The 717 is a full-size airplane for the regional market.

- Nose of airplane indicates design range.
- Regional rules
- High gross weight airplane includes two auxiliary fuel tanks as a postdelivery installation.

* Product development study
General arrangement

717-200

93 ft 4 in
(28.4 m)

36 ft 10 in
(11.2 m)

124 ft 0 in
(37.8 m)

29 ft 1 in
(8.9 m)

112 ft 8 in
(34.3 m)
717-200 seating

**Two-class**
- 8 first at 36-in pitch
- 98 economy at 32-in pitch
- 106 passengers

**Expanded business class**
- 55 business at 34-in pitch
- 55 economy at 32-in pitch
- 110 passengers

**One-class**
- 117 economy at 32-in pitch
- 117 passengers
The 717 has the largest cross section in the regional jet market.

- 717-200
- EMBRAER 170/190
- CRJ700/900
Cargo capacity leads 100-seat competitors

Baggage: 477 ft³ (13.5 m³)
Cargo: 458 ft³ (13.0 m³)
• Assume 4.5 ft³ per passenger baggage
• With two optional body fuel tanks, total cargo volume = 730 ft³ (20.7 m³), forward = 527 ft³ (14.9 m³), aft = 203 ft³ (5.7 m³)

Total cargo volume: 935 ft³ (26.5 m³)
### 717-200 performance summary

**Two-class seating**

<table>
<thead>
<tr>
<th></th>
<th>Basic</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Passengers</strong></td>
<td>106 (8/98)</td>
<td>106 (8/98)</td>
</tr>
<tr>
<td><strong>Cargo</strong></td>
<td>935 (26.5)</td>
<td>730 (20.7)</td>
</tr>
<tr>
<td><strong>Engines</strong></td>
<td><strong>Sea level static thrust/flat-rated temperature</strong></td>
<td><strong>BR700-715A1-30</strong> 18,500/86</td>
</tr>
<tr>
<td><strong>Max. taxi weight</strong></td>
<td>111,000 (50,340)</td>
<td>122,000 (55,330)</td>
</tr>
<tr>
<td><strong>Max. takeoff weight</strong></td>
<td>110,000 (49,890)</td>
<td>121,000 (54,880)</td>
</tr>
<tr>
<td><strong>Max. landing weight</strong></td>
<td>100,000 (45,360)</td>
<td>110,000 (49,890)</td>
</tr>
<tr>
<td><strong>Max. zero fuel weight</strong></td>
<td>94,000 (42,630)</td>
<td>100,500 (45,580)</td>
</tr>
<tr>
<td><strong>Operating empty weight</strong></td>
<td>67,670 (30,690)</td>
<td>68,630 (31,130)</td>
</tr>
<tr>
<td><strong>Fuel capacity</strong></td>
<td>3,673 (13,900)</td>
<td>4,403¹ (16,660)¹</td>
</tr>
<tr>
<td><strong>Design range (MTOW, full passenger payload)</strong></td>
<td><strong>nmi (km)</strong></td>
<td><strong>2,055² (3,805)²</strong></td>
</tr>
<tr>
<td><strong>Cruise Mach</strong></td>
<td>0.767</td>
<td>0.767</td>
</tr>
<tr>
<td><strong>Takeoff field length (SL, 86°F, MTOW)</strong></td>
<td><strong>ft (m)</strong></td>
<td>5,500 (1,675)</td>
</tr>
<tr>
<td><strong>Initial cruise altitude (MTOW, ISA + 10°C)</strong></td>
<td><strong>ft</strong></td>
<td>34,200</td>
</tr>
<tr>
<td><strong>Engine-out altitude capability (MTOW, ISA + 10°C)</strong></td>
<td><strong>ft</strong></td>
<td>15,900</td>
</tr>
<tr>
<td><strong>Landing field length (MLW)</strong></td>
<td><strong>ft (m)</strong></td>
<td>4,650 (1,415)</td>
</tr>
<tr>
<td><strong>Approach speed (MLW)</strong></td>
<td><strong>kn</strong></td>
<td>132</td>
</tr>
<tr>
<td><strong>Fuel burn per seat</strong></td>
<td><strong>lb (kg)</strong></td>
<td><strong>39.9 (18.1)</strong></td>
</tr>
<tr>
<td><strong>300 nmi³</strong></td>
<td><strong>lb (kg)</strong></td>
<td><strong>40.2 (18.2)</strong></td>
</tr>
<tr>
<td><strong>500 nmi</strong></td>
<td><strong>lb (kg)</strong></td>
<td><strong>58.8 (26.7)</strong></td>
</tr>
<tr>
<td><strong>1,000 nmi</strong></td>
<td><strong>lb (kg)</strong></td>
<td><strong>108.1 (49.0)</strong></td>
</tr>
</tbody>
</table>

- 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
717-200 payload-range capability

**BR700-715 engines**

- Two-class interiors
- Regional weight allowances
- Typical mission rules
- Auxiliary fuel tanks are a postdelivery installation.

**Payload, 1,000 lb (1,000 kg)**

- 717-200
  - 121,000-lb (54,880-kg) MTOW
  - 110,000-lb (49,890-kg) MTOW

**Range, 1,000 nmi (1,000 km)**

- Fuel capacity
  - 4,405 U.S. gal (16,660 L)
  - 3,873 U.S. gal (14,300 L)

- 106 passengers
Mission profile

**Typical mission rules**

- **Taxi out (9 min)**
- **Takeoff to 1,500 ft and accelerate to 250 kn**
- **U.S. climb rules**
- **Climb to 1,500 ft and accelerate to 250 kn**
- **Step cruise at M = LRC**
- **U.S. descent rules to 1,500 ft**
- **Approach and land**
- **5% flight fuel**
- **Missed approach**
- **Approach and land (30 min)**
- **Hold at 1,500 ft**
- **Economy climb**
- **Descend to 1,500 ft**
- **Cruise at LRC**
- **200 nmi**
- **Approach and land (30 min)**

- **Still air range**
- **Flight time and fuel**
- **Block time and fuel**

- **Mission**
- **Reserves**

- **Still air range**
- **Flight time and fuel**
- **Block time and fuel**

**Notes:**
- Standard day
- Nominal performance
- Fuel density, 6.7 lb/U.S. gal
- 200 lb per passenger and baggage
Range capability from Beijing

Full passenger payload

717-200/BR715-A1-30
110,000-lb (49,890-kg) MTOW
106 two-class passengers

717-200*/BR715-C1-30
119,000-lb (53,970-kg) TOW**
106 two-class passengers

- Regional rules
- Airways and traffic allowances included
- 85% annual winds

* Auxiliary fuel tanks are a postdelivery installation.
** Fuel volume limited
Range capability from Chicago

Full passenger payload

**717-200/B715-A1-30**
110,000-lb (49,890-kg) MTOW
106 two-class passengers

**717-200*/B715-C1-30**
119,000-lb (53,970-kg) TOW**
106 two-class passengers

- Regional rules
- Airways and traffic allowances included
- 85% annual winds

* Auxiliary fuel tanks are a postdelivery installation.
** Fuel volume limited
Range capability from Rome

**Full passenger payload**

**717-200/BR715-A1-30**
110,000-lb (49,890-kg) MTOW
106 two-class passengers

**717-200*/BR715-C1-30**
119,000-lb (53,970-kg) TOW**
106 two-class passengers

- Regional rules
- Airways and traffic allowances included
- 85% annual winds

* Auxiliary fuel tanks are a postdelivery installation.
** Fuel volume limited
Full passenger payload

717-200/BR715-A1-30
110,000-lb (49,890-kg) MTOW
106 two-class passengers

717-200*/BR715-C1-30
119,000-lb (53,970-kg) TOW**
106 two-class passengers

• Regional rules
• Airways and traffic allowances included
• 85% annual winds

* Auxiliary fuel tanks are a postdelivery installation.
** Fuel volume limited

Range capability from Sao Paulo

- Sao Paulo
- Belem
- Brasilia
- Recife
- Paramaribo
- La Paz
- Antofagasta
- Santiago
- Buenos Aires
- Bahia Blanca
- Manaus
- Arequipa
- La Paz
- Recife
- Brasilia
- Paramaribo
- Sao Paulo