



ZR LITE PERFORMANCE SYSTEMS

Raisbeck's ZR LITE Drag Reduction Performance Systems provide significantly enhanced performance benefits for Learjet 31, 35, and 36 models, while providing a high return on investment for the owner and operator. Raisbeck's ZR LITE Performance Systems were developed through extensive FAA certification flight test programs. The overall program was in development for more than four years, and almost 600 flight test hours were flown to optimize and prove each element. Raisbeck's ZR LITE has been in operation since 2005.

Over 100 Learjet 30 series have been equipped with Raisbeck's ZR LITE Performance System!

Currently in development: Raisbeck Aft Fuselage Locker for Learjet 60-certification expected in 4th Quarter 2010!
 The Raisbeck Aft Fuselage Locker, available for Learjet 31/35/36, returns your cabin to your passengers without leaving anything behind. The Aft Fuselage Locker provides expanded storage, and in combination with ZR LITE, it creates an aerodynamic synergy that further enhances drag reduction on the Learjet aircraft. The Aft Fuselage Locker moves the aircraft Center of Gravity (CG) aft, reducing trim drag. The majority of Learjet 31 owners and many 35/36 owners have installed the locker. The Raisbeck Aft Fuselage Locker for Learjet 31 models became factory standard equipment during production.

31/31A	Customer Price	Combo Savings	Kit Number	Approximate Install Time
Lear Aft Fuselage Locker (LAFL)	\$ 114,294	—	95L-1001-5	150 hrs
ZR LITE Performance System	\$ 95,815	—	06L-900-1	115 hrs
LAFL/ZR LITE Combination	\$ 184,896	\$ 25,213	—	265 hrs

35/35A/36/36A	Customer Price	Combo Savings	Kit Number	Approximate Install Time
Lear Aft Fuselage Locker (LAFL)	\$ 114,294	—	95L-1001-7 or -9 ¹	150 hrs
ZR LITE Performance System	\$ 122,710	—	204L-900-1 or -3 ²	180 hrs
LAFL/ZR LITE Combination	\$ 208,564	\$ 28,440	—	330 hrs

Notes:
 1. **95L-1001-7** applies to: 35A-647 to 35A-676, 36A-059 to 36A-068, or any 35/35 with Avcon Fins
95L-1001-9 applies to: 35-002 to 35A-646, 36-002 to 36A-058
 2. **204L-900-1** applies to Non-Avcon Weight Increase Equipped
204L-900-3 applies to Avcon Weight Increase Equipped

Note: Rigging and paint labor hours are not included in labor estimates.



Raisbeck Engineering 2010 Customer Price List



TERMS OF SALE

Pricing

1. Prices are effective January 1, 2010 through December 31, 2010 and are subject to change without notice.
2. Prices listed are for the complete STC kit only and do not include:
 - Shipping
 - Installation and rigging labor
 - Instrument re-marking where necessary
 - Painting
3. Kits are sold to Raisbeck Authorized Dealers at dealer price or to all others at customer-direct price.

Shipping

- 1. Customer-specified shipping**
 - Provide carrier, account number, insurance coverage and service level with your order.
 - Special arrangements can be made upon request.
- 2. Default shipping (if no preference is specified by the purchaser)**
 - Freight charges not billed collect are due prior to delivery.
 - Delivery time for standard service level varies depending on the destination.
 - All kits ship via standard service level with insurance.
- 3. All shipments are FOB point-of-origin.** Unless notified, all shipments will have insurance. However, insurance may not provide full replacement value.
- 4. Drop shipments exported outside a dealer's country**
 - Due to the extensive amount of research required to ensure proper compliance with importing countries, Raisbeck Engineering will charge a \$300 fee to all dealers exporting Raisbeck Systems that require a drop shipment outside of dealer's own country.
 - Raisbeck Engineering reserves the right to reject a drop shipment request if we cannot determine compliance with the importing country or U.S. export laws.

Installation

1. Installation times noted are average hours only. Actual installation hours may vary.
2. The purchasing dealer must complete the installation or have written off-site installation authorization from Raisbeck Engineering, Inc.
3. Prerequisites may be required for the installation of some systems or use of performance data.
4. Drag chute removal is required for Aft Fuselage Locker installation.

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