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The stretched variants, the CRJ-700, CRJ-900 and the CRJ-1000, have also sold well. Production of the CRJ-100/-200 has now ceased. Typical seat numbers for the CRJ family are: 50 for the CRJ-100 and CRJ-200; 70 for the CRJ-700 (although it can be configured up to 78 seats); and 88 (or up to 90) for the CRJ-900. The latest variant, the CRJ-1000 ...

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Bombardier CRJ100/200 - Wikipedia

X-Plane/Aircraft/X-Aviation/CRJ-200/Manual/CRJ Performance Planning. This Airbus document provides reminders on aerodynamics, flight30 Jul 2011 (CRJ200), operated by Air Nostrum, registration. EC-ITU, at Barcelona Airport, on 30 July 2011 This report is a technical document that reflects the point of view of the Civil.

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Bombardier CRJ-200 Aircraft Seat Maps, Specs & Amenities

Development Origins. During the early 1990s, Bombardier Aerospace became interested in developing larger variants of the CRJ100/200 series; associated design work commenced in 1994. The CRJ-X, as the new range was initially designated, sought to compete with larger regional jets such as the Fokker 70/Fokker 100 or the BAe 146 family. The CRJ-X featured a stretched fuselage, a lengthened wing ...

Bombardier CRJ700 series - Wikipedia

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Jan 28, 2011 ... identified the Citation X as the near-term critical design aircraft for runway length, and the Canadair. Regional Jet ... contained in the CRJ-900 airport planning manual. Implementing Note: The ETMSC database only accounts for operations in which the flight crew filed an IFR flight plan with FAA. ETMSC.

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