

The Flexjet Advantage

BOMBARDIER
LEARJET 40XR



How the Bombardier Learjet 40 XR Outperforms the Citation CJ3

Superior Range

The superior range[†] of the Learjet[®] 40 XR aircraft takes you to more cities nonstop than the Citation CJ3.

City Pairs	Learjet 40 XR	Citation CJ3
Miami – Minneapolis	Yes	No
San Francisco – Dallas	Yes	No
Seattle – Kansas City	Yes	No
Detroit – Salt Lake City	Yes	No



[†]Four passengers, 85% Boeing winds, nonstop each way.

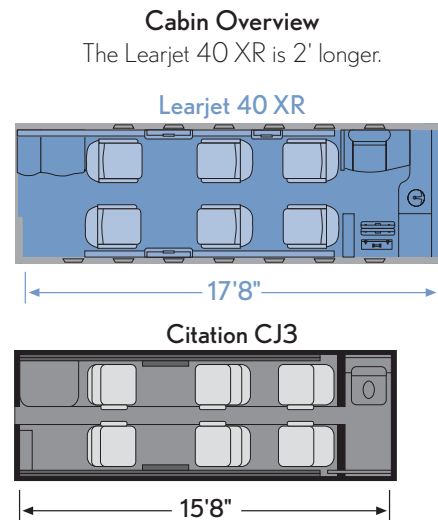
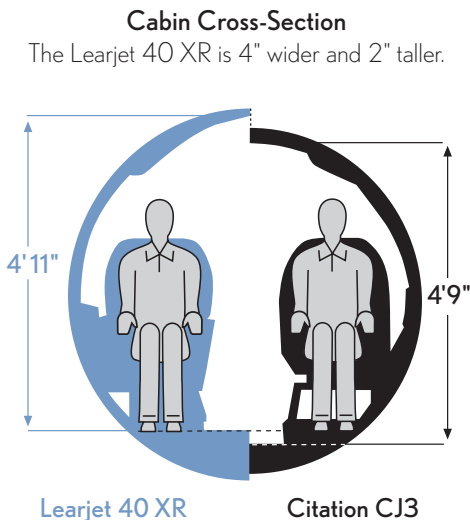
“The Learjet 40 XR can fly between practically any two coastal U.S. cities with one fuel stop, including Miami to Seattle with 100-knot headwinds. Some competitors, in contrast, might be forced to make a second fuel stop because of their anemic upwind ground speeds.”

— Business & Commercial Aviation¹

Superior Cabin Comfort

The Learjet 40 XR offers nearly 30% more cabin volume than the Citation CJ3.

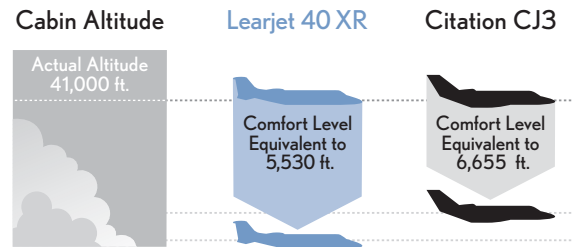
- With a 363-cubic-foot cabin, the Learjet 40 XR gives you expansive space to relax and stretch out with more head, shoulder and legroom than the CJ3 at 283 cubic feet.
- The Learjet 40 XR allows you to enjoy a height of 4' 11" throughout the cabin. Whereas, the Citation CJ3 provides only 4' 9" of height in the aisle of its dropped-floor cabin.



Superior Cabin Comfort

Onboard the Learjet 40 XR, you feel like you're breathing at a lower, more comfortable altitude² than competing aircraft. You arrive refreshed, not fatigued.

The cabin altitude of the Learjet 40 XR is 17% lower than that of the Citation CJ3. For example, if you're flying at 41,000 feet in a Learjet 40 XR, the cabin maintains the comfort level you experience at only 5,530 feet above sea level versus the CJ3 at 6,655 feet above sea level.



"...its best features are passenger comfort, convenience and accommodation. This is an entry-level Learjet with best-in-class cabin volume, a full-width aft lav with two windows, and a 50-cubic-foot external baggage compartment."

— *Business & Commercial Aviation*¹

Faster Cruise Speeds

The Learjet 40 XR is over 50 mph faster than the Citation CJ3, providing nearly 11% more flights.

Over five years this speed advantage provides owners with approximately 11 additional flights per 1/16th share versus the Citation CJ3. This gives you even more invaluable time to spend with friends and family. More time to seize opportunities and explore your interests.

More flights over the life of your fractional ownership.

Learjet 40 XR ³	110 Flights
Citation CJ3 ³	99 Flights

³Comparison of average cruise speeds of the Learjet 40 XR and Citation CJ3 on 99 flights.

"Too bad passengers won't have more time to spend aboard the Learjet 40 XR. It also offers best-in-class block times, so folks will arrive 10 to 20 minutes ahead of some competitive light business jets on typical missions."

— *Business & Commercial Aviation*¹

Maximum Value

The Learjet 40 XR is offered exclusively to fractional aircraft owners through Bombardier Flexjet*—the fractional jet provider that gives you more flexibility than any other company in the industry. When your needs change, you have the freedom to add even more of the comprehensive program benefits already built into your Flexjet ownership. You can customize your flying to a precise and unprecedented degree.

You'll also enjoy the finest private-jet travel experience possible, one of elegance and round-the-clock personalized attention from the finest travel professionals. Flexjet's rigorous standards of excellence extend to our industry-leading maintenance, winner of eight consecutive Diamond awards from the FAA. Flexjet pilots are among the best and most experienced in the industry, receiving training twice per year, double the FAA requirement.

Flexjet is fully owned and supported by Bombardier Aerospace, a global aviation leader and home to the renowned line of aircraft that invented the concept of the private jet—the Learjet—and the luxurious long-range Challenger* aircraft, the bestselling large business jets in the world.

"The Learjet 40 XR may be the nicest-flying light jet since the introduction of the Dassault Falcon 10 in the early 1970s."

— *Business & Commercial Aviation*¹