

## 717-200 TECHNICAL CHARACTERISTICS

	Basic gross weight	High gross weight
<b>Passengers</b>		
Two-class configuration	106	106
<b>Cargo</b>		
	935 ft <sup>3</sup> (26.5 m <sup>3</sup> )	730 ft <sup>3</sup> (20.7 m <sup>3</sup> )
<b>Engine</b>		
Maximum thrust	Rolls-Royce BR715-A1-30 18,500 lb	Rolls-Royce BR715-C1-30 21,000 lb
<b>Maximum fuel capacity</b>	24,609 US lb (11,162 kg)	29,500 US lb (13,381 kg)
<b>Maximum takeoff weight</b>	110,000 lb (49,845 kg)	121,000 lb (54,885 kg)
<b>Maximum range</b>	1,430 nmi (2,645 km)	2,060 nmi (3,815 km)
<b>Cruise speed at 34,200 ft</b>	0.77 Mach (504 mi/h)	0.77 Mach (504 mi/h)
<b>Basic dimensions</b>		
Wingspan	93 ft 3 in (28.45 m)	93 ft 3 in (28.45 m)
Overall length	124 ft (37.81 m)	124 ft (37.81 m)
Tail height	29 ft 1 in (8.92 m)	29 ft 1 in (8.92 m)

# 717-200

The 717-200 is designed specifically for the short-haul, high-frequency, 100-passenger airline market. It uses today's technology to lower operating costs and offers reduced noise and emissions.

The two-crew flight deck on the 717 incorporates modern and proven avionics technology. The flight deck is configured around six LCD units and advanced computer systems similar to those in other new Boeing jetliners. Two advanced

Rolls-Royce BR715 engines power the 717, offering lower fuel consumption and lower noise and emissions than comparable airplanes. The 717 has more total customer commitments than any other airplane in its class, with more than 90 airplanes currently in revenue service.

