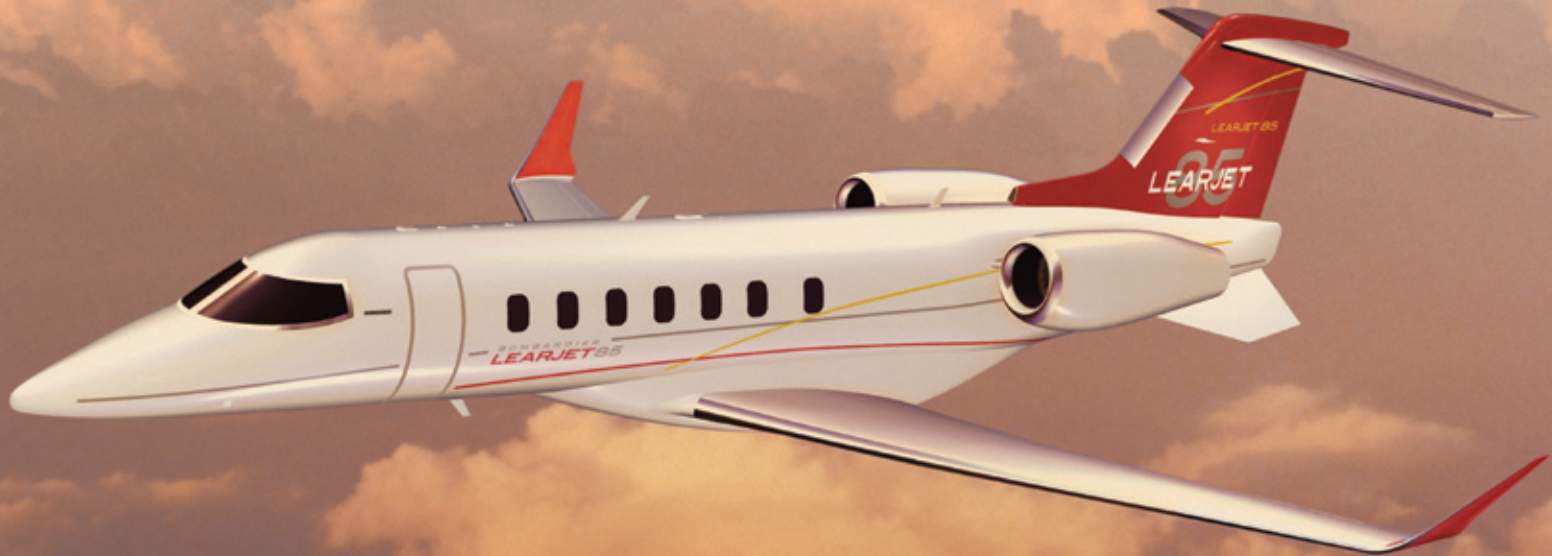




BOMBARDIER
LEARJET 85



- With the design of the Learjet® 85 aircraft taking shape and its specifications being defined, a revolutionary achievement is being realized. Designed from a clean sheet and featuring an all-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 provides a larger, more comfortable cabin than today's jets in the midsize category and features 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 9 + 1

Engines

Pratt & Whitney Canada PW307B turbofans

Thrust: 6,100 lb (27.13 kN)

Flat rated to: ISA + 15°C (59°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)
- Dual automatic Attitude Heading Reference System (AHRS)
- Integrated Flight Information System (IFIS) with electronic charts
- One Class II Electronic Flight Bag (EFB)
- Synthetic Vision System for Situational Awareness (SVS)
- Terrain Awareness and Warning System (TAWS)
- Dual Flight Management System (FMS)
- Weather Radar System

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

High-speed 0.82 470 541 871

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%):
4,800 ft (1,463 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, MTOW, 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:
43,000 ft (13,106 m)
(SL, ISA, MTOW)

APPROXIMATE DIMENSIONS

Exterior

Length: 68.1 ft (20.76 m)

Wingspan (overall): 61.5 ft (18.75 m)

Wing area: 401 ft² (37.25 m²)

Height overall: 19.3 ft (5.88 m)

Interior (Finished dimensions)

Cabin length (±1%): 24.7 ft (7.54 m)
(from cockpit divider to end of pressurized compartment)

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

Cabin height (±1%): 5.91 ft (1.80 m)
(maximum over aisle)

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

Target Weights and Capacities

A. Maximum ramp weight (±2%):
33,750 lb (15,309 kg)

B. Maximum takeoff weight (±2%):
33,500 lb (15,195 kg)

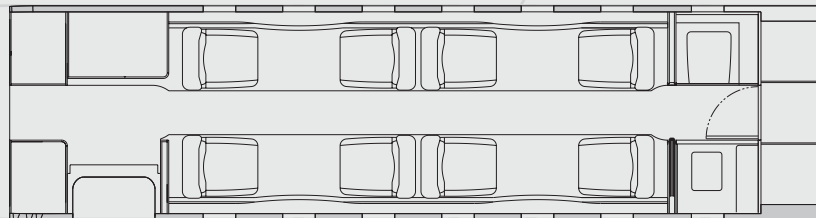
C. Maximum landing weight (±2%):
30,150 lb (13,676 kg)

D. Maximum zero fuel weight (±2%):
24,200 lb (10,977 kg)

E. Standard basic operating weight† (±2%):
21,500 lb (9,752 kg)

Approximate fuel capacity (±2%):
11,310 lb (5,130 kg)
(usable at 6.70 lb/gal)

† 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.



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The aircraft is currently under development and the design remains to be finalized and certified. The aircraft is subject to changes during the course of the design, manufacture and certification process. The statements about performance and design and the images shown in this document are solely based on projections and forecasts and are subject to change without notice. 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 the subject of a purchase agreement between the buyer and Learjet. All competitive data is based upon public information derived from third party sources.

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