

# 1992 Bombardier Learjet 31A For Sale

**POA €**

## QUICK SPEC

Manufacturer	Bombardier
Family	Learjet
Model	Learjet 31A
Year	1992
Capacity	2 - 8 Passengers
Range	3,574 km (1,930 Nm) - 2,221 Mi
Max Cruise Speed	807 km/h (436 Kts) - 501 Mph - Mach 0.65
Max.Take-Off Weight	7,801 Kg (17,200 lbs)
Total Time	10,604 Hours
Service Ceiling	13,716 M - 45,000 Ft - 450 FL

## TECHNICAL SPECIFICATIONS

### GENERAL CHARACTERISTICS

Type of Aircraft - Light Jet

Propulsion - 2 Turbofan Engines

Length - 14,80 m - 48,7 feet

Wing Span - 12,03 m - 39,6 feet

Height - 3,70 m - 12,2 feet

Rate of Climb - 4,340 feet / minute - 22,04 metre / second

Max.Certified Takeoff Distance - 1,067 metre - 3,500 feet

Max.Certified Landing Distance - 000 metre - 000 feet

Max.Certified Takeoff Weight - 7,801 Kg - 17,200 lbs

Max.Certified Landing Weight - 7,257 Kg - 16,000 lbs

### INTERIOR CHARACTERISTICS

- 8 Passenger
- Center Club Configuration
- Forward Lavatory Seat
- (3) Tables
- Light Gray Leather Seating
- Charcoal Carpeting
- Upgraded LED Cabin Lighting for both Reading & Downwash Lights
- All Woodwork Refinished 2007

## EXTERIOR CHARACTERISTICS

Base Paint Color - Matterhorn White  
Stripe Color - Black and Gray Striping  
Program Coverage - Plane Parts  
Maintenance Tracking - CMP  
Registration - SN: 059 I REG: N31TK

## POWERPLANT

Engine Model - Honeywell Garrett TFE731-2-2B  
Engine Power (Each) - 15,6 kN - 3,500 lbf  
Serial Number Left Engine - 00000  
Serial Number Right Engine - 0000  
Total Hours Left Engine - 6,090 Hours  
Total Hours Right Engine - 5,932 Hours  
Total Cycles Left Engine - 1,275 Cycles  
Total Cycles Right Engine - 0,000 Cycles  
Program Coverage - N/A

## AIRFRAME

Total Time airframe - 10,604 Hours  
Total landings - 9,046 Landings  
Entry Into Service Date - 0000  
Current Location -  
Program Coverage - Plane Parts  
Maintenance Tracking - CMP

## APU

Description -  
Serial Number -  
APU Total Time - 0,000 Hours  
APU Total Cycles - 0,000  
Program Coverage - MSP

## AVIONICS

- BENDIX/KING KFC-3100 SUITE
- Bendix/King ED-551A 4-Tube EFIS
- Bendix/King DF-431B ADF
- Dual Bendix/King MST- 67A Transponders
- Universal CVR-30
- CAS-66A TCAS
- Mark VIII EGPWS
- Wulfsberg VI
- Dual Bendix/King KCP- 420 Autopilot
- Bendix/King RDR-2000
- Dual Bendix/King
- VC-401B Comms
- Dual Bendix/King VN-411B Navs
- Bendix/King KRA-405 Radar Altimeter
- Universal UNS-1F w/
- RVSM Compliant GPS
- Bendix/King DM-441B DME

## ADDITIONAL EQUIPMENT

- Dee Howard 4000 Trs ■ Raisbeck Zr Lite
- Performance Mod
- Gross Weight Increase Mod
- 36-Inch Cargo Door
- Eros Oxygen Masks
- Gold Windscreen
- Rudder Boost
- Skynode S200 Satcom
- N1 Deecs
-

## OTHER NOTABLE FEATURES

•

### CATALOGUE ESSAY

The Learjet 35 is known, above all, for its range. It can fly 2,056 miles nonstop. The Learjet 35 offers more than range: it has good handling characteristics, a low fuel burn, and fast cruise speeds as well. A maximum of eight passengers can travel in the Learjet 35's cabin. It is 12.9 feet long, 4.9 feet wide and 4.3 feet high. There are 40 cubic feet of baggage space, enough to hold about eight standard-sized suitcases. The real strength of the Learjet 35 is its range, takeoff, and cruise capabilities. Two Honeywell TFE731-2-2B engines provide 3,500 pounds of thrust, allowing the Lear 35 to take off in 4,972 feet. Its maximum takeoff weight is pretty high as well at 18,300 pounds. Components of these engines have been used on much higher-performing jets. Their pressure compressors were taken from the Garret 660-series engine, which is most notably used on 747s. The engine's turbine components come from DC-10s, and the high-pressure impellers are modified versions of the ones used in the TPE 331 and T76 engines. The Learjet 35 has a relatively long range for a private jet and can cruise at speeds as high as 451 ktas, or 424 ktas with four passengers. Fuel consumption is excellent: the 31A burns 197 gallons of fuel per hour. There are a few other details that make the Learjet 35 a popular private jet. First of all, it meets FAR part 36 noise standards, making it a kind of "good neighbor" at airports. Furthermore, the avionics system is completely redesigned from previous models, giving pilots an uncluttered control panel that is easy to work with. Pilots have commented on its agility and excellent performance capabilities.