

The 31 series is a 35 fitted with the Longhorn Supercritical wing (of the 28, 29, 55 models) and 2 aft delta fins to enhance low speed stability and nose down pitch after stall. Range is much shorter than that of a 35A as the Longhorn wing has no wing tip fuel tanks. Hence the 31 and 31A are marketed as entry level jets aimed at turboprop operators.

ENGINE	
<b>NUMBER OF</b>	2
<b>MODEL</b>	TFE-731-2-3B
<b>TBO</b>	4,200
<b>HSI</b>	1,400
<b>SHAFT</b>	
<b>THRUST</b>	3,500

BASIC CONFIGURATION		
Fuselage Dimensions	Weight	Climb
Length: 48.7	Max. Ramp (lbs): 17,200	Normal (fpm): 5,480
Height: 12.3	Max Takeoff (lbs): 17,000	Engine Out (fpm): 1,890
Wing Span: 43.8	Zero Fuel (lbs): 13,500	Ceiling: 51,000
	Basic Operating (lbs): 11,200	
Typical Configuration	Max. Landing (lbs): 16,000	Landing Performance
Crew: 2		FAA Field Length 2,507
Passengers: 8	Speed (Knots)	
Pressurization (PSI): 9.4	Vs Clean: 108	Takeoff Performance
	Vso Landing: 93	SL ISA BFL: 3,490
Fuel Capacity	Normal Cruise TAS: 456	5000' +20C BFL: 6,251
Standard 4,124 lbs 615 gal	Vmo (Max Op) IAS: 300	
Optional 4,653 lbs 694 gal		Range (Nautical Miles)
		Range (nm): 1,252
<b>Configuration Notes</b> : Actual certificated weight of this aircraft as per FAA TCDS is as follows: Max. Ramp: 15,750 lbs. Max Take-off: 15,500 lbs. Zero Fuel: 13,000 lbs. Max Landing: 15,300 lbs. ALL increased weights (as shown on home base) are applicable as per Learjet Supplemental Type Certificate ST00583WI.		