.R:	1,250	T.O.R:	1,500	T.O.R:	1,700	T.O.R:	1,800
	T.O.D:	2,600	T.O.D:	3,000	T.O.D:	3,100	T.O.D:	3,450
55,000 CG=25%	T.O.R:	1,600	T.O.R:	1,750	T.O.R:	1,900	T.O.R:	2,000
	T.O.D:	3,100	T.O.D:	3,350	T.O.D:	3,600	T.O.D:	3,750
60,000 CG=25%	T.O.R:	1,800	T.O.R:	1,950	T.O.R:	2,200	T.O.R:	2,400
	T.O.D:	3,450	T.O.D:	3,700	T.O.D:	4,000	T.O.D:	4,350
65,000 CG=25%	T.O.R:	2,000	T.O.R:	2,200	T.O.R:	2,500	T.O.R:	2,800
	T.O.D:	3,750	T.O.D:	4,000	T.O.D:	4,500	T.O.D:	5,000
70,000 CG=25%	T.O.R:	2,400	T.O.R:	2,850	T.O.R:	3,000	T.O.R:	3,400
	T.O.D:	4,350	T.O.D:	5,025	T.O.D:	5,050	T.O.D:	5,175
75,000 CG=25%	T.O.R:	2,800	T.O.R:	3,200	T.O.R:	3,600	T.O.R:	4,000
	T.O.D:	5,000	T.O.D:	5,100	T.O.D:	6,250	T.O.D:	6,750
81,000 CG=25%	T.O.R:	3,300	T.O.R:	3,600	T.O.R:	4,100	T.O.R:	4,600
	T.O.D:	5,150	T.O.D:	6,250	T.O.D:	7,000	T.O.D:	8,000

***NOTES:**

- Take-off Run (T.O.R.) is the distance from brake release until the main landing gear leaves the ground.
- Take-off Distance (T.O.D.) is the distance from brake release until the plane reaches 50 ft. above runway (all engines operating).
- Normal take-off: one half aft stick applied over a period of 1 second at the rotation speed and 12° pitch attitude held after rotation.
- Rotation speed is the speed at which the pilot initiates the stick pulling.
- NWLO speed is the speed at which the nose landing gear leaves the ground.
- Take-off speed is the speed at which the main landing gear leaves the ground.
- Table 3.5 complies with the Procedure **11-2F-15E. 3.6.2.** (*take-off within the 80% of the available runway*) for TORA equals or higher than TOD. Check TORA.



4.7. ROTATION, NOSE WHEEL LIFT-OFF, TAKE-OFF SPEED

-MTOW: 81,000 lb.

-Flaps down. Gear down. Normal take-off. Standard day. All D.I.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES		
TAKE OFF SPEED (KCAS)		
(ROTATION/N.W.L.O./TAKE-OFF)		
A/C WEIGHT (LB)@cg%	FLAPS DOWN	
	MAX. THRUST	MIL. THRUST
40,000@24%	110/136/161	115/129/148
45,000@23.5%	115/140/164	120/133/152
50,000@23.5%	120/144/168	125/138/156
55,000@25%	125/146/170	130/141/159
60,000@25%	130/151/175	135/146/163
65,000@25%	140/161/182	145/155/171
70,000@25%	155/171/192	155/163/180
75,000@25%	160/177/196	160/168/187
81,000@25%	167/184/202	167/173/195

4.8. SINGLE ENGINE - ROTATION, NWLO, TAKE-OFF SPEED

- Following engine failure with military thrust, the afterburner is ignited on the operating engine.
- it is assumed a 3-second decision period (for failure recognition) plus another 3-second period (for engine to accelerate from mil to max. power).
- CONTINUED (SINGLE ENGINE) TAKE-OFF: one-half aft stick applied at the rotation speed and 10° pitch attitude held after rotation.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES [N-1]		
TAKE OFF SPEED (KCAS)		
(ROTATION/N.W.L.O./TAKE-OFF)		
A/C WEIGHT (LB)@cg%	FLAPS DWN / MAX. THRUST OP. ENG	
	NO STORES OR A/A WEAPONS ON WINGS	A/G WEAPONS OR EXT. TANKS ON WINGS
40,000@24%	170/172/179	170/172/179
45,000@23.5%	180/183/189	180/183/189
50,000@23.5%	185/189/194	185/189/194
55,000@25%	190/193/199	190/193/199
60,000@25%	190/193/200	190/193/200
65,000@25%	190/193/200	190/193/200
70,000@25%	190/194/201	190/193/200
75,000@25%	190/193/202	190/194/202
81,000@25%	190/194/206	190/194/210

5. CLIMB

5.1. CLIMB SPEED SCHEDULE

-Valid for all weights.

-Accelerate to climb speed listed below (KCAS) until interception of Mach, then maintain Mach to cruise altitude.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES		
CLIMB SPEED SCHEDULE		
DRAG INDEX	(KCAS/MACH NUMBER)	
	MIL. POWER	MAX. POWER
60 OR LESS	350/0.90	350/0.95*
GREATER THAN 60	300/0.75	350/0.90

* If Mach increases above 0.95 at 40° pitch attitude, hold 40° and allow Mach to increase.

5.2. COMBAT CEILING

5.2.1. COMBAT CEILING MAX. THRUST

- Combat ceiling is the pressure altitude at which the aircraft can climb at a max. rate of 500 fpm.
- Standard day. Maximum thrust (subsonic).

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES					
COMBAT CEILING (FT)					
STANDARD DAY / MAX. THRUST					
GROSS WEIGHT (LB)	DRAG INDEX				
	0	40	80	120	160
40,000	57,000	56,000	55,000	54,000	53,000
45,000	55,000	54,000	53,000	52,000	51,000
50,000	53,000	52,000	51,000	50,000	49,000
55,000	51,500	50,500	49,500	48,500	47,500
60,000	50,000	49,000	48,000	47,000	46,000
65,000	48,500	47,500	46,500	45,500	44,500
70,000	46,500	45,500	44,500	43,500	42,500
75,000	45,500	44,500	43,500	42,500	41,500
80,000	44,500	43,500	42,500	41,000	40,000

5.2.2. COMBAT CEILING MILITARY THRUST

- Combat ceiling is the pressure altitude at which the aircraft can climb at a max. rate of 500 fpm.
- Standard day. Military thrust.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES					
COMBAT CEILING (FT)					
STANDARD DAY / MIL. THRUST					
GROSS WEIGHT (LB)	DRAG INDEX				
	0	40	80	120	160
40,000	51,000	48,500	46,000	43,000	41,500
45,000	48,500	46,500	43,500	41,000	38,000
50,000	46,500	44,000	41,500	38,500	36,000
55,000	44,500	42,000	39,500	36,500	34,000
60,000	42,500	40,500	38,000	34,500	32,000
65,000	41,000	38,000	36,000	33,000	30,500
70,000	39,500	37,500	34,500	31,500	29,000
75,000	38,000	36,000	33,000	30,000	27,500
80,000	36,500	34,500	31,500	28,500	26,500

5.2.3. COMBAT CEILING ONE ENGINE OPERATING. MAX. THRUST

- Combat ceiling is the pressure altitude at which the aircraft can climb at a max. rate of 500 fpm.
- Standard day. MAX. thrust (subsonic).
- INOPERATIVE ENGINE WINDMILLING.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES [N-1]					
COMBAT CEILING (FT)					
STANDARD DAY / MAX. THRUST / N-1					
GROSS WEIGHT (LB)	DRAG INDEX				
	0	40	80	120	160
40,000	49,000	45,000	42,000	40,000	37,000
45,000	46,500	43,000	40,000	37,500	35,000
50,000	44,000	41,500	38,500	35,500	33,000
55,000	43,000	40,000	37,000	34,000	31,000
60,000	41,000	38,000	35,000	32,000	29,000
65,000	39,500	37,000	33,000	30,000	27,000
70,000	38,000	35,000	32,000	27,500	25,500
75,000	37,000	34,000	30,000	27,000	24,000
80,000	35,500	32,500	29,000	25,000	22,500

5.2.4. COMBAT CEILING ONE ENGINE OPERATING. MIL. THRUST

- Combat ceiling is the pressure altitude at which the aircraft can climb at a max. rate of 500 fpm.
- Standard day. MIL. thrust.
- INOPERATIVE ENGINE WINDMILLING.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES [N-1]					
COMBAT CEILING (FT)					
STANDARD DAY / MIL. THRUST / N-1					
GROSS WEIGHT (LB)	DRAG INDEX				
	0	40	80	120	160
40,000	31,500	28,000	25,000	23,000	21,000
45,000	29,500	25,500	22,500	20,000	18,000
50,000	27,000	23,000	20,000	17,500	15,000
55,000	25,000	21,000	18,000	15,500	13,000
60,000	23,000	19,000	16,000	13,000	10,500
65,000	21,000	17,000	14,000	11,000	8,000
70,000	19,500	15,000	12,000	9,000	6,000
75,000	17,500	13,000	10,000	6,500	4,000
80,000	15,500	11,000	7,500	4,000	1,500

6. CRUISE

6.1. CRUISE SPEED

-Easy reference for Long Range/Endurance is using AOA. For optimum data use tables 6.3.

-All Drag Index. All weights.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES		
CRUISE SPEED SCHEDULE (AOA UNITS)		
ALL D.I. / ALL WEIGHTS		
ALTITUDE (FT)	LONG RANGE	LONG ENDURANCE
25,000 OR BELOW	14	18
ABOVE 25,000	14.5	17

6.2. HOLDING SPEED

-The recommended holding airspeed is **250** kt.

6.3. OPTIMUM LONG RANGE CRUISE. MIL. THRUST

-Data is for all free air temperatures. U.S. standard day.

-Military thrust.

15E STRIKE EAGLE – 2x F100-PW-229 ENGINES												
OPTIMUM LONG RANGE CRUISE (FT)												
NM/LB FUEL					TRUE MACH NUMBER							
MILITARY THRUST												
GROSS WEIGHT (LB)	DRAG INDEX											
	0		20		40		80		120		160	
40,000	45,000		45,000		45,000		44,000		42,000		40,000	
	.125	.91	.115	.90	.105	.88	.090	.86	.075	.82	.070	.76
45,000	42,000		42,000		42,000		41,000		39,500		37,500	
	.115	.91	.100	.90	.095	.88	.080	.86	0.70	.82	.060	.76
50,000	40,000		40,000		40,000		39,000		37,000		35,000	
	.105	.91	.095	.90	.085	.88	.075	.86	.065	.82	.055	.76
55,000	38,000		38,000		38,000		37,000		35,000		33,000	
	.095	.91	.085	.90	.080	.88	.065	.86	.060	.82	.050	.75
60,000	36,000		36,000		36,000		35,000		33,500		31,500	
	.090	.90	.080	.89	.075	.88	.060	.85	.055	.82	.045	.75
65,000	34,500		34,500		34,500		33,500		31,500		30,000	
	.085	.90	.075	.89	.070	.88	.060	.85	.050	.82	.045	.75
70,000	33,000		33,000		33,000		32,000		30,000		28,000	
	.080	.90	.070	.89	.065	.88	.055	.85	.045	.81	.040	.75
75,000	32,000		32,000		32,000		30,500		29,000		27,000	
	.075	.90	.065	.89	.060	.88	.050	.85	.045	.81	0.40	.75
80,000	30,000		30,000		30,000		29,000		27,500		25,000	
	.070	.90	.065	.89	.055	.88	.050	.85	.040	.81	.035	.75

6.4. OPTIMUM LONG RANGE CRUISE. ONE ENGINE OP.

-Data is for all free air temperatures. U.S. standard day.

-One engine operating. Inoperative engine windmilling.

15E STRIKE EAGLE – 2x F100-PW-229 ENGINES [N-1]												
OPTIMUM LONG RANGE CRUISE (FT) N-1												
NM/LB FUEL						TRUE MACH NUMBER						
INOPERATIVE ENGINE WINDMILLING												
GROSS WEIGHT (LB)	DRAG INDEX											
	0		20		40		80		120		160	
40,000	31,000		29,000		28,000		25,000		23,000		21,000	
	.090	.73	.080	.69	.075	.64	.060	.58	.045	.54	.040	.50
45,000	29,000		27,000		25,000		23,000		20,000		18,000	
	.080	.73	.072	.69	.065	.64	.055	.58	.050	.54	.042	.50
50,000	27,000		25,000		23,000		20,000		18,000		15,500	
	.072	.73	.065	.69	.060	.64	.050	.58	.045	.54	.040	.50
55,000	25,000		23,000		21,000		18,000		15,500		13,000	
	.065	.72	.060	.68	.055	.63	.045	.58	.040	.54	.035	.50
60,000	23,000		21,000		19,000		16,000		13,000		11,000	
	.062	.72	.055	.68	.050	.63	.042	.58	.037	.54	.032	.50
65,000	21,000		19,000		17,000		14,000		11,000		8,500	
	.062	.72	.050	.68	.047	.63	.040	.58	.035	.53	.030	.50
70,000	19,500		17,000		15,000		12,000		9,000		6,000	
	.055	.72	.050	.68	.045	.63	.037	.58	.035	.53	.030	.49
75,000	17,500		15,500		13,000		10,000		7,000		4,000	
	.050	.71	.045	.67	.040	.62	.035	.57	.030	.53	.025	.49
80,000	15,500		14,000		11,000		8,000		4,000		1,500	
	.045	.71	.040	.67	.037	.62	.032	.57	.027	.53	.022	.49

7. DESCENT

7.1. MAXIMUM RANGE DESCENT.

7.1.1. MAXIMUM RANGE DESCENT 300 KCAS

-Speed Brakes retracted.

-300 KCAS - Idle Thrust. Wind calm. Standard day.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES												
MAX RANGE DESCENT (DISTANCE NM)												
TIME-MINUTES						TOTAL FUEL USED-LB						
300 KCAS / THRUST IDLE / S/B RETRACTED												
ALTITUDE (FT)	DRAG INDEX											
	0		20		40		60		80		120	
50,000	84		76		70		65		61		54	
	11.8	450	11.0	420	10.0	380	9.2	355	8.8	330	7.8	300
40,000	62		58		55		52		49		44	
	9.4	370	8.9	340	8.2	320	7.7	300	7.2	270	6.5	250
30,000	45		43		40		36		34		32	
	7.0	280	6.8	275	6.5	250	6.0	240	5.8	230	5.2	210
20,000	29		28		26		25		24		21	
	5.0	225	4.8	210	4.5	195	4.2	180	4.0	175	3.6	155
10,000	15		14		13		12		11		10	
	2.7	130	2.6	125	2.5	120	2.3	110	2.1	105	1.9	95

7.1.2. MAXIMUM RANGE DESCENT 220 KCAS

-Speed Brakes extended.

-220 KCAS - Idle Thrust. Wind calm. Standard day.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES									
MAX RANGE DESCENT (DISTANCE NM)									
TIME-MINUTES					TOTAL FUEL USED-LB				
220 KCAS / THRUST IDLE / S/B EXTENDED									
ALTITUDE (FT)	DRAG INDEX								
	0		40		80		120		
50,000	53		52		48		45		
	9.7	375	9.5	360	9.0	340	8.5	325	
40,000	41		39		37		35		
	8.1	310	7.9	300	7.5	285	7.0	270	
30,000	29		28		27		25		
	6.2	250	6.1	240	6.0	230	5.6	220	
20,000	19		18		17		16		
	4.5	180	4.4	180	4.2	175	4.0	160	
10,000	10		9		8		7		
	2.5	110	2.3	105	2.2	100	2.0	90	

8. LANDING

8.1. CROSSWIND LIMITS

-The recommended crosswind operational limits for take-off and landing (including one-half of the gust) are:

- RCR 23 (DRY): **30 kt.**
- RCR 16 (WET): **25 kt.**
- RCR 12 (ICY): **15 kt.**

8.2. LANDING APPROACH SPEED

-All Drag indexes. 21 units AOA. Standard day.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES		
LANDING APPROACH SPEED (KCAS)		
ALL D.I. / 21 UNITS AOA		
GROSS WEIGHT (LB)	FLAPS	
	UP	DOWN
30,000	144	130
35,000	156	143
40,000	167	154
45,000	178	165
50,000	188	175
55,000	197	184
60,000	206	192
65,000	214	199
70,000	223	207
75,000	231	214
80,000	238	222

***NOTES:**

- F-15E is approach category E.
- Under abnormal or emergency situations, diversion to an alternate airfield with minima approved for lower categories is authorized as follows:
 - Max. weight for Cat D approach (165 KIAS): **45,000** Lb. (Flaps DWN).
 - Max. weight for Cat C approach (140 KIAS): **34,000** Lb. (Flaps DWN).

8.3. LANDING ROLL/DISTANCE-AERODYNAMIC BRAKING

- Idle thrust. Flaps down. Gear down.
- Standard day. All D.I. Runway condition dry. Wind calm.
- Use aerodynamic braking by raising the nose to a 12° pitch attitude after touchdown and maintaining as long as possible.
- Speed brake is extended at touchdown.
- TORA=LDA. TCH=50 feet.
- Landing roll (L.R.) is the distance from the main landing gear touches the ground until full stop.
- Landing distance (L.D.) is the distance from 50 ft. over the runway elevation (usually the rwy. threshold) until full stop.
- Landing distance for planning (L.D.P.) is the landing distance required to comply with procedure **11-2F-15E** 3.23.4.1, *(landing roll within 80% of the available runway. See NOTES).*

8.3.1. LANDING DISTANCE-AERODYNAMIC BRAKING

GROSS WEIGHT 35,000 – 55.000 POUNDS.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES								
LANDING ROLL/DISTANCE (FT) AERO-BRK. DRY								
FLAPS DOWN / STD. DAY / RWY DRY								
A/C WEIGHT (LB)	AIRFIELD ELEVATION (FT)							
	S.L. (15°C)		2,000 (11°C)		4,000 (7°C)		6,000 (3°C)	
35,000	L.R:	4,250	L.R:	4,500	L.R:	4,750	L.R:	5,000
	L.D:	5,400	L.D:	5,800	L.D:	6,000	L.D:	6,400
	L.D.P:	5,400	L.D.P:	5,800	L.D.P:	6,000	L.D.P:	6,400
40,000	L.R:	4,750	L.R:	5,000	L.R:	5,250	L.R:	5,500
	L.D:	5,800	L.D:	6,300	L.D:	6,500	L.D:	6,800
	L.D.P:	5,938	L.D.P:	6,250	L.D.P:	6,562	L.D.P:	6,875
45,000	L.R:	5,250	L.R:	5,500	L.R:	5,750	L.R:	6,250
	L.D:	6,500	L.D:	6,800	L.D:	7,100	L.D:	7,600
	L.D.P:	6,562	L.D.P:	6,875	L.D.P:	7,187	L.D.P:	7,812
50,000	L.R:	6,000	L.R:	6,250	L.R:	6,500	L.R:	7,000
	L.D:	7,200	L.D:	7,500	L.D:	8,000	L.D:	8,300
	L.D.P:	7,500	L.D.P:	7,812	L.D.P:	8,125	L.D.P:	8,750
55,000	L.R:	6,750	L.R:	7,000	L.R:	7,500	L.R:	8,000
	L.D:	8,000	L.D:	8,400	L.D:	8,800	L.D:	9,400
	L.D.P:	8,437	L.D.P:	8,758	L.D.P:	9,375	L.D.P:	10,000

8.3.2. LANDING DISTANCE-AERODYNAMIC BRAKING

GROSS WEIGHT 60,000 – 80,000 POUNDS.

F-15E STRIKE EAGLE – 2x F100-PW-229 ENGINES								
LANDING ROLL/DISTANCE (FT) AERO-BRK. DRY								
FLAPS DOWN / STD. DAY / RWY DRY								
A/C WEIGHT (LB)	AIRFIELD ELEVATION (FT)							
	S.L. (15°C)		2,000 (11°C)		4,000 (7°C)		6,000 (3°C)	
60,000	L.R:	7,500	L.R:	7,750	L.R:	8,250	L.R:	9,000
	L.D:	8,800	L.D:	9,000	L.D:	9,600	L.D:	10,200
	L.D.P:	9,375	L.D.P:	9,687	L.D.P:	10,312	L.D.P:	11,250
65,000	L.R:	8,000	L.R:	8,500	L.R:	9,000	L.R:	9,500
	L.D:	9,400	L.D:	9,800	L.D:	10,300	L.D:	11,000
	L.D.P:	10,000	L.D.P:	10,625	L.D.P:	11,250	L.D.P:	11,875
70,000	L.R:	8,750	L.R:	9,000	L.R:	9,750	L.R:	10,500
	L.D:	9,900	L.D:	10,400	L.D:	11,200	L.D:	11,800
	L.D.P:	10,937	L.D.P:	11,250	L.D.P:	12,187	L.D.P:	13,125
75,000	L.R:	9,000	L.R:	9,500	L.R:	10,250	L.R:	11,000
	L.D:	10,400	L.D:	10,800	L.D:	11,600	L.D:	12,400
	L.D.P:	11,250	L.D.P:	11,875	L.D.P:	12,812	L.D.P:	13,750
80,000	L.R:	9,500	L.R:	10,000	L.R:	10,750	L.R:	11,500
	L.D:	11,000	L.D:	11,500	L.D:	12,300	L.D:	13,000
	L.D.P:	11,875	L.D.P:	12,500	L.D.P:	12,900	L.D.P:	14,375

*NOTES:

- Max. gross weight for landing is 81,000 lb. All landing tables show up to 80,000 lb.
- Touch down point used on calculations is runway TDZ.
- The procedure **11-2F-15E**. 3.23.4.1 is for dispatching purposes (use as desired):

“When the computed landing roll exceeds 80 percent of the available runway, land at an alternate airfield if possible. (T-3).”
Check if you are able to land in a particular airport using cells L.D.P. Assuming the runway threshold is the point where the airplane overflies at 50 feet at landing approach speed (LAS), these tables comply with the procedure providing an extra margin for unpredicted situations (long flare, bouncing landing, tail wind, high LAS, no airbrake deploy, etc.).

- For emergency landings (hydraulic/brakes loss), or emergencies needing 100% of the runway and no arresting cable available, take tables 7.2.1. and 7.2.2, then use the yellow rows “Landing Roll” (L.R.) as Runway Available. Touch down at the Runway Threshold.
- Keep in mind that for high gross weights long landing distances are required. Returning to base be careful with unexpended stores and fuel remaining. It’s not very difficult for the Strike Eagle to overrun the runway, especially using aero-braking landing.

9. PERFORMANCE EXAMPLE



FLIGHT TEST LOGBOOK

[illegible]