

European Aviation Safety Agency

EASA

**TYPE-CERTIFICATE
DATA SHEET
EASA IM.A.211**

MD-90-30, B717-200

McDonnell Douglas Corporation
3855 Lakewood Boulevard
Long Beach, California 90846-0001
United States of America

For models: MD-90-30
717-200

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SECTION 1: GENERAL (ALL MODELS)

1. Data Sheet No: IM.A.211
- This data sheet incorporates and supersedes previously issued MD-90/ 717 JAA TYPE CERTIFICATE DATA SHEET (Boeing report No. MDC-96K9114, **Revision "NEW", dated August 30, 1996**)
2. Airworthiness Category: MD-90: JAR 25 Large Aeroplane at Change 13; FAR 25 Transport Category Airplanes at Amendment Level 25-70.
- 717: JAR 25 Large Aeroplanes at Change 14. FAR 25 Transport Category Airplanes at Amendment Level 25-82.
3. Performance Category: A
4. Certifying Authority: Federal Aviation Administration (FAA)
Los Angeles Aircraft Certification Office
3960 Paramount Boulevard, Suite 100
Lakewood, California 90712-4137
United States of America
5. Type Certificate Holder: McDonnell Douglas Corporation
3855 Lakewood Boulevard
Long Beach, CA 90846-0001
United States of America
6. Aircraft designations

The following provides a matrix with all MD-90 and 717 models and their corresponding marketing / common designations.

Model	Series or Variant	Marketing / Common Designation
MD-90	MD-90-30	MD-90
717	717-200	717

SECTION 2: MD-90-30

I. General

1. Aeroplane: MD-90-30

II. Certification Basis

1. Reference Application Date for FAA Certification: 6 December 1989
2. FAA Certification Date:
(FAA Type Certificate and TC Data Sheet No. A6WE) 4 November 1994
3. EASA (JAA) Validation Application Date: 22 October 1992
4. EASA (JAA) Certification Date:
(Date of first TC issuance within EU MS by Spain DGCA) 20 September 1996
5. FAA Certification Basis:
Refer to FAA Type Certificate Data Sheet No. A6WE
6. EASA Certification Basis:

JAA Airworthiness Requirements:

JAR 25, Change 13 with the following revisions:

25x519(b)(2)	reverted to SC C-4
25.562(a), (c)(5), (c)(6)	at Change 12
25.809(b), (f)(1)(i), (f)(1)(v)	(b) and (f)(1)(i) at FAR 25 Amendment 25-31, (f)(1)(v) at Change 4
25.699(a)	at FAR 25 Amendment 25-22
25.701	at FAR 25 Amendment 25-22
25.777(c)	at Change 6
25.607	at FAR 25 Amendment 25-22
25.979	at FAR 25 Amendment 25-10
25.1309	at FAR 25 Amendment 25-22
JAR AWO at Change 1	

JAA Special Conditions:

SC F-3	Effect of External Radiation upon Aircraft System
SC F-4	Lightning Protection, Indirect Effects
SC D-11	Landing Gear Warning
SC E-3	Powerplant Ice Protection
SC C-4	Static Ground Load Conditions

JAA Exemptions:

None

JAA Equivalent Safety Findings:

25.807(a)(3)	Aft Overwing Exit Step Down Distance
25.807(c)(1)	Max. Passenger Capacity
25.177(b)(3) & 25.251(d)	Static Lateral Stability, Vibration and Buffeting
25.969	Fuel Tank Expansion Space
25.865	Engine Mounts

JAA Elect to Comply Standards:

OP 90/1, May 11, 1990

OP 91/1, April 12, 1991

SC E-2 Fuel Tank Access Covers

SC B-4 Accelerate-Stop Distances & Related Performance Matters

SC D-13 Braking Performance

SC D-12 Flap Gates

CRI D-10 Type III Passenger Emergency Exit Operating Handle

OP AWO 91/1

NPA AWO-3, Issue 4

NPA AWO-4, Issue 2

Additional National Design Requirements (ANDR):

Refer to CRI A-2

7. Environmental Standards:

Environmental Requirements for noise and vented fuel:

ICAO Annex 16 Volume I (Noise) – Part II, Chapter 3
(see EASA TCDSN IM.A.211)

ICAO Annex 16 Volume II (Vented Fuel) – Part II, Chapter 2

III. Technical Characteristics and Operational Limitations

Production Basis: FAA Production Certificate No. 27

Design Standard: Report No. MDC-96K9115

Description: Low wing, tee tail, jet transport powered by 2 aft fuselage mounted high bypass turbofan engines and equipped to carry up to 167 passengers.

Dimensions:

Span	32.9 m	(107.8 ft)
Length	43.0 m	(141.2 ft)
Height	9.3 m	(30.6 ft)
Wing Area	112.4 m ²	(1209.3 sq. ft)

1. EASA/JAA Type Design Definition
MD-90 EASA/JAA Build Standard Definition, Boeing Report MDC-96K9115.

2. Engines
2 International Aero Engines (IAE) V2525-D5 or V2528-D5 engines.

Engine Limits:

Thrust Ratings	V2525-D5	V2528-D5
Takeoff (5 min.) (static thrust at sea level, flat-rated to 86°F)	25,000 lb	28,000 lb
Takeoff, One Engine Inoperative (10 min.) (static thrust at sea level, flat-rated to 86°F) (Takeoff Rating is the maximum thrust certified for takeoff operation)	25,000 lb	28,000 lb
Maximum Continuous (static thrust at sea level)	23,900 lb	25,660 lb

Maximum Permissible Engine Operating Speeds	V2525-D5	V2528-D5
N1 (Low Pressure Rotor) Takeoff	5,650 rpm (100%)	5,650 rpm (100%)
N2 (High Pressure Rotor) Takeoff	14,950 rpm (100%)	14,950 rpm (100%)

Maximum Permissible Indicated Engine Exhaust Gas Temperatures	V2525-D5	V2528-D5
Takeoff (5 min.)	620°C	635°C
Maximum Continuous	610°C	610°C
Starting on Ground	635°C	635°C
Starting In Flight	635°C	635°C

Oil Outlet Temperature:

Continuous Operation	155°C/311°F
Transient Operation (15 min.)	165°C/329°F Max.
Oil Pressure Limits	60 psig Minimum
Fuel Pressure	At the inlet to the engine system pump, at less than 5 psig above the true vapor pressure of the fuel and not greater than 70 psig with a vapor/liquid ratio of zero

Maximum Permissible Air Bleed Extraction:

7th State Bleed	Maximum Bleed Limit ** % of Inlet Core Flow (WA26)
At or below 90% corrected high rotor speed	8.2%
From 90% to 97% corrected high rotor speed	Linear variation from 8.2% to 6.0%
At or above 97% corrected high rotor speed	6.0%

10th State Bleed *	Maximum Bleed Limit ** % of Inlet Core Flow (WA26)
At or below 61% corrected high rotor speed	13.7%
From 61% to 78% corrected high rotor speed	Linear variation from 13.7% to 12.0%
From 78% to 97% corrected high rotor speed	Linear variation from 12.0% to 6.0%
At or above 97% corrected high rotor speed	6.0%

* Below 24,000 ft:

- At ambient temperatures above 40°F, no 10th stage bleed is allowed at maximum continuous rating and above.
- At 40°F ambient temperatures and below, a maximum of 2% 10th stage bleed is allowed at takeoff rating and a maximum of 4% 10th stage bleed is allowed at maximum continuous rating.

** Simultaneous use of 7th and 10th stage bleed due to a malfunction is allowed only until the next landing.

3. Fuel

Eligible Fuels: For IAE engines, Kerosene type fuels as defined in ASTM-D-1655 (JET A, A-1 and JET B), MIL-T-5642(JP-4 and JP-5) and MIL-T-83133(JP-8) as specified in engine Type Certificate Data Sheet E40NE, may be used.

Fuel Capacity:

Usable	Load		Weight	
	U.S. Gal	Litre	Lb	Kg
2 Main Tanks	2,794	10,576	18,653	8,461
1 Center Tank	3,044	11,523	20,322	9,218
Total Usable	5,838	22,099	38,975	17,679
Total Unusable	39.4	149.1	263.0	119.3

Fuel weights based upon fuel density of 0.80 kilograms per litre.

4. Oil

Oil to be used in the IAE V2525-D5 engine must conform to MIL-L-23699.

Eligible Oils:

- Mobil Jet II
- Exxon 2380

Oil Capacity:

	Total Capacity		Total Volume Useable		Per Item Useable Weight	
	U.S. Quart	Litre	U.S. Quart	Litre	lb	kg
Engine Oil (2)	46.0	43.5	24.0	22.7	44.4	20.1
VSCF (2)	2.8	2.7	2.0	1.9	3.7	1.7
APU (1)	6.4	6.1	3.4	3.2	6.3	2.9

Oil weight based upon 0.887 kilograms per litre.

5. Airplane Limit Speeds

Airspeed Limits (IAS)*

V_{MO} and M_{MO} (Maximum Operating)

Altitude (feet)	Knots	Mach
Sea level to 26,400	340	
Above 26,400		0.825

V_{FE} (Flaps down)

Setting	Knots	Mach
0.1° - 13°	280	0.57
13.1° - 20°	240	0.57
20.1° - 25°	220	0.57
25.1° - 30°	205	0.57
31° - 40°	200	0.57

V_A (Maneuvering)

Altitude (feet)	Knots
At sea level	273
29,000	296
30,000	290
37,000	256

(See AFM for variation in V_A with attitude)

V_{LO} (Landing Gear)

Operation	Knots	Mach
Gear retraction	250	0.70
Gear extension	300	0.70

V_{LE} (Landing Gear)

Operation	Knots	Mach
Extended	300	0.70

V (Slat Extended)

Setting	Knots	Mach
Takeoff 17.8°	280	0.57
Landing 21°	240	0.57
Auto Extension	280	0.57

V (Landing light)

Operation	Knots	Mach
Extension	350	0.825

Max. tyre ground speeds (Tyre Speed Rating)

	m.p.h.	Knots
Nose Gear Tyre	225	195.5
Main Gear Tyre	225	195.5

6. Centre of Gravity Range

Centre of Gravity Range: See Airplane Flight Manual, MDC-91K0930J

Datum: 7 inches forward of fuselage nose (Station 0)

Mean Aerodynamic Cord (MAC): 158.5 inches (Leading edge of MAC is at Station 942.5).

Leveling Means: Calibrated grid and plumb bob in the right side of the nose wheel well.

7. Maximum Certified Weights kg (lb)

Max. Taxi and ramp	71,214 kg (157,000 lb)	73,028 kg (161,000 lb)
Max. Take-off	70,760 kg (156,000 lb)	72,802 kg (160,500 lb)
Max. Landing	64,410 kg (142,000 lb)	64,410 kg (142,000 lb)
Max. Zero fuel	59,874 kg (132,000 lb) ⁽¹⁾	59,874 kg (132,000 lb) ⁽¹⁾

Max. Taxi and ramp	75,523 kg (166,500 lb)	76,430 kg (168,500 lb)
Max. Take-off	75,296 kg (166,000 lb)	76,204 kg (168,000 lb)
Max. Landing	64,410 kg (142,000 lb)	64,410 kg (142,000 lb)
Max. Zero fuel	59,874 kg (132,000 lb) ⁽¹⁾	59,874 kg (132,000 lb) ⁽¹⁾

⁽¹⁾ All weight in excess of 59,874 kg (132,000 lb) must be in usable fuel. After filling the main wing tanks, additional fuel may then be added to the center wing tank to attain the maximum design taxi weight.

8. Minimum Flight Crew
Pilot and co-pilot

9. Maximum Seating Capacity
167

Exits:

	Number	Type	Size
Right Forward	1	I	27 x 48 inches
Left Forward	1	I	34 x 72 inches
Left Aft	1	I	27 x 60 inches
Tailcone	1	I	28 x 74 inches
Overwing	4	III	20 x 36 inches

10. Cargo Compartment Loading

Class D lower (underfloor) cargo compartments: (Also see Weight and Balance Manual, MDC-91K0981.)

Without Auxiliary Fuel System

Class	Volume (m ³)	ft ³	Max. Allowable Load (kg)
D (Forward)	12.29	434	2,953 (6,510 lb)
D (Middle)	13.20	466	4,227 (9,320 lb)
D (Aft)	11.33	400	3,014 (6,645 lb)

Note: The combined Max. Allowable Load of the forward and middle cargo compartments (Fus. Sta. 218 to 843.5) is not to exceed 6,123 kilograms (13,500 pounds).

With Forward 566 Gallon Auxiliary Fuel System

Class	Volume (m ³)	ft ³	Max. Allowable Load (kg)
D (Forward)	12.29	434	2,953 (6,510 lb)
D (Middle)	9.7	343	3,112 (6,860 lb)
D (Aft)	11.33	400	3,014 (6,645 lb)

Note: The combined Max. Allowable Load of the forward and middle cargo compartments (Fus. Sta. 218 to 843.5) is not to exceed 5,287 kilograms (11,655 pounds).

11. Environmental Flight Envelope
Refer to approved Airplane Flight M.
12. Other Limitations
Refer to approved airplane AFM.
13. Auxiliary Power Unit (APU)
Allied Signal 131-9 [D]. Approved to TSO C-77A.

APU Limits:

Rotor Speeds, Maximum Allowable	(108%) 52,704 RPM
Maximum for normal operation	(104%) 50,752 RPM
Minimum for normal operation	(96%) 46,848 RPM
Exhaust Gas Temperatures Maximum allowable for all operations including starting and transients *1235°F for standard day at sea level, ECS & MES mode	106% on EGT gauge*
Maximum rate for continuous operation **1052°F for standard day at sea level ECS mode	100% on EGT gauge**

Fuel Pressure Limits	Minimum of 4 psig.
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Oil Capacity	6.5 qts. total, 3.4 qts. usable
Oil Pressure, Normal operation	67.5 ± 7.5 psi
Low Oil pressure (Master Caution)	35.0 ± 5.0 psi
Oil Temperature, Maximum	325°F
APU Envelope, Start --	Up to 35,000 feet
APU Envelope, Operate --	Up to 37,000 feet

APU Maximum Continuous Electrical Loads must not exceed:

Ground	1.00 Indicated
Inflight	0.6

14. Equipment

The basic equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) and defined in the MD-90 Build Standard Definition (Boeing report MDC-96K9115) must be installed in the airplane for certification.

15. Interior Installations
Cabin interior and seating configurations must be approved.
16. All Weather Capabilities
Category IIIa
17. Wheels and Tyres

Two Nose Wheels (Specification 30817)
Two Nose Tyres (Size 26x6.6, max. weight 18.1 kg (40 lb), Specification 7929726)
Four Main Wheels (Specification PS5549)
Four Main Tyres (Size H44.5x16.5-21, max. weight 99.8 kg (220 lb), Specification PS5554)

Landing Gears
Tricycle type (one steerable nose landing gear and two main landing gears).
18. Hydraulics
See Aircraft Maintenance Manual (AMM) (Doc. No. TP-90MM-XX) for approved fluid.
19. Maintenance Instructions
 1. Operation Information:
 - 1.1 Airplane Flight Manual, Document No. MDC-91K0930J
 2. Service Information:
 - 2.1 MD-90 Aircraft Maintenance Manual (Doc. No. TP-90MM-XX)
 - 2.2 Service Bulletins
 - 2.3 All Operators Letters
 - 2.4 Airworthiness Limitations Instructions, Document No. MDC-94K9000.
 - 2.5 Life Limited Non-structural Special Compliance Requirements, Document No. MDC-92K9145.
 - 2.6 Certification Maintenance Requirements, Document No. MDC-93K9014.
20. Notes
None

SECTION 3: 717-200

I. General

1. Aeroplane: 717-200

II. Certification Basis

1. Reference Application Date for FAA Certification: 08 August 1994
2. FAA Certification Date: 01 September 1999
FAA Type Certificate Data Sheet A6WE
See Note 1
3. EASA (JAA) Validation Application Date: 08 August 1994
4. EASA Certification Date: 16 September 1999
(Date of first TC issuance within EU MS by LBA Germany)
See Note 1
5. FAA Certification Basis:

The aircraft type and model numbers defined herein have been certificated in accordance with the Concurrent and Co-operative Certification Process (CCC) Working Procedure, Draft Issue 8 dated 17-May-1994. Compliance has been found with the JAA/FAA Jointly Agreed Type Certification Basis, CIP A-01.

6. EASA Certification Basis:

JAR 25, Change 14 with the Following Reversions

25.519(b)(2)	CIP C-04	Jacking and Tie Down Provisions
25.562(b)(2), (c)(5),(c)(6)	CIP C-12	Seats, Restraint System and Occupant Protection During Emergency Landing Dynamic Conditions
25.607	CIP D-01	Fasteners
25.783(f)	CIP D-25	Changes to Doors and Latching for McDonnell Douglas 717
25. 809(b)	CIP D-08	Ability to Operate Exits from Inside and Outside the Aircraft Under Adverse Aircraft Position
25.810(a)(1)(i)	CIP D-09	Deactivation of the Type I Assist Means from Outside the Aircraft
25.810(a)(1)(v)	CIP D-10	Operation of Assist Means After Being Subjected to the Inertial Forces in FAR § 25.561(b)
25.979(b)	CIP E-03	Pressure Refueling Automatic Shutoff
25A.1141(f)(2)	CIP E-04	Auxiliary Power Unit (APU) Fuel/Fire Shutoff Indication
25.1309	CIP-F-06	Equipment Systems & Installation Safety Analysis

JAA Special Conditions:

CIP E-06	Windshear Triggered Auto-throttle System
CIP F-03	High Intensity Radiated Fields (HIRF) Protection
CIP F-04	Protection from the Indirect Effects of Lightning Strike
CIP F-13	Dual Hydraulic System Failure

JAR AWO at Change 1 plus NPA AWO-3, Issue 4 and NPA AWO-4, Issue 2.

JAA Exemptions:

None

JAA Equivalent Safety Findings:

25.109(a)	CIP B-01	Accelerate-Stop Distance
25.807(a)(3)	CIP D-06	Overwing, Type III, Aft, Step down Distance; Equivalent Safety Finding
25.811(e)(4)	CIP D-11	Passenger Emergency Exit Markings for Door Operating Handle
25.813(c)(1)	CIP D-14	Improved Access to Type III Emergency Exits
25.851(a)	CIP D-13	Use of Symbol Only Placards in Lieu of Symbol and Lettering Placards for Fire Extinguisher Locations
25.1397(a)	CIP F-18	Red Anticollision Light

JAA Elect to Comply Standards

None

Additional National Design Requirements (ANDR).

Refer to CIP A-05

7. Environmental Standards:

Environmental Requirements for noise and vented fuel:

ICAO Annex 16 Volume I (Noise) – Part II, Chapter 3
(see EASA TCDSN IM.A.211)

ICAO Annex 16 Volume II (Vented Fuel) – Part II, Chapter 2

III. Technical Characteristics and Operational Limitations

Dimensions

Span	28.45 m	(93 ft 4.2 in)
Length	37.81 m	(124 ft 0.4 in)
Height	8.88 m	(29 ft 1.5 in)
Wing Area	92.97 m ²	(1,000.7 sq ft)

1. EASA/JAA Type Design Definition

717 EASA/ JAA Build Standard Definition, Boeing Report MDC 97K9281 and Boeing General Assembly Drawing No. 79GA001.

2. Engines

Two Rolls-Royce Deutschland Ltd & Co KG BR700-715A1-30 or BR700-715C1-30 engines.

See Note 2.

Engine Limits:

As specified in the approved JAA/FAA 717-200 Airplane Flight Manual Report No. MDC 97K9227.

Joint Aviation Authorities (JAA) Engine
Type Certificate Data Sheet No.

JAA Engine Data Sheet No.
JAA/E/98-018

Federal Aviation Administration (FAA) Engine
Type Certificate Data Sheet No.

FAA Engine Data Sheet No.
E00061EN

3. Fuel

Fuel, Fuel Additives and Corrosion Inhibitors As specified in the approved JAA/FAA
717-200 Airplane Flight Manual Report
No. MDC 97K9227.

Fuel Capacity

As specified in the approved JAA/FAA 717-200 Airplane Flight Manual Report No. MDC 97K9227.

4. Oil

For 717-200 approved engine oils, see latest revision of the BR715 Engine Operating Instructions, OI-715-3BR, as indicated by FAA Type Certificate Data Sheet E00061EN.

Eligible Oils:

- BP Turbo Oil 2197
- Exxon Turbo Oil 2197
- Mobil Jet Oil II
- Mobil Jet Oil 254
- Mobil Jet Oil 291
- Turbo Nycoil 600

Oil Capacity:

	Total Capacity		Total Volume Useable		Per Item Useable Weight	
	U.S. Quart	Litre	U.S. Quart	Litre	lb	kg
Engine Oil (Tank Only) (2)	11.9	11.2	6.6	6.2	12.7	5.8
Total Engine Oil (2)	21.2	20.1	6.6	6.2	12.7	5.8
IDG (2)	1.8	1.7	1.8	1.7	3.3	1.5
APU (1)	3.2	3.0	1.0	0.9	1.8	0.8

Oil weight based upon 0.887 kilograms per litre.

5. Airplane Limit Speeds

As specified in the approved JAA/FAA 717-200 Airplane Flight Manual Report No. MDC 97K9227.

Max. tyre ground speeds (Tyre Speed Rating):	m.p.h.	knots
Nose Gear Tyre	225	195.5
Main Gear Tyre	225	195.5

6. Centre of Gravity Range

Center of Gravity Range: As specified in the approved JAA/FAA 717-200 Airplane Flight Manual Report No. MDC 97K9227.

Datum: 7 inches forward of nose (Sta. 0)

Mean Aerodynamic Cord (MAC): 147.4 in. (L.E. of MAC at Sta. 715.5)

Leveling Means: One of two systems in each airplane: Spirit levels and leveling pads at Sta. 58.7 or; Plumb bob and grid plate at Sta. 69.5.

7. Maximum Certified Weights kg (lbs)

	Type Spec
Taxi and Ramp	55,338 kg (122,000 lb.)
Take-off (MTOW)	54,885 kg (121,000 lb.)
Landing (MLW)	49,895 kg (110,000 lb.)
Zero Fuel (MZFW)	45,586 kg (100,500 lb.)
Gear jacking weight	55,338 kg (122,000 lb.)
Fuselage and Wing Jack Weight	41,730 kg (92,000 lb.)

See Note 3.

8. Minimum Flight Crew
Pilot and Copilot

9. Maximum Seating Capacity
Passengers/ Occupants: 134/138 (134 plus four (4) flight attendants.)
See Note 4.

Exits:

	Number	Type	Size
Right Forward	1	I	27 x 48 inches
Left Forward	1	I	34 x 72 inches
Left Aft	1	I	27 x 60 inches
Tailcone	1	I	28 x 74 inches
Overwing	4	III	20 x 36 inches

10. Cargo Compartment Loading

	Volume (m ³)	Max. Allowable Load (kg)
Front Cargo Compartment	18.3 (646 ft ³)	4389 (9675 lb)
Aft Cargo Compartment	8.2 (289 ft ³)	1966 (4335 lb)

11. Environmental Flight Envelope
Refer to approved airplane AFM.

12. Other Limitations
Refer to approved airplane AFM.

13. Auxiliary Power Unit (APU)
APU and APU Limits

One Auxiliary Power International Corporation (APIC) APS 2100. APU Limitations as specified in the approved JAA/FAA 717-200 Airplane Flight Manual Report No. MDC 97K9227. Approved to TSO C-77A and JTSO AUTHORISATION for Import No. LBA.N-O.6618 JTSO.

14. Equipment

The basic required equipment (see paragraph 1) as prescribed in the type design definition necessary to meet applicable airworthiness regulations of the certification basis must be installed in the aircraft for certification.

15. Interior Installations
Cabin interior and seating configurations must be approved.
16. All Weather Capabilities
Cat IIIb
17. Wheels and Tyres

Two Nose Wheels (Specification 30817)
Two Nose Tyres (Size 26x6.6, max. weight 18.1 kg (40 lb), Specification 7929726)
Four Main Wheels (Specification PS5620)
Four Main Tyres (Size H41x15.0-19, max. weight 77.1 kg (170 lb), Specification PS5621)

Landing Gears
Tricycle type (one steerable nose landing gear and two main landing gears).
18. Hydraulics
See Aircraft Maintenance Manual (AMM) for approved fluid.
19. Maintenance Instructions
 - 1) Aircraft Flight Manual
Approved Boeing JAA/FAA 717-200
Airplane Flight Manual Report No.
MDC 97K9227.
 - 2) Boeing 717-200 Aeroplane
Weight and Balance Manual
Report No. MDC 97K9261, and
Chapter 1, "Master Weight and
Balance Manual".
 - 3) Boeing 717-200 Aeroplane Instructions for Continued Airworthiness
Aircraft Maintenance Manual D633L101-XXX
Structural Repair Manual TP-717SRM
Airworthiness Limitations Instructions Report No. MDC 96K9063
Certification Maintenance Requirements Report No. MDC 98K9284
Special Compliance Requirements Report No. MDC 92K9145

See Note 5.

20. Notes

Note 1: McDonnell Douglas Corporation originally made application for Type Certification of the MD95-30 on August 8, 1994. Subsequently, McDonnell Douglas Corporation merged with The Boeing Company, and updated its application for Type Certification on March 27, 1998 with the new model designation of 717-200. The JAA/FAA initially accepted the change in model designation on May 4, 1998. The JAA/FAA formally accepted the change in model designation on August 21, 1998, and also agreed on the formal application date and schedule for Type Certification. All compliance substantiation and related correspondence from the JAA/FAA using the MD-95 or MD-95-30 model designator is applicable to the 717 or 717-200, as applicable.

Note 2: At the time of original 717-200 aeroplane certification on September 1, 1999, the engine suppliers name was BMW Rolls-Royce Aero Engines. In January, 2000 the engine supplier changed their name to Rolls-Royce Deutschland GmbH. In December 2000, the engine supplier has changed their name to Rolls-Royce Deutschland Ltd & Co KG. All compliance substantiation and related correspondence from the JAA/FAA using the BMW Rolls-Royce Aero Engines or Rolls-Royce Deutschland GmbH name remains applicable to the 717 aeroplane using engines with Rolls-Royce Deutschland Ltd & Co KG engine nameplates.

Note 3: Certified weights for an individual aircraft must be determined by reference to the JAA/FAA approved Airplane Flight Manual applicable to that aircraft and the associated Boeing Weight and Balance Manual.

Note 4: Approved customer interior configurations are specified within the 717 JAA Build Standard Document MDC 97K9281, as defined by the applicable Notices of Major Change (NMC.)

Note 5: All documents for the 717 aeroplane Instructions for Continued Airworthiness are available from the manufacturer.

Note 6: The 717-200 aeroplane is qualified for operations within Reduced Vertical Separation (RVSM) airspace. See MDC Report MDC 99K9203 for establishing the basis for operational approval.

SECTION 4: CHANGE RECORD

TCDS Issue No	TCDS Date	TCDS Changes	TC Date
1.0	12/01/10	First EASA TCDS superseding JAA Type Certificate Data Sheet for MD-90 / 717 (Boeing report No. MDC-96K9114, Revision "NEW", dated August 30, 1996).	12/01/10