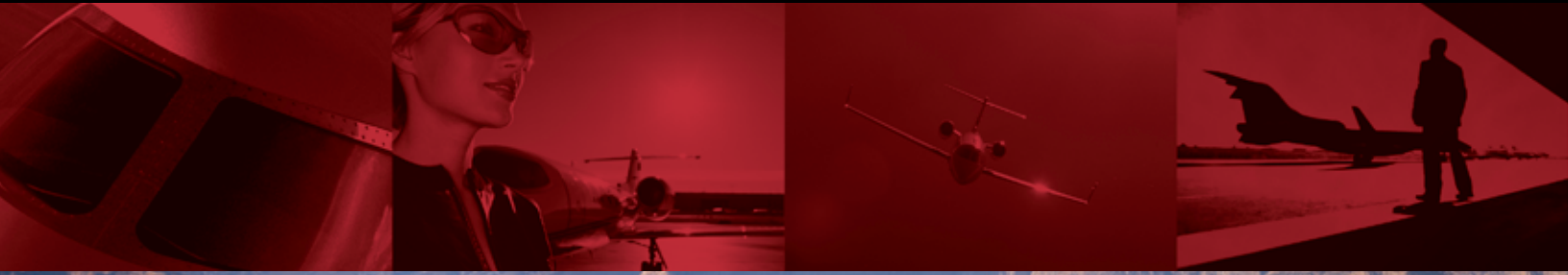


BOMBARDIER
LEARJET 85



BOMBARDIER LEARJET 85



With the Bombardier Learjet 85 aircraft a revolutionary achievement has been realized. Designed from a clean sheet and featuring a composite structure, the new Learjet 85 introduces the next generation of performance, comfort and technology in an aircraft positioned between the midsize and super-midsize segments.

- With all the legendary performance of a true Learjet, the Learjet 85 aircraft will provide a larger, more comfortable cabin than current jets in the midsize category, featuring a true double-club arrangement
- The new Learjet 85 aircraft features state-of-the-art flight deck design and technologies led by the Rockwell Collins Pro Line Fusion avionics suite
- Next generation Pratt & Whitney Canada PW307B engines will provide optimum performance and operating economics while maintaining low noise and emission levels

GENERAL

Capacity

Crew: 2

Passengers: Up to 8 + 2

Engines

Pratt & Whitney Canada
PW307B turbofans

Thrust: 6,100 lb (27.13 kN)/engine

Flat rated to: ISA + 23°C (73°F)

Avionics

- Rockwell Collins Pro Line Fusion avionics suite, with three 15.1" (38.4 cm) Active Matrix Liquid Crystal Displays (AMLCD)
- Electronic Flight Instrument System (EFIS)
- Inertial Reference System (IRS)
- Integrated Flight Information System (IFIS) with electronic charts
- Two Electronic Flight Bag (EFB)
- Synthetic Vision System for Situational Awareness (SVS)
- Terrain Awareness and Warning System (TAWS)
- Dual Flight Management System (FMS)
- Surface Awareness System
- Weather Radar System
- Autothrottle
- Wide Area Augmentation System (WAAS)

PERFORMANCE TARGETS

Range

Maximum range (±5%):
3,000 NM 3,455 SM 5,556 km

(NBAA IFR 100 nm alternate fuel reserves, 4 passengers (200 lb each), 2 crew, standard BOW, sea level departure and landing, unrestricted climb, cruise and descent with zero wind and standard ISA conditions en route)

Speed Mach kt mph km/h

Maximum
Operating speed 0.82 470 541 871

Typical Cruise
speed (±3%) 0.80 459 528 850
(at 41,000 ft, 31,200 lb cruise weight, standard ISA conditions)

Long-range
speed (±3%) 0.78 447 515 829
(at 45,000 ft, 31,200 lb cruise weight, standard ISA conditions)

Airfield Performance

Takeoff distance (±5%):
4,990 ft (1,521 m)

(SL, ISA, MTOW. Field lengths are based on a level hard surface, dry paved runway with zero wind.)

Landing distance (±5%):
2,700 ft (823 m)

(SL, ISA, MLW, 14CFR 91. Field lengths are based on a level hard surface, dry paved runway with zero wind.)

Operating Altitude

Maximum operating altitude:
49,000 ft (14,935 m)

Initial cruise ceiling:
41,000 ft (12,497 m)
(SL, ISA, MTOW)

Relative cabin pressure altitude at
49,000 ft (14,935 m): 6,000 ft (1,829 m)

APPROXIMATE DIMENSIONS

Exterior

Length: 68.1 ft (20.76 m)

Overall Wingspan: 61.5 ft (18.75 m)

Wingspan: 56.7 ft (17.28 m)
(approximately)

Wing area: 401 ft² (37.25 m²)

Height overall: 19.9 ft (6.08 m)

Interior (Finished dimensions)

Cabin length (±1%): 24.75 ft (7.54 m)
(from cockpit divider to aft pressure bulkhead)

Cabin width (±1%): 6.08 ft (1.85 m)
(maximum)

Cabin height (±1%): 5.91 ft (1.80 m)
(maximum height; measured from the floorpanel to the overhead liner at centerline)

Cabin volume (±3%): 665 ft³ (18.83 m³)
(from cockpit divider to the aft lavatory bulkhead)

Weights

A. Maximum ramp weight (±3%):
36,900 lb (16,733 kg)

B. Maximum takeoff weight (±3%):
36,700 lb (16,682 kg)

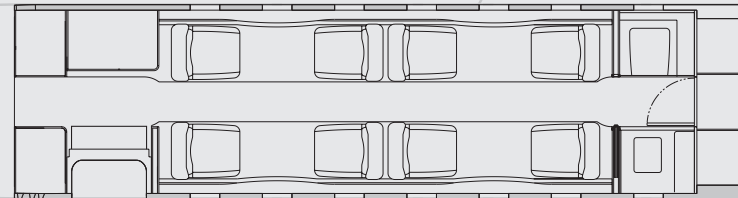
C. Maximum landing weight (±3%):
30,150 lb (13,676 kg)

D. Maximum zero fuel weight (±3%):
26,500 lb (12,046 kg)

E. Standard basic operating
weight† (±3%):
23,850 lb (10,841 kg)

† Includes unusable fuel, oil, standard interior, standard avionics, paint and 2 crew. Actual weight will vary with individual aircraft as a result of customization and optional equipment.

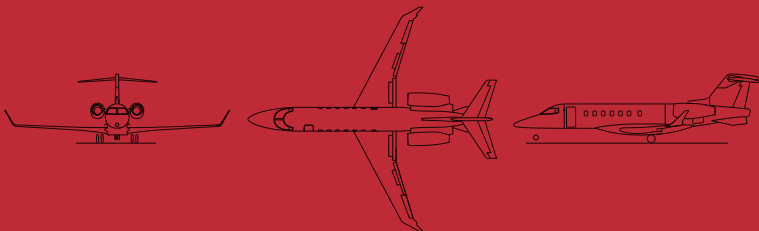
These figures may change at anytime and without prior notice during the detailed design and development of the aircraft.



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The aircraft is currently under development and the design and the design tolerances remain to be finalized and certified. The aircraft is subject to change during the course of the design, manufacture and certification process. The statements about performance, design, design tolerances and the images shown in this document are solely based on projections and forecasts and are subject to change without notice. All competitive data is based upon public information derived from third party sources. This document and the information contained herein does not constitute an offer, commitment, representation or warranty of any kind with respect to the aircraft. The actual configuration and performance of the aircraft shall be subject of a purchase agreement between the buyer and Learjet.

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