

## **1.0 SCOPE AND INTRODUCTION**

**1.1 Scope**

**1.2 Introduction**

**1.3 A Brief Description of the 717-200**

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### 1.1 Scope

This document provides, in a standardized format, airplane characteristics data for general airport planning. Since operational practices vary among airlines, specific data should be coordinated with the using airlines prior to facility design. Boeing Commercial Airplanes should be contacted for any additional information required.

Content of the document reflects the results of a coordinated effort by representatives from the following organizations:

- Aerospace Industries Association
- Airports Council International - North America
- Air Transport Association of America
- International Air Transport Association

The airport planner may also want to consider the information presented in the "CTOL Transport Aircraft, Characteristics, Trends, and Growth Projections," available from the US AIA, 1250 Eye St., Washington DC 20005, for long-range planning needs. This document is updated periodically and represents the coordinated efforts of the following organizations regarding future aircraft growth trends:

- International Coordinating Council of Aerospace Industries Associations
- Airports Council International - North America
- Air Transport Association of America
- International Air Transport Association

## **1.2 Introduction**

This document conforms to NAS 3601. It provides characteristics of the Boeing Model 717-200 airplane for airport planners and operators, airlines, architectural and engineering consultant organizations, and other interested industry agencies. Airplane changes and available options may alter model characteristics; the data presented herein reflect typical airplanes in each model category.

For additional information contact:

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Seattle, Washington 98124-2207  
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Attention: Manager, Airport Technology  
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### **1.3 A Brief Description of the 717-200 Airplane**

the 717-200 is a twin-engine aircraft designed for short-haul short-field operations. It can carry 106 passengers in a mixed class configuration up to a range of approximately 2000 miles. It is designed to sustain daily 8 to 12 one-hour flights for fast turnaround at airport gates.

The 717-200 is powered by two advanced BMW/Rolls-Royce BR715 high-bypass-ratio engines. The BR715 engine is rated at 18,500 pounds of takeoff thrust, with lower fuel consumption, reduced exhaust emissions and significantly lower noise levels than the power plants on comparable airplanes. The thrust is uprated to 21,000 pounds for the high-gross-weight option airplanes.

An optional airstair under the main entry door number 1 allows operation at airports where there are no loading bridges or portable stairs.