

LEARJET 60XR Model Guide

The LEARJET 60XR is an all-metal, pressurized, low-wing twin turbofan business jet with winglets. It is powered by two Pratt and Whitney Canada PW305A engines. The Learjet 60 family is listed at up to 2400 nm range, 420 kt cruise, 51000 ft service ceiling and 11 passengers. Those are family maxima, not confirmed LEARJET 60XR figures.

KEY TAKEAWAYS

- Two pod-mounted PW305A turbofans; fuel is carried in wing and fuselage tanks with single-point pressure refueling.
- Family-level maxima only: up to 2400 nm, 420 kt, 51000 ft and 11 passengers. Check the 60XR flight manual for exact figures.
- Inspections run in phases A (300 hr), B (600 hr), C (1200 hr) and D (2400 hr), plus a 12-year airframe check.
- Verify the APU, engine hours and landing counts against the logs. One sample 60XR showed 2631.60 hours and 1992 landings.

AIRFRAME AND SYSTEMS

Flight controls are manual, through cables and push-pull tubes. Trim is electric. Engine-driven hydraulic pumps power the brakes, gear, flaps and spoilers. The tricycle gear retracts and has anti-skid brakes and nose-wheel steering. Two ventral delta fins aid stall recovery. A tailcone baggage compartment is accessed from the left side.

MAINTENANCE PROGRAM (SAMPLE AIRCRAFT)

One tracked 60XR (serial 60-423) lists phase inspections A at 300 hours or 12 months, B at 600 hours or 24 months, C at 1200 hours or 48 months and D at 2400 hours or 96 months. It also lists a 12 year airframe inspection and a 3000-landing inspection. The engines are PW305A and the APU is a T-20G-10C3A. Request the current status of every phase.

DOCUMENTATION TO REQUEST

The Pilot's Manual PM-133 (May 2007, Change 1 November 2009) supplements the FAA Approved Airplane Flight Manual, which takes precedence if they conflict. The manual describes a typical aircraft, so options vary by airplane. Change 1 notes the 60XR uses a lead acid battery, not Ni-Cad.

SPECIFICATIONS

Engine Count	2
Engine Model	PW305A
Apu Model	T-20G-10C3A

SAFETY NOTES

- Remove the red streamered locking pin from the emergency exit/baggage door before every flight. The AFT CAB DOOR light flashes if it is still fitted.
- Stand clear when opening the emergency exit/baggage door from outside if the cabin may still be pressurized.
- An ENTRY DOOR or EXT DOORS warning light means a door is not secure. Resolve it before takeoff.