

717-200 performance summary

717

Two-class seating

		Basic	Maximum
Passengers	FC/EC	106 (8/98)	106 (8/98)
Cargo	ft ³ (m ³)	935 (26.5)	730 (20.7)
Engines		BR700-715A1-30	BR700-715C1-30
Sea level static thrust/flat-rated temperature	lb/°F	18,500/86	21,000/86
Maximum taxi weight	lb (kg)	111,000 (50,340)	122,000 (55,330)
Maximum takeoff weight	lb (kg)	110,000 (49,890)	121,000 (54,880)
Maximum landing weight	lb (kg)	100,000 (45,360)	110,000 (49,890)
Maximum zero fuel weight	lb (kg)	94,000 (42,630)	100,500 (45,580)
Operating empty weight	lb (kg)	67,670 (30,690)	68,630 (31,130)
Fuel capacity	U.S. gal (L)	3,673 (13,900)	4,403¹ (16,660)¹
Design range (MTOW, full passenger payload)	nmi (km)	1,415 (2,620)	2,055² (3,805)²
Cruise Mach		0.767	0.767
Takeoff field length (SL, 86°F, MTOW)	ft (m)	5,500 (1,675)	5,750 (1,750)
Initial cruise altitude (MTOW, ISA + 10°C)	ft	34,200	32,200
Engine-out altitude capability (MTOW, ISA + 10°C)	ft	15,900	14,200
Landing field length (MLW)	ft (m)	4,650 (1,415)	5,000 (1,520)
Approach speed (MLW)	kn	132	139
Fuel burn per seat			
300 nmi ³	lb (kg)	39.9 (18.1)	40.2 (18.2)
500 nmi	lb (kg)	58.8 (26.7)	59.3 (26.9)
1,000 nmi	lb (kg)	107.3 (48.7)	108.1 (49.0)

- Regional weight allowances
- Typical mission rules, except 300-nmi mission

¹ Auxiliary fuel tanks are a postdelivery installation.

² Fuel volume limited

³ Short-range mission rules