

LEARJET 60 Model Guide

The LEARJET 60 is an all-metal, pressurized, low-wing monoplane powered by two pod-mounted PW305A turbofan engines from Pratt and Whitney Canada. It has winglets, retractable tricycle gear with anti-skid brakes and nose-wheel steering, and manual cable-operated flight controls. Registry data for the wider Learjet 60 family shows up to 11 passengers, 2400 nm range, 420 kt cruise and 51000 ft ceiling.

KEY TAKEAWAYS

- Two PW305A turbofans, independent fuel systems, with fuel in wing and fuselage tanks.
- Family-level registry maxima: up to 2400 nm range, 420 kt cruise, 51000 ft ceiling, 11 passengers.
- Hydraulics run the brakes, landing gear, flaps and spoilers; flight controls are manual, not powered.
- Check the aircraft's configuration list and temporary flight manual changes; some apply only to specific serial numbers.

AIRFRAME AND SYSTEMS

The wings are swept-back, high-aspect-ratio and fully cantilevered, with winglets. Two inverted V ventral (delta) fins on the tailcone give favorable stall recovery and added stability. Engine-driven hydraulic pumps power braking, gear, flaps and spoilers. Trim is electric: tabs for lateral and directional, and an adjustable horizontal stabilizer for pitch.

DOORS, BAGGAGE AND SERVICING

The cabin door has an upper canopy half and a lower half with integral steps. An emergency exit/baggage door on the aft right side gives access to the aft cabin baggage area. A tailcone baggage compartment is reached from the left side and held at a slight 0.25 psi pressure differential. Single-point pressure refueling is on the right side of the fuselage.

DOCUMENTS AND CONFIGURATION TO REVIEW

The Pilot's Manual (PM-123) is supplemental; the FAA Approved Flight Manual (FM-123) takes precedence. The reviewed Flight Manual is at Change 37, dated 11/30/2009. It asks owners to keep an aircraft configuration list covering items such as pressurization, thrust reversers, batteries and FMS software. Some temporary changes apply only to certain serial numbers.

SAFETY NOTES

- The red streamered locking pin on the emergency exit/baggage door must be removed before every flight.
- Stand clear when opening the emergency exit/baggage door from outside if the cabin may still be pressurized.
- ENTRY DOOR and AFT CAB DOOR warning lights flag unsecured doors; confirm they are out before flight.