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THE ANSWER IS E



EMBRAER 170



THE E-JETS FAMILY
170 175 190 195
CAPACITY: 70 - 80 SEATS
RANGE: 2,100 nm



EMBRAER 170

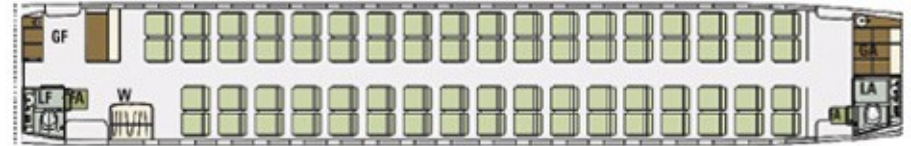
A New Cabin Concept

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.

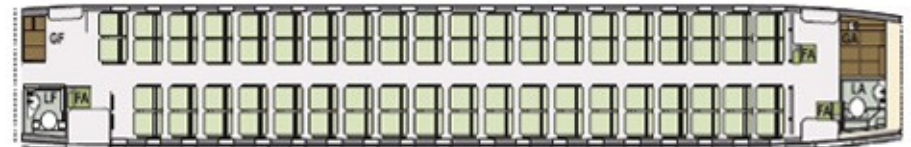


EMBRAER 170 INTERIOR LAYOUTS

SINGLE CLASS
70 seats at 32" pitch



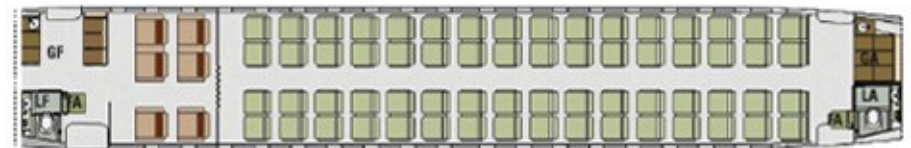
SINGLE CLASS
78 seats at 31"/30" pitch



HIGH CAPACITY
80 seats at 30"/29" pitch



DUAL CLASS
70 seats (6F/64Y) at 36"/31" pitch



- | | | | |
|----------------------------|---------------------|-------------------|-------------|
| FA – Flight Attendant Seat | GA – Aft Galley | W – Wardrobe | S – Stowage |
| LF – Forward Lavatory | GF – Forward Galley | LA – Aft Lavatory | |



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.

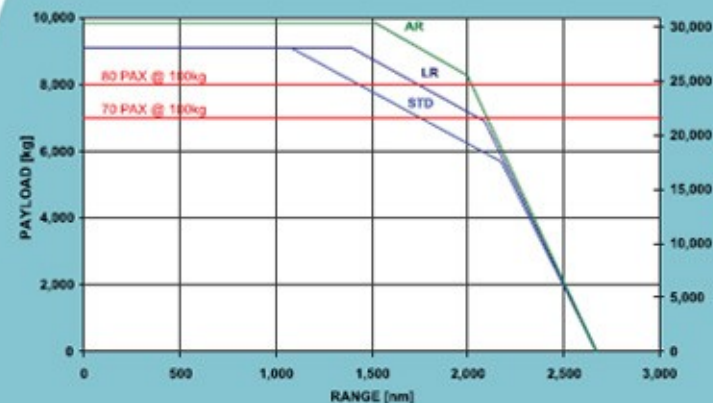
Engine Characteristics	GE CF34-8E
Sea Level Flat Rating	86° F/30° C
APR Thrust – Installed	14,200 lb
NTD Thrust – Installed	13,800 lb
Length	121,2 in / 307,8 cm
Weight – Dry Engine	2,627 lb / 1,192 kg
Maximum Diameter	53,4 in / 136 cm
Thrust-to-Weight Ratio	5,41
Fan Bypass Ratio	5:1
Noise	Stage III and IV Compliant

Cockpit

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

PERFORMANCE

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



ASSUMPTIONS
Cruise at M 0.75; Typical Mission Reserves, 100 nm Alternate.

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.

BREAK-EVEN* PROFIT



* Based on Total Operating Cost
US Regional Carrier
500 sm average stage length

SPECIFICATIONS

WEIGHTS

	STD & LR Versions		AR Version		
Maximum Take Off 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 Operating 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 (0.70 lb/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
Take Off Field Length, ISA, SL, MTOW	5,394 ft	1,644 m
Take Off Field Length, ISA, SL, TOW for 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 height)	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

