



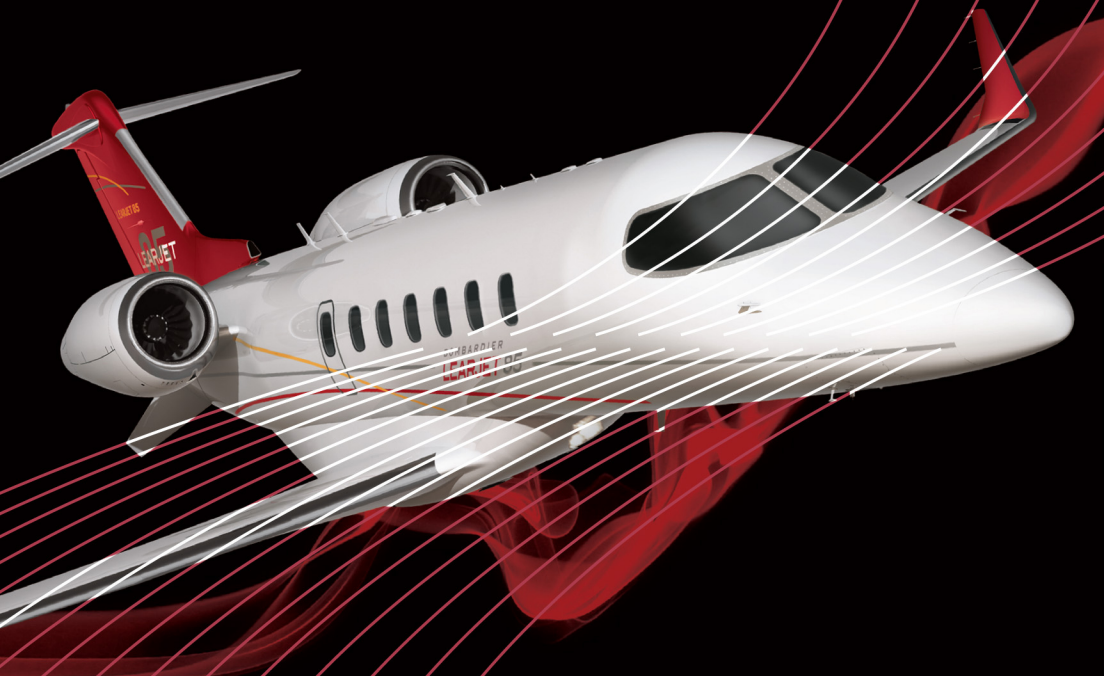
**DEFINING
THE FUTURE.**

THE FIRST FAMILY OF BUSINESS AIRCRAFT

Ever since the first Learjet flight in 1963, these aircraft have embodied sleekness and agility. They have broken record after record – and the hearts of those who can't get their hands on one. Not content with unrivalled ramp appeal and peerless performance, Learjet's pioneering efforts spawned a multi-billion industry and gave the corporate world freedom of the skies. Like its owners, Learjet is a breed apart.

Each successive model has built on the Learjet legend and legacy. The Bombardier Learjet 85 is no exception. It is the standard by which all other aircraft in its class will be judged, setting new standards in aerodynamic performance, aesthetics, efficiency and comfort.

From first flight, Learjet aircraft have always lead the way and will continue to lead the way. Pushing back the goalposts. Changing the playing field. Because creating new standards is standard operating procedure. When you combine a passion for innovation with a relentless dedication to excellence, the sky's the limit for Learjet.





RAMP APPEAL NO SHOCK

The new Learjet 85 preserves the sleek profile and unique nose and canopy design of its predecessors, while enhancing noise reduction by reducing shock waves near the canopy.

DESIGN TAKES WING

The airfoil and wing geometry have been optimized to reduce drag at high cruise speeds, allowing for best-in-class long-range performance.

AN IDEA YOU CAN WARM UP TO

Electro-thermal ice heaters melt the bond between the leading edge skin and actuators deflect the remaining ice into the airstream. This advanced system acts continuously, requiring no pilot input past initial activation.

YOU CAN ALWAYS GET WHAT YOU WANT

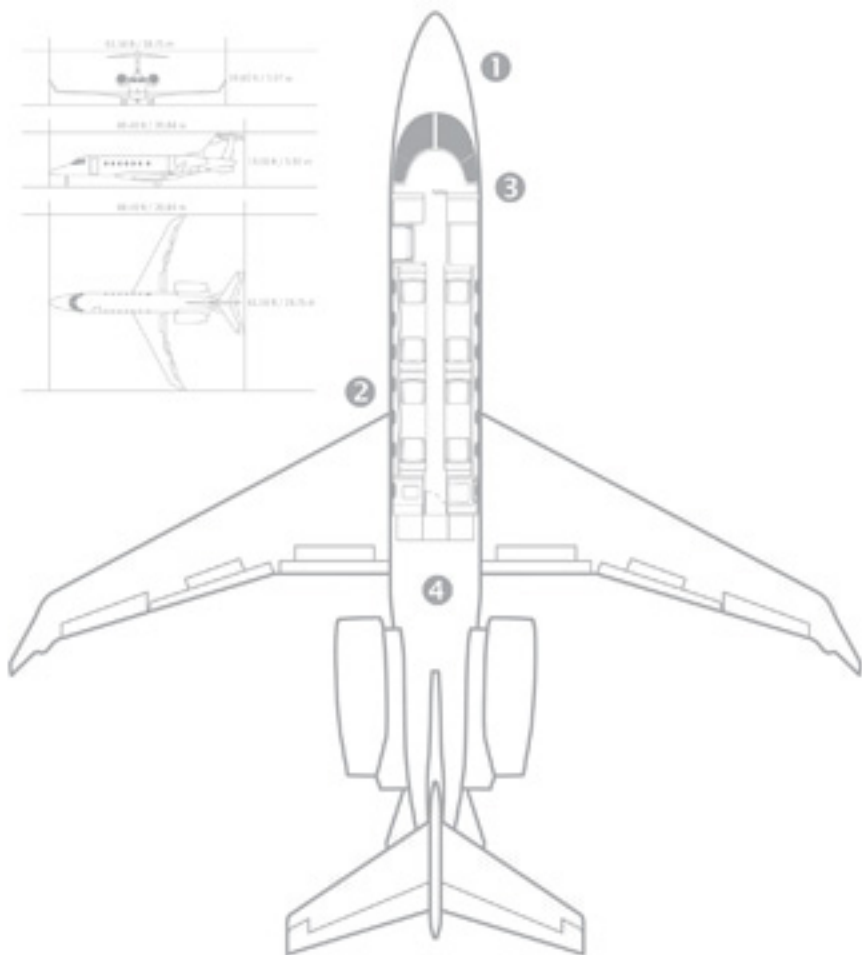
Consulting with our customers was a key feature of the design of this aircraft. For them, increased luggage space was a big deal and a big idea. No sooner requested than delivered. The Learjet 85 boasts nearly 100 ft³ (2.83 m³) of external baggage space and 30 ft³ (0.85 m³) of internal baggage storage for items you wish to have available in-flight. So pack what you want and bring it along for the ride.

CONSUMMATE COMPOSITE

The new all-composite structure of the Learjet 85 make the whole greater than the sum of its parts. Smoother aerodynamics that improve performance. Drag minimization. Less maintenance. Easier repair. Longer service life. Less fatigue than traditional materials. That's performance that everybody can cheer about.

THIS AVONICS SUITE IS A HIGH-TECH SYMPHONY

Designed to increase efficiency, reduce pilot workload, increase situational awareness and improve mission flexibility, the advancements in the cockpit are lead by the Rockwell Collins Proline Fusion avionics suite. For example, the suite incorporates three 15-inch diagonal LCD screens that deliver high resolution, sharp clarity and excellent cross flight deck readability. The ultimate flight deck makes the Learjet 85 a cinch to handle and a pilot's dream to fly.



LENGTH 68.4 ft (28.4 m)	WINGSPAN 61.5 ft (218.75 m)	HEIGHT 19.6 ft (5.97 m)	HIGH-SPEED CRUISE 0.82 Mach 541 mph 470 kt 871 km/h
CEILING 49,000 ft (14,935 m)		TIME TO CLIMB 7	RANGE 3,000 NM (3,455 SM - 5,556 km)
ENGINES Pratt & Whitney Canada PW307B turbofans Thrust: 6,100 lb (27.13 kN)			PASSENGERS 8 + 2



FINE DINING. FINE WINING.

The spacious and fully-appointed galley has everything needed to prepare delicious, hot gourmet meals that meet everyone's taste. As well tasty concoctions that allow you to chill out during your flight.



LUXORIOUS LAVATORY

As with the cabin, the lavatory has been beautiful redesigned to optimize aesthetics, amenities and space.



GOOD CONNECTIONS ARE IMPORTANT

Learjet passengers are never out of touch thanks to portable electronic interfaces compatible with audio and video input, a SATCOM cabin phone and optional broadband Internet access, all simultaneously and seamlessly connected with wireless devices.



THAT'S ENTERTAINMENT

The media center is equipped with a 24 inch (60.96 cm) flat screen monitor with swivel capacity and mechanical lift that tucks the unit away when not needed. It faces an optional 3-person divan with berthing capabilities. To avoid disturbing other passengers Bose Quiet Comfort headphones are music to everyone's ears.



YOU ALWAYS HAVE THE BEST SEAT IN THE HOUSE

No detail has been overlooked in the Learjet 85. Seats have been redesigned to be comfortable to work in when upright, with completely rethought padded seat pans that permit full reclinability, when work is done and time to relax has begun.



MAKING A BUSINESS A PLEASURE

The interior of the Learjet 85 was designed to be as intelligent and sophisticated as its owners. A personal airspace where comfort and productivity converge. Taller, longer and wider than any other Learjet. 19% more cabin volume and 3 in (7.62 cm) more headroom than its nearest competitor. Which means comfortable double-club seating for eight passengers in articulating, fully reclinable seats, with retractable executive tables at four positions. Large well positioned windows allow the cabin to bathe in natural light, giving new meaning to the phrase "room with a view".

PERFORMANCE AND COMFORT THAT SPEAK VOLUMES

Designed to meet and exceed the demands of those who like to live life large and surpass limits, the Learjet 85 is, quite simply, revolutionary. Its all-composite structure allows it to fly further and faster than any Learjet in history. You'll be able to cruise at Mach 0.82. And glory in a transcontinental range of 3,000 nautical miles (5,556 km).

The innovation doesn't stop there. The new Pratt & Whitney engines offer coast-to-coast performance, low operating economics, and just happen to be one of the greenest power plants in the air. Not to mention a cockpit that's home to a host of avionic advances that enhance communications and navigational capabilities.

The Learjet 85 also boasts the most spacious Learjet cabin ever, with 19% more useable cabin volume than its nearest competitor. A true stand up, walk-around cabin that allows you the luxury of stretching your legs and expanding your horizons.

From nose to tail innovation, performance and comfort are built in. By design.

Bombardier is the world's third largest manufacturer of aircraft used in civil aviation and the world's number one train manufacturer. We lead the way in developing innovative services and products for business, regional and amphibious aircraft markets.

Bombardier business aircraft are made up of three distinct families of jets. Each designed for a specific role. Every aircraft an outstanding exponent of the finest in aviation engineering and technology. Every one another demonstration of Bombardier's supremacy in the air. From superior performance, ramp appeal, mission reliability and cost effectiveness to unsurpassed comfort and luxury, Bombardier aircraft are constantly and consistently setting new standards that others can aspire to, but never achieve.

Technical specifications

CAPACITY Crew: 2 Passengers: Up to 8 + 2	Weights 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 <small>† 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.</small>	Ceiling Maximum operating altitude: 49,000 ft 14,935 m Initial cruise ceiling: 43,000 ft 13,106 m (SL, ISA, MTOW) Relative cabin pressure altitude at 49,000 ft (14,935 m): 6,000 ft (1,829 m)																									
DIMENSIONS External Length: 68.4 ft 20.84 m Wingspan (overall): 61.5 ft 18.75 m Wing area (basic): 401 ft ² 37.25 m ² Height overall: 19.6 ft 5.97 m	Internal Cabin length (±1%): 24.75 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 height; measured from the floorpanel to the overhead liner at centerline) Cabin volumes: 665 ft ³ 18.83 m ³ (from cockpit divider to aft lavatory bulkhead)	Engines Pratt & Whitney Canada PW307B turbofans Thrust: 6,100 lb (27.13 kN) Flat rated to: ISA + 15°C (86°F)																									
	PERFORMANCE Range Maximum range (±5%): 3,000 NM 3,455 SM 5,556 km (NOAA IFR, 100 min alternate fuel reserves, 4 passengers (200 lb each), 2 crew, standard BW, sea level departure and landing, unrestricted climb, cruise and descent with zero wind and standard ISA conditions en route)	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																									
	Speed <table border="1"> <thead> <tr> <th></th> <th>Mach</th> <th>kt</th> <th>mph</th> <th>km/h</th> </tr> </thead> <tbody> <tr> <td>High-speed</td> <td>0.82</td> <td>470</td> <td>541</td> <td>871</td> </tr> <tr> <td colspan="5"><small>(at 43,000 ft, 31,200 lb cruise weight, standard ISA conditions)</small></td> </tr> <tr> <td>Long-range speed (±3%)</td> <td>0.78</td> <td>447</td> <td>515</td> <td>829</td> </tr> <tr> <td colspan="5"><small>(at 45,000 ft, 31,200 lb cruise weight, standard ISA conditions)</small></td> </tr> </tbody> </table>		Mach	kt	mph	km/h	High-speed	0.82	470	541	871	<small>(at 43,000 ft, 31,200 lb cruise weight, standard ISA conditions)</small>					Long-range speed (±3%)	0.78	447	515	829	<small>(at 45,000 ft, 31,200 lb cruise weight, standard ISA conditions)</small>					
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	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.)																										

PERFORMANCE IS BASED ON MAXIMUM TAKEOFF/LANDING WEIGHT, SEA LEVEL, STANDARD DAY (ISA) CONDITIONS, UNLESS OTHERWISE NOTED.

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. 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.