

SPECIFICATIONS

WEIGHTS		STD & LR Versions		AR Version	
Maximum Takeoff Weight	STD	79,344 lb	35,990 kg	85,098 lb	38,600 kg
	LR	82,012 lb	37,200 kg		
Maximum Landing Weight		72,312 lb	32,800 kg	73,414 lb	33,300 kg
Maximum Zero Fuel Weight		66,447 lb	30,140 kg	68,123 lb	30,900 kg
Basic Operation Weight		46,385 lb	21,040 kg	46,429 lb	21,060 kg
Maximum Payload		20,062 lb	9,100 kg	21,693 lb	9,840 kg
Maximum Fuel*		20,580 lb	9,335 kg	20,580 lb	9,335 kg

*Fuel Density: 0.803 kg/l (6.70lb/gal)

PERFORMANCE (AR Version)

Maximum Operating Speed	M 0.82	M 0.82
Time to Climb to FL 350, TOW for 500 nm	16 min	16 min
Takeoff Field Length, ISA, SL MTOW	5,394 ft	1,644 m
Takeoff Field Length, ISA SL TOW to 500 nm	3,763 ft	1,147 m
Landing Field Length, ISA, SL MLW	4,180 ft	1,274 m
Range 70 PAX @ 220 lb (100 kg), LRC	2,100 nm	3,892 km

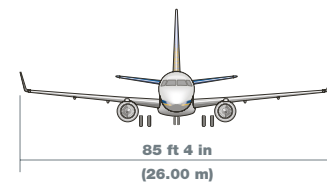
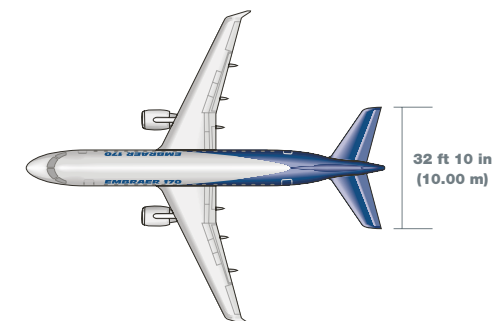
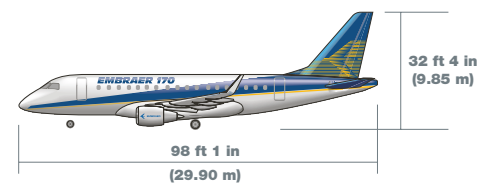
EXTERNAL DIMENSIONS

Wingspan	85 ft 4 in	26.00 m
Length Overall	98 ft 1 in	29.90 m
Height Overall	32 ft 4 in	9.85 m
Horizontal Stabilizer Span	32 ft 10 in	10.00 m
Fuselage Width	9 ft 11 in	3.01 m
Fuselage Height	11 ft 0 in	3.35 m

INTERNAL DIMENSIONS

Cabin Length (excluding cockpit)	63 ft 9 in	19.43 m
Cabin Width (at armrest)	9 ft 0 in	2.74 m
Cabin Height	6 ft 7 in	2.00 m
Aisle Width	19.75 in	0.50 m
Seat Width	18.25 in	0.46 m

VIEWS

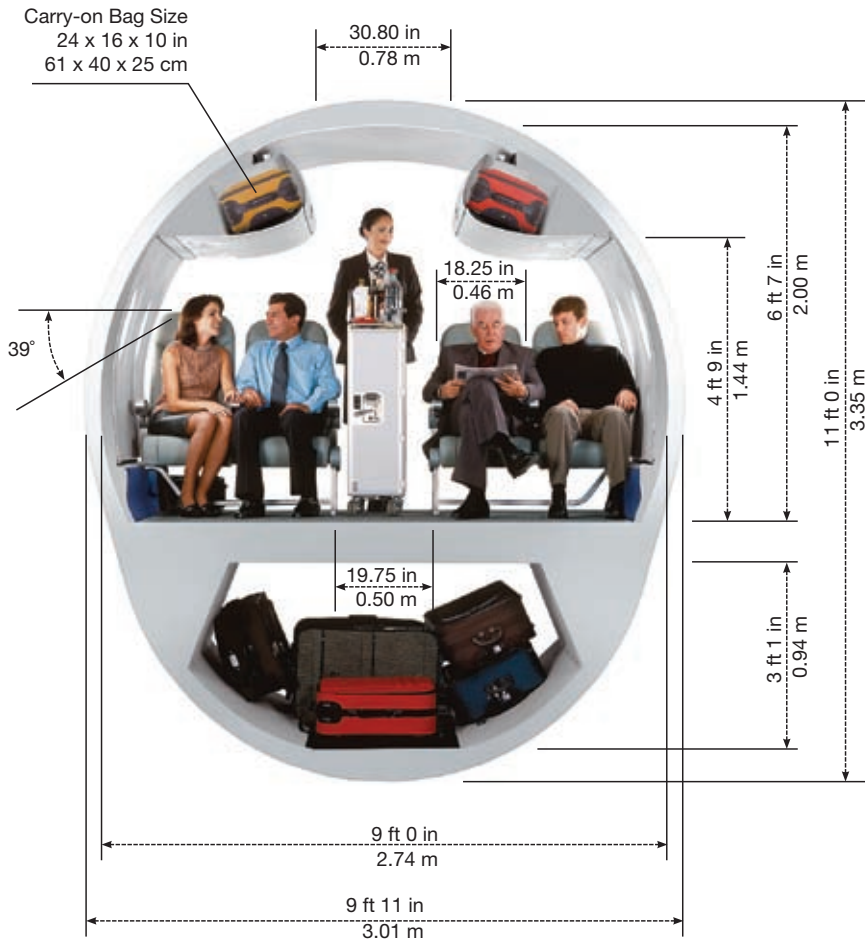


EMBRAER 170



A NEW CABIN CONCEPT

A double-bubble fuselage design means passengers enjoy an extraordinary amount of personal space. The widest seat and the widest aisle in the category add to passenger comfort. Four-abreast seating eliminates the undesirable middle seat, easing access and making boarding and deplaning smoother and faster.



EMBRAER 170 INTERIOR LAYOUTS

SINGLE CLASS
70 seats at 32" pitch



SINGLE CLASS
78 seats at 31"/30" pitch



HIGH CAPACITY
80 seats at 30"/29" pitch



DUAL CLASS
70 seats (6F/64Y) at 36"/32" pitch



FLY-BY-WIRE (FBW)

Pilot workload is reduced and aircraft performance is optimized with integrated flight control systems guided by fly-by-wire technology. FBW and 100% cockpit commonality minimize crew transition costs between any aircraft in the E-Jets family.

ENGINE

FADEC-controlled diagnostics, fully interchangeable right and left engines, environmental enhancements, and 30-minute LRU replacement efficiency make General Electric's CF34-8E the most comprehensive, value-added propulsion system in the industry.

Engine Characteristics GE CF34-8E

Sea Level Flat Rating	86F/30C
APR Thrust - Installed	14,200 lb
NTO Thrust - Installed	13,800 lb
Length	121.2 in / 307.8 cm
Weight - Dry Engine	2,627 lb / 1,192 kg
Maximum Diameter	53.4 in / 136 cm
Thrust-to-Weight Ratio	5.41
Fan Bypass Ratio	5:1
Noise	Stage III and IV Compliant



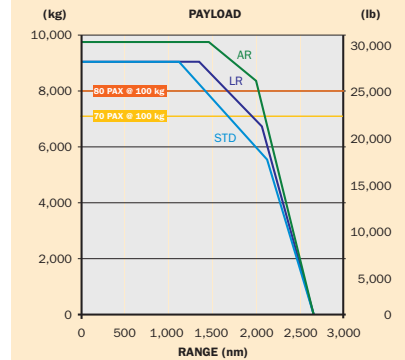
COCKPIT



- | | |
|---|--|
| 01. Audio Control Panel | 09. Primary Flight Display (PFD) |
| 02. Speed Brake | 10. Multi-Function Display (MFD) |
| 03. Cursor Control Device (CCD) | 11. Multi-Function Control Display Unit (MCDU) |
| 04. EICAS | 12. Engine Panel |
| 05. Integrated Electronic Standby System (IESS) | 13. Ram Air Turbine |
| 06. Lights Panel | 14. Flap |
| 07. Guidance Panel | 15. Thrust Lever |
| 08. Landing Gear | |

PERFORMANCE

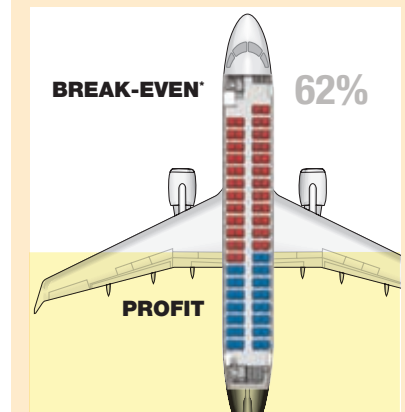
Short field capability, superior hot and high performance, and 2,100 nm range combine to deliver maximum operational versatility.



ASSUMPTIONS
Typical Mission Reserves - Cruise at M 0.78 - Passengers @ 100 kg (220 lb) each

ECONOMICS

The cost-effective use of the latest technologies makes the EMBRAER 170 the most efficient aircraft available in the 70 to 80 seat segment. The best structural efficiency, excellent fuel burn, and outstanding aircraft maintainability characteristics provide significant cost advantages to airlines.



* Based on Total Operation Costs; 500 sm sector