SPECIFICATIONS

WEIGHTS		STD & LR Versions		AR Version	
Maximum Takeoff Weight	STD	82,673 lb	37,500 kg	89,000 lb	40,370 kg
	LR	85,517 lb	38,790 kg		
Maximum Landing Weight		74,957 lb	34,000 kg	75,178 lb	34,100 kg
Maximum Zero Fuel Weight		69,887 lb	31,700 kg	70,548 lb	32,000 kg
Basic Operation Weight		47,664 lb	21,620 kg	47,708 lb	21,640 kg
Maximum Payload		22,223 lb	10,080 kg	22,840 lb	10,360 kg
Maximum Fuel*		20,580 lb	9,335 kg	20,580 lb	9,335 kg

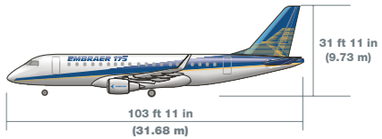
*Fuel Density: 0.803 kg/l (6.70lb/gal)

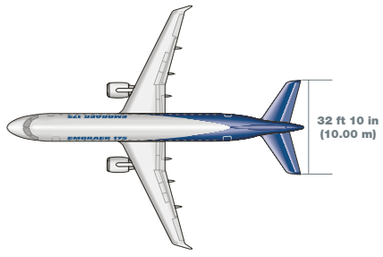
PERFORMANCE (AR Version)		
Maximum Operating Speed	M 0.82	M 0.82
Time to Climb to FL 350, TOW for 500 nm	18 min	18 min
Takeoff Field Length, ISA, SL MTOW	7,362 ft	2,244 m
Takeoff Field Length, ISA, SL TOW to 500 nm	4,137 ft	1,261 m
Landing Field Length, ISA, SL MLW	4,278 ft	1,304 ft
Range 78 PAX @ 220 lb (100 kg), LRC	2,000 nm	3,706 km

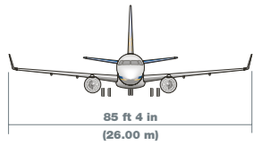
EXTERNAL DIMENSIONS		
Wingspan	85 ft 4 in	26.00 m
Length Overall	103 ft 11 in	31.68 m
Height Overall	31 ft 11 in	9.73 m
Horizontal Stabilizer Span	32 ft 10 in	10.00 m
Fuselage Width	9 ft 11 in	3.01 m
Fuselage Height	11 ft 0 in	3.35 m

INTERNAL DIMENSIONS		
Cabin Length (excluding cockpit)	69 ft 7 in	21.20 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

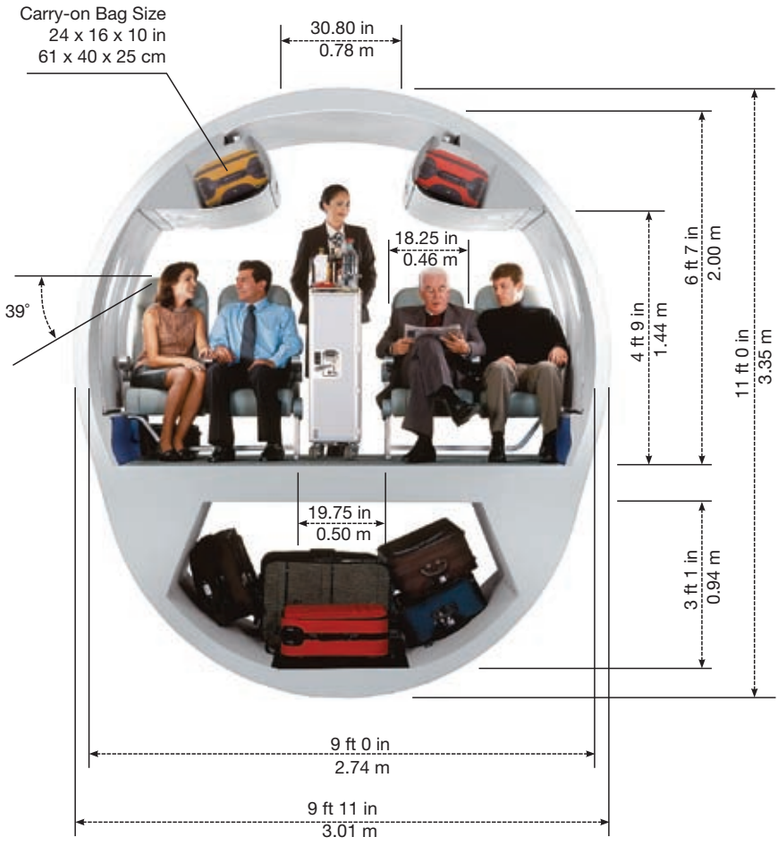
June 2007

EMBRAER 175

EMBRAER

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.



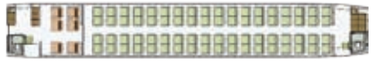
EMBRAER 175 INTERIOR LAYOUTS

SINGLE CLASS
78 seats at 32” pitch

SINGLE CLASS
86 seats at 31” pitch

HIGH CAPACITY
88 seats 30” pitch

DUAL CLASS
78 seats (6F/72Y) at 38”/31” 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

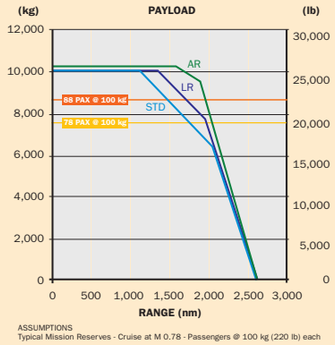
Sea Level Flat Rating	86F/30C
APR Thrust - Installed	14,200 lb
NTO Thrust - Installed	13,800 lb
Length	121.2 in / 307.8 cm
Weight - Dry Engine	2,627 lb / 1,192 kg
Maximum Diameter	53.4 in / 136 cm
Thrust-to-Weight Ratio	5.41
Fan Bypass Ratio	5:1
Noise	Stage III and IV Compliant

COCKPIT

01. Audio Control Panel
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

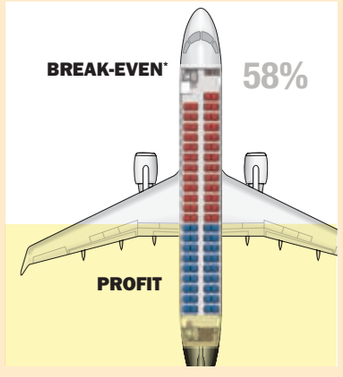
Short field capability, superior hot and high performance, and 2,000 nm range combine to deliver maximum operational versatility.



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 175 the most efficient aircraft available in the 78 to 88 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

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