

BOMBARDIER

BACKGROUNDER

CHALLENGER 300

Background: In service since January 2004, the *Challenger 300* jet is designed to deliver best-of-class value in the super-midsize business jet category. It offers true transcontinental range and superior long-range cruise speed, combined with a full eight-passenger cabin and operating costs equivalent to or better than current midsize jets, all at a highly competitive price.

Developed following an intensive 24-month market research program conducted among U.S.-based chief executive officers, the *Challenger 300* jet provides a cost-effective step up for current light jet operators as well as for operators constrained by their current midsize aircraft.

To date, the *Challenger 300* jet has established five world records sanctioned by the NAA (National Aeronautic Association). Record flights from Carlsbad, Calif. to Bangor, Maine, and Miami, Fla. to Seattle, Wash. have proven superior cruise performance across the continental United States. As well, three over-water cruise performance records have been set: Boston, Mass. to Paris, France; Santa Anna, Calif. to Honolulu, Hawaii; and Maui, Hawaii to Houston, Texas.

Description: The *Challenger 300* business jet cabin is designed to provide a highly productive working environment for travelers, on a non-stop 3,100-nautical-mile (5,741-km) mission with a full load of eight passengers and NBAA IFR fuel reserves.

The aircraft is powered by twin Honeywell HTF7000 high bypass ratio turbofan engines offering 6,826 pounds (30.36 kN) of thrust, flat rated to ISA +15°C. The Mach 0.82 high-speed cruise capability offers the ability to cross the United States in less than five hours. U.S. city pairs linked non-stop by the *Challenger 300* business jet include Miami-Seattle, Washington-San Francisco and Bangor-San Diego. Capabilities from New York include London and Los Angeles. International capabilities include Berlin-Riyadh, Geneva-Dubai and Singapore-Tokyo*.

The aircraft is designed to meet the standards of Transport Canada 525 Amendment, U.S. FAR 25 and European JAR 25 regulations, and is fully compliant with Reduced Vertical Separation Minima (RVSM) regulations. The *Challenger 300* jet's high cruise speed is obtained without compromising airfield capability. A takeoff distance of 4,810 feet (1,466 m at MTOW, ISA, SL) and a landing distance (MLW, ISA, SL) of 2,600 feet (792 m) ensure full-range capability from more than 280 North American airports.

At the same time, its quick time-to-climb capability enables the aircraft to rise rapidly above both weather and traffic. The initial cruise altitude is FL410 (MTOW, ISA +10°C), with a maximum ceiling of FL450 where traffic density is about 19 times lower than at FL370.

The *Challenger 300* business jet is 68 feet seven inches (20.95 m) long, has a wingspan of 63 feet eight inches (19.26 m) and is 20 feet (6.10 m) high. Its cabin is 73 inches (1.85 m) tall and 86 inches (2.19 m) wide, with a 61-inch (1.55-m) wide flat floor. Cabin length is 28.6 feet (8.72 m) with a seated area length of over 16.6 feet (5.06 m).

The standard interior floor plan features double-club seating with ample room for reclining seats. This layout, which incorporates ergonomic tables, power outlets and telephones, provides an efficient working environment for all passengers.

FACC (Fischer Advanced Composite Components AG) is the total cabin integrator for the redesigned *Challenger 300* jet interior. Lufthansa Technik provides the NICE (Network Integrated Cabin Electronic) system, integrating cabin management and entertainment functions into a single control system. The improved seats, provided by Ipeco Inc., are designed to include 180° swivel and reclining capabilities.

A selection of three alternative floorplans feature a flat floor, which enhances passenger movement throughout the cabin, while comfort is enhanced through swiveling seats. In addition, the absence of a secondary pressure bulkhead provides greater flexibility in optimizing the cabin, lavatory and baggage spaces. The baggage compartment measures 106 cubic feet (3.0 cu. m) and is accessible throughout the entire flight.

Highlights:

| | |
|--------------------|-------------------------------|
| Max. cruise speed: | Mach 0.82 (541 mph; 870km/hr) |
| Max. range: | 3,100 nm (5,741 km) |
| Max. altitude: | 45,000 feet (13, 716 m) |
| Passengers: | 8-9 ⁽¹⁾ |

Milestones:**

| | |
|------------------------|--|
| Program launch: | June 1999 |
| First flight: | Aug. 14, 2001 |
| Certification: | May 31, 2003 Transport Canada June 4, 2003 U.S. FAA July 31, 2003 European JAA |
| First delivery: | Jan. 8, 2004 <i>Bombardier Flexjet</i> |
| Aircraft manufactured: | 292 (as at April 30, 2010) |

⁽¹⁾Optimum mission is transcontinental U.S. with 8 passengers and luggage.

*Theoretical range ($\pm 3\%$) with 8 pax / 2 crew, standard BOW, NBAA IFR 200 NM reserves, ISA and maximum allowable fuel.

* *Aircraft manufactured include all *Challenger 300* aircraft manufactured by Bombardier Aerospace that have received their Certificate of Airworthiness. Backgrounders reflect number manufactured to end of last reported fiscal quarter.

Bombardier, *Challenger 300* and *Flexjet* are either registered or unregistered trademarks of Bombardier Inc. or its subsidiaries.

May 2010

www.bombardier.com