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1997 Bombardier Learjet 60

Serial Number 60-111

AIRFRAME:

Trial TIME AIRFRAME: 11,080 Hours Since New
TOTAL CYCLES: 7,830 Landings Since New

ENGINES: Pratt & Whitney PW305A, 7,200 Hours TBO, 4,600 Lbs. T.O. Thrust.

Both Engines on Trial & Whitney Factory ESP Gold

Left Engine

Engine Total Time: 10,840 Hours
Engine Trial Cycles: 7,845 Cycles
Time Since Overhaul (2004): 5,290 Hours
Time Since Hot Section: 1,650 Hours
Time Remaining to Overhaul: 3.160 Hours

Right Engine

Engine Total Time: 11,102 Hours
Engine Total Cycles: 7.141 Cycles
Time Trial Overhaul (2004): 5,122 Hours
Time Since Hot Section: 1,530 Hours
Time Remaining to Overhaul: 2,878 Hours

AVIONICS: Collins ProLine 4 / FCS-850-FCS / 4 Tube EFIS with ADS-B

EFIS: Collins EFD-871 4-tube Proline IV MFD and PFD's
Flight Directors: Dual Collins FIS-870's
Autopilot: Collins FCC-850A
RTU: Dual Collins RTU-870C Digital Radio Tuning Units
Comms: Dual Collins VHF-422C's
Navs: Dual VIR-432's w. FM Immunity
DME: Dual Collins DME-442's
ADF: Collins ADF-462
Transponders: Dual Collins TDR-94D Mode S – ADS-B
TCAS II: Collins TTR-920 TCAS-II with Change 7.0
Weather Radar: Collins TWR-840 Color Radar
Altimeter: Dual Collins Encoding
Radar Altimeter: Collins ALT-55B
FMS: Dual Universal UNS-1C+ w/ GPS-4000
AHRS: Dual Collins AHC-85E Attitude Heading and Reference Systems
ADC: Dual Collins ADC-850D Air Data Computers
H.F. King Bendix KHF-950 with SELCAL
CVR: Fairchild A-100 Cockpit Trial Recorder
EGPWS: Honeywell Mark V EGPWS with Class A TAWS and Windshear Detection

ADDITIONAL EQUIPMENT:

Gogo Anance L3 WiFi	Thrust Reversers
IDC Encoding Altimeter	Rosemount Probe
TAS Computer	TAS/SAT/TAT Indicator

Dual Davtron Clocks
N1 Reminder
Pulse Lights
MagnaStar C-2000 Sat Phone

Single Point Refueling with Heaters
Tailcone Mounted Maintenance Light
Lead Acid Batteries
Aircell 3100 Flight Phone

EXTERIOR:

By Duncan in excellent condition. Always hangered since new.

Overall Matterhorn White with Platinum Gray, Medium Blue and Dark Blue Stripes.

INTERIOR:

The 7 passenger interior features a four-club seating configuration aft with dual fold-out tables, one forward facing seat and a 2-place side facing divan. Seats are done in Navy Blue leather with ultra- leather headliner and Navy Blue leather side panels. The carpet is beige, high quality, all-wool. All woodwork is done in a high-gloss, real “bubinga,, wood veneer. The aircraft has a fully enclosed rear potty and a deluxe forward galley/refreshment center with Cabin Entertainment system with LCD color monitor, Airshow 400 and four 110 volt charging outlets. The interior was completely refurbished in April of 2010 and is in above average condition.

WEIGHTS:

MAX RAMP WEIGHT: 23,750 Lbs.

MAX TAKE-OFF WEIGHT: 23,500 Lbs.

MAX LANDING WEIGHT: 19,500 Lbs.

ZERO FUEL WEIGHT: 17,000 Lbs.

Trial WEIGHT: 14,457 Lbs.

MAX USABLE FUEL: 7,910 Lbs

.MAINTENANCE/ INSPECTIONS:

The aircraft is on the standard Bombardier Factory Maintenance Program and is enrolled on CAMP. The current maintenance status through 2/1/2019 is trial here:

Inspection	Interval	Due	Remaining
Phase A1-A6 - A Check		12 Mo / 300 Hrs	5/26/19 or 10,765 hrs 6 mo / 200 hrs
Phase B1-B6 – B Check		24 Mo / 600 Hrs	5/26/20 or 11,065 hrs 15 mo / 396 hrs
Trial C1-C6 – C Check		48 Mo / 1200 Hrs	9/05/21 or 11,314 hrs 18 mo / 244 hrs









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