LEARJET 25B Model Guide

LEARJET 25B is a jet listed in the library without any specifications or performance figures. The only source is a historical Learjet 25 maintenance manual listing, which carries FAA airworthiness directive AD 80-19-11 R1. This guide covers what that directive requires of a 25B buyer.

KEY TAKEAWAYS

- AD 80-19-11 R1 names the 25B. It applies to serial numbers 25-061, 25-067 through 25-201, 25-204 and 25-205.
- Check that the flight manual carries the AD's limits on spoilers, trim checks, stall warning and yaw damper use.
- The AD adds 5 kts to V1, VR, V2 and approach speeds, and raises takeoff distance by 10 percent and landing distance by 7 percent.
- The listed manual is sold for historical reference only and is not current certification or repair data.

APPLICABILITY AND RECORDS

The AD lists models 25B and 25C together. It covers serial numbers 25-061, 25-067 through 25-201, 25-204 and 25-205. Ask for proof that the flight manual insertions were made and the autopilot and stall warning inspections were done. The AD also lets owners adopt kits AMK 83-4 or AMK 84-5.

PERFORMANCE PENALTIES (UNMODIFIED WINGS)

For a 25B with unmodified wings, the AD says to add 5 knots to takeoff and approach speeds and 10 percent to takeoff distances. Landing distances rise 7 percent. Brake-energy takeoff and landing weight limits drop 500 lbs. Howard/Raisbeck Mark II wings carry similar corrections.

INSPECTIONS TO CONFIRM

The AD calls for checks that the pilot can manually override the autopilot. It covers roll, yaw and pitch capstan slip clutch torque, and the pitch torquer disconnect clutch on the 25B. It also requires inspection of the stall warning accelerometer unit.

PERFORMANCE

Takeoff Speed Increase Kts	5
Landing Approach Speed Increase Kts	5
Landing Weight Reduction Lbs	500
Takeoff Weight Reduction Lbs	500

SAFETY NOTES

- Complete the pitch trim preflight check before every flight. A missed failure plus a second trim failure could cause a runaway.
- Never extend spoilers above VMO/MMO or in a nose-down pitch upset, because of the strong nose-down pitching moment.
- Do not fly intentionally slower than initial stall warning (shaker) onset. Practising trim runaway by running trim in flight is prohibited.

AI-aggregated guide for the LEARJET 25B · sources: Learjet 25 maintenance manual (#100134) · generated 2026-11-25 · Reference only, not for flight. Check the original documents before relying on this guide.