

ARCHIVED REPORT

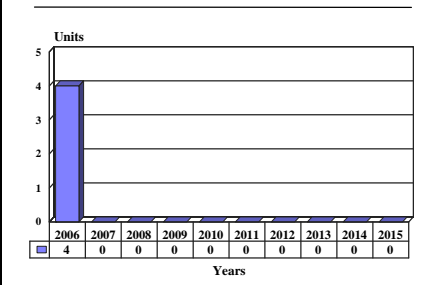
For data and forecasts on current programs please visit
www.forecastinternational.com or call +1 203.426.0800

Boeing 717-200 - Archived 5/2007

Outlook

- At press time, the final 717 had entered the production line
- None sold in 2004
- Stretched/longer range -300 variant never built

10 Year Unit Production Forecast
2006 - 2015



Orientation

Description. Twin-engine, short/medium-range, single- aisle, narrowbody transport.

Sponsor. Privately funded by Boeing Co and risk-sharing partners.

Status. Production ended in 2006.

Total Produced. Boeing delivered 152 717s through 2005.

Application. Short- to-medium-range, 95- to 129-passenger regional transport.

Price Range. Estimated at \$36.5 million in 2006 dollars.



BOEING 717

Boeing 717-200

Source: Boeing

Contractors

Prime

Boeing Commercial Airplanes	http://www.boeing.com , PO Box 3707, Seattle, WA 98124 United States, Tel: + 1 (206) 655-2121, Fax: + 1 (206) 766-2933, Email: wwwmail.boeing2@boeing.com , Prime
------------------------------------	---

Subcontractor

Auxiliary Power International Corp	http://www.hs-powersystems.com , 4400 Ruffin Rd, PO Box 85757, San Diego, CA 92186-5757 United States, Tel: + 1 (858) 627-6527, Fax: + 1 (858) 636-3535 (APU System)
Goodrich Aerostructures Group	http://www.aerostructures.goodrich.com , 850 Lagoon Dr, Chula Vista, CA 91912-0878 United States, Tel: + 1 (619) 691-4111, Fax: + 1 (619) 691-3030 (Thrust Reverser)
Rolls-Royce Deutschland Ltd & Co KG	http://www.rolls-royce.com/deutschland , Hohemarkstrasse 60-70, Oberursel, 61440 Germany, Tel: + 49 6171 90 0, Fax: + 49 6171 90 7000, Email: rrdinfo@rolls-royce.com (BR715)
Smiths Aerospace	http://www.smiths-aerospace.com , 765 Finchley Rd, London, NW11 8DS United Kingdom, Tel: + 44 020 8458 3232, Fax: + 44 020 8458 4380 (Flight Display)
Comprehensive information on Contractors can be found in Forecast International's "International Contractors" series." For a detailed description, go to www.forecastinternational.com (see Products & Samples/Governments & Industries) or call + 1 (203) 426-0800. Contractors are invited to submit updated information to Editor, International Contractors, Forecast International, 22 Commerce Road, Newtown, CT 06470, USA; rich.pettibone@forecast1.com	

Technical Data

(717-200)

Design Features. In essence a shortened, updated derivative of the MD-87 incorporating unspecified design features and systems of the MD-90. The design features an airfoil similar to that of the DC-9-34 variant and the flight deck of an MD-88. Single-aisle cabin in five-abreast seating configuration.

	<u>Metric</u>	<u>U.S.</u>
Dimensions		
Fuselage length	34.34 m	112.75 ft
Height	8.86 m	29.1 ft
Wingspan	28.47 m	93.4 ft
Weight		
Operating empty weight	30,970 kg	68,278 lb
Max takeoff weight	51,710 kg	114,000 lb
Performance		
Cruise speed	Mach 0.76	Mach 0.76
Max range	3,150 km	1,700 nm
Propulsion		
717-200	(2)	BMW Rolls-Royce BR715 turbofans rated at 82 kN (18,500 lbst) each.

Boeing 717-200

Variants/Upgrades

717-200. Baseline version described above. Seats 95 to 106 in two-class layout, 129 in single-class. First deliveries in September 1999.

717-300X. Proposed unlaunched stretch seating up to 128 with design range of approximately 1,700 nautical miles. Not launched.

717-100. Proposed shortened version seating 80 with a target unit cost of \$16 million. Shelved in mid-2003.

Program Review

Background. The 717-200, originally the MD-95, is an updated, shortened derivative of the MD-87 first announced in 1991. Due to a worldwide recession, the program remained in limbo until mid-1994, when McDonnell Douglas announced plans to formally launch the program by the end of that year.

The 717's design was later simplified. Existing MD-80/90 components and systems were mated with new BR715 engines to reduce development and acquisition costs.

Search for Partners. McDonnell Douglas had planned for the MD-95 to be built by Shanghai Aviation Industrial Corp (SAIC) in China, but in 1993 the U.S. manufacturer said this would not be the case as the Chinese-built aircraft would not become available within the required timeframe.

Program Launched

In October 1995, start-up airline ValuJet launched the MD-95 with orders and options for 100 in a deal worth more than \$1 billion. ValuJet has since been renamed AirTran.

Boeing/McDD Merger

In 1997 Boeing acquired McDonnell Douglas. In the subsequent product line rationalization, Boeing phased out the MD-80/90 programs and kept the MD-95, renamed the 717-200.

Stretched Model Sought

During 2002-03, Boeing came under pressure from both existing 717 customers and new sales prospects to develop a stretched/longer-range variant. The manufacturer sought to head off such interest by promoting the smaller variants of its 737 family. Boeing subsequently proposed the 128-seat 717-300X and promoted it aggressively to the Star Alliance airlines group and other sales prospects, but no orders materialized.

Shutdown Decision

In January 2005, Boeing announced it would shut down the 717 line in the spring of 2006 due to very soft demand and stiff competition from the larger regional jet types.

Funding

717-200 funding, estimated at less than \$500 million, was provided by Boeing and risk-sharing partners.

Timetable

<u>Month</u>	<u>Year</u>	<u>Major Development</u>
	1991	MD-95 first announced
Mid	1994	McDD announces plans to launch by end-1994
Oct	1995	Program launched
	1997	Boeing acquires McDonnell Douglas
Sep	1998	Prototype first flight
Sep	1999	Certification, initial deliveries
May	2006	Final delivery planned, line to close

Boeing 717-200

Forecast Rationale

Although Boeing issued a warning of a possible line closing as early as March of 2004, the fate of the 717 was sealed when the Pembroke Group canceled its order for 14 aircraft in early 2005.

In February 2006, the final 717 entered production and is expected to be delivered to AirTran Airways in May,

signifying the end of the 717 line. Boeing does not appear to be under any pressure from customers to restart the line, and, given the firm's occupation with other projects, no future production is anticipated at any point.

Ten-Year Outlook

ESTIMATED CALENDAR YEAR PRODUCTION

Aircraft	(Engine)	thru 05	High Confidence Level				Good Confidence Level				Speculative		Total 06-15	
			06	07	08	09	10	11	12	13	14	15		
BOEING														
717-200	BR715	152	4	0	0	0	0	0	0	0	0	0	0	4
Total Production		152	4	0	0	0	0	0	0	0	0	0	0	4