

Gulfstream G280 OK-GTX

Aircraft Continuous Technical Evaluation

SN: 2253 | **Reg.:** OK-GTX | **Date:** September 2025

Client: Raiffeisen Leasing Prague



The Aircraft

Aircraft model Gulfstream G280			
Aircraft Serial Number	2253	Aircraft Registration No.	OK-GTX
Date of manufacture	20.11.2022	Date placed in service	06.03.2023
Total time (As of 09.09.2025)	1584:05	Total Landings (As of 09.09.2025)	939
Engine model Honeywell AS907-2-1G (As of 09.09.2025)			
Engine 1 S/N	P130647	Engine 2 S/N	P130648
Engine 1 Total time	1559:41	Engine 2 Total time	1579:41
Engine 1 Total cycles	934	Engine 2 Total cycles	946
APU model GTCP36-150 (As of 05.09.2025)			
APU Serial Number	P-362		
APU Total time	937	APU Total cycles	1312

SUPPORT PROGRAM

Airframe: JSSI

Engines: JSSI Complete

APU: JSSI

LAST PERFORMED MAINTENANCE

24M (2C) Inspection performed 5/2025.

500/1500FH Inspection performed 5/2025

Partial re-paint under warranty performed 5/2025

OTHERS

- ✦ The aircraft has been operated and maintained in EASA environment.
- ✦ Ka-Band Internet installed

Value Estimate

We derive our value estimates by looking at the marketplace and seeing how the aircraft would compare in today's market conditions if it were to be put up for sale, marketed and sold to a reasonable buyer. We find that actual market conditions are a much more accurate method to estimate the value of an aircraft as it reflects true current conditions. JETRON s.r.o. has not been informed of any restrictions or impediments to legal rights, encompassed in the property being appraised.

Gulfstream G280

The Gulfstream G280 is a twin-engine business jet built by Israel Aerospace Industries (IAI) for Gulfstream Aerospace. It began delivery to users in 2012.

In 2005, Gulfstream and IAI began designing a follow-on aircraft to the Gulfstream G200. The new model, named G250, was launched in 2008. Planned improvements included new glass cockpit and engines, larger wing, and heated leading edges. The G250 took its maiden flight on December 11, 2009, in Tel Aviv, Israel. In July 2011, the G250 was renamed G280, as the company had "determined that G280 is a more amenable number sequence [than G250] in certain cultures.

The G280 was provisionally certified in December 2011 by Israel. In July 2012, the US FAA released a report with conditions to ensure no security gaps in the G280's electronic systems. It received full certification from Israel and the US on September 4, 2012.

The aircraft has several improvements, among them increased cabin length (external fuselage dimensions remain unchanged; the rear fuselage fuel tank was eliminated to add 17 inches (43 cm) of usable interior area). It has a new HTF7250G engine, new T-tail (with larger horizontal and vertical stabilizers), wing anti-ice provided by engine bleed air, cabin with four more windows and access from the cabin to the baggage compartment.

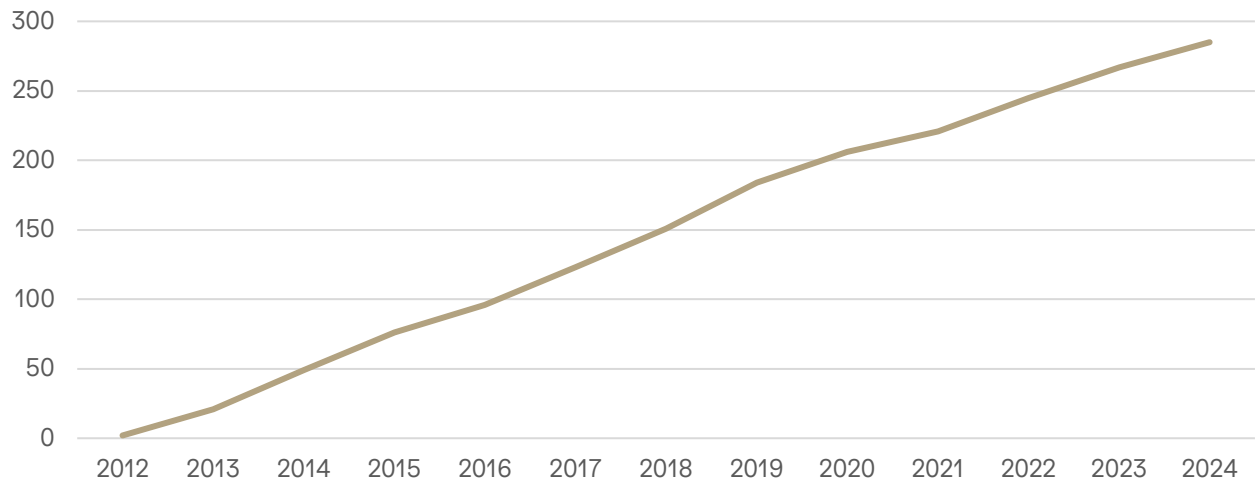
The G280 is powered by two Honeywell HTF7250G engines, allowing it to reach a maximum cruising speed of Mach 0.85 (about 904 km/h or 562 mph). With a range of up to 3,600 nautical miles (about 6,667 kilometers), it can handle transcontinental flights.

The cabin of the G280 is designed to accommodate up to 10 passengers, offering a spacious and comfortable environment. The aircraft features a quiet cabin, large windows, and customizable seating arrangements. It also includes high-speed internet connectivity and a state-of-the-art entertainment system.

The G280 is equipped with the Gulfstream PlaneView280 avionics suite, providing pilots with advanced navigation and safety features. This includes Synthetic Vision-Primary Flight Display (SV-PFD), Enhanced Vision System (EVS), and an optional Head-Up Display (HUD).

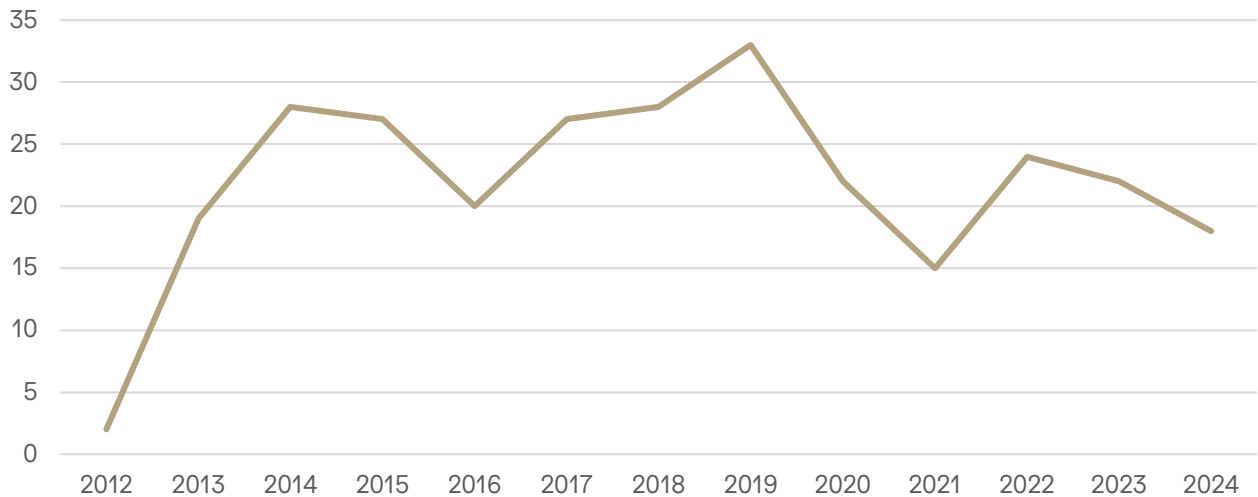
The G280's aerodynamic design and advanced wing technology contribute to its fuel efficiency, making it one of the most economical jets in its class. It also boasts impressive takeoff and landing performance, capable of operating from shorter runways than many other jets in its category.

Gulfstream G280 deliveries



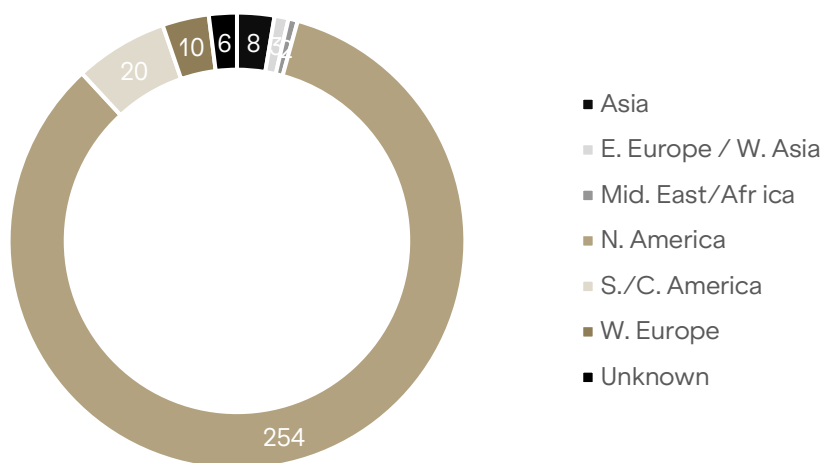
A total of 315 G280 aircraft have been produced so far with 308 in active operation.

Gulfstream G280 - Deliveries throughout the years



Most of the G280s are currently located in North America (254), 8 units in Asia, 3 in Eastern Europe/Western Asia, 2 in Middle East/Africa, 20 units in South America and 10 units in Western Europe and 6 in unknown location.

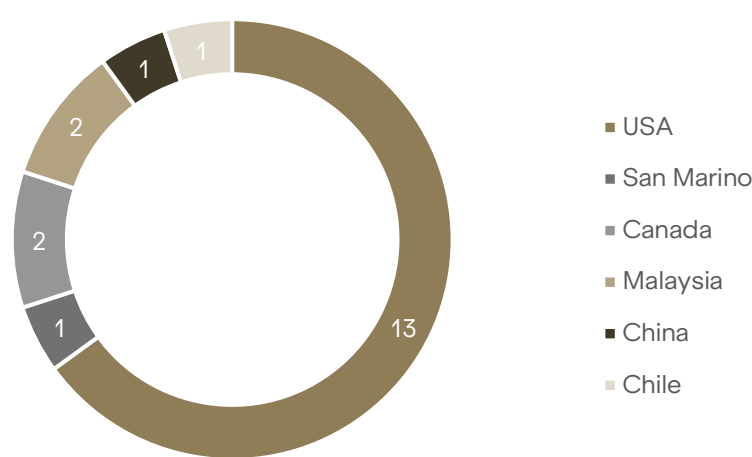
G280 Distribution by Geography



General Market Statistics

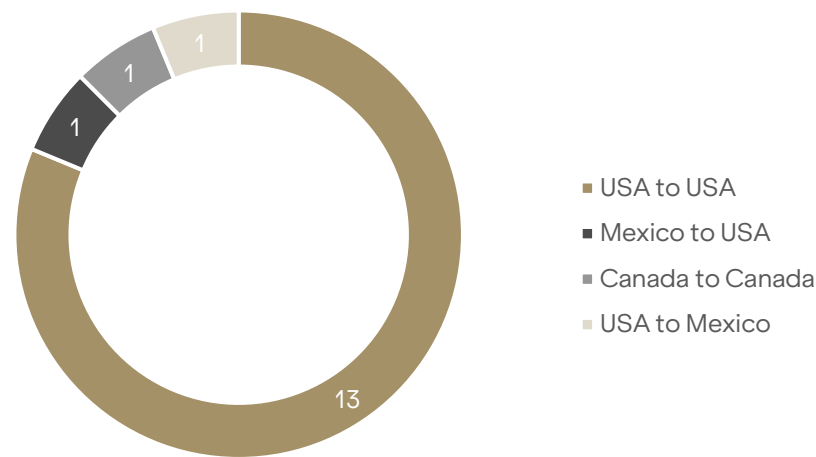
There are currently 20 Gulfstream G280s available for sale on the open market. This number represents 6,49% of all actively flying G280s worldwide. A healthy pre-owned market typically offers 10% or more of all units in the active fleet, indicating that the G280 market is still in the seller’s favor. 13 units are being offered in USA, 2 units in Canada, 1 unit in China, 1 unit in Europe, 2 units in Malaysia and 1 unit in Chile.

G280 for sale worldwide



12 units were sold on the pre-owned market so far this year. Last year, 16 G280s were sold. This year, geographically the transactions were dominant in US: 11x USA to USA, 1x Brazil to Brazil. In 2024, 13x USA to USA, 1x Mexico to USA, 1x Canada to Canada and 1x USA to Mexico.

G280 transactions in 2024



How OK-GTX / 2253 relates to other available aircraft

OK-GTX were to enter the pre-owned market now, it would be the third-youngest G280 available. One brand-new 2025 unit is being offered in Malaysia with the asking price set as “Make Offer”; however, this aircraft is already under contract. A 2023 YOM unit (SN2263) is being offered in the USA with an asking price of USD 24,000,000. This aircraft has approximately 700 hours fewer than OK-GTX but is not enrolled in any programs.

The engines, APU, and airframe are enrolled in the JSSI program.

The interior is equipped with an aft dining group and sofa, which is the most preferred configuration for this type.

OK-GTX is equipped with ADS-B Out, Synthetic Vision, HUD, and CPDLC. Additionally, it features KA-Band Internet.

Both the interior and exterior paint are original from the manufacturer, although a partial exterior repaint was performed under warranty this year. The overall condition of the aircraft is very good; therefore, no discount would be necessary in the event of a sale.

Competing Aircraft

The value of an aircraft is only fully realized when it is put on the market and sold. As such, we find it very useful to look at the aircraft currently on the market, and to see how the target aircraft would compare if it were to be placed on the market in today’s conditions. As such, we look at aircraft currently available, their characteristics and price points and relate the target aircraft to them after adjusting for the particulars of each plane.

The most relevant data points are:

Aircraft currently on the market

Serial Number	Registration	Location	Year	Hours	Engine Program Type	Airframe Program	APU Plan	Dinning Group	Asking Price \$
2009	C-FZCV	Canada	2013	2 711	MSP Gold	None	MSP Gold		Make Offer
2012	N800R	USA	2013	3 400	MSP Gold	MSP	MSP Gold		13 995 000
2016	N939ET	USA	2013	3 650	MSP Gold	None	MSP Gold	●	11 950 000
2018	N209FB	USA	2013	5 391	MSP Gold	None	MSP Gold		11 995 000
2024	C-FVPB	Canada	2013	2 580	MSP	None	MSP		12 995 000
2025	B-8303	China	2014	1 183	MSP	None	MSP		Make Offer
2030	T7-210	San Marino	2014	1 247	MSP Gold	None	MSP Gold		Make Offer
2033	N711VP	USA	2014	2 472	MSP Gold	None	MSP Gold		12 995 000
2040	N280KR	Malaysia	2014	2 379	MSP Gold	None	MSP Gold		region of \$16m
2049	N280TT	USA	2014	1 513	MSP Gold	JSSI	MSP Gold		14 995 000
2103	N228BA	USA	2017	2 545	MSP Gold	MSP	MSP Gold		15 590 000
2140	N773MB	USA	2018	2 025	MSP Gold	None	MSP Gold		18 200 000
2151	N900PX	USA	2018	1 805	JSSI	JSSI	JSSI		16 950 000
2154	N280RH	USA	2018	3 433	JSSI	None	JSSI	●	17 750 000
2159	N440JW	USA	2019	1 811	MSP Gold	None	MSP Gold		18 900 000
2171	CC-AYY	Chile	2019	2 066	JSSI	None	JSSI	●	Make Offer
2196	N728CC	USA	2020	815	MSP	None	MSP Gold		17 995 000
2231	N280HF	USA	2022	500	MSP Gold	None	MSP Gold		23 495 000
2263	N661MM	USA	2023	950	None	None	None		24 000 000
2300	N978GB	Malaysia	2025	62	Yes	None	Yes	●	Make Offer

Serial number 2196

This is a 2020 YOM unit based in USA. It has 815 hours total time, MSP program on engines and APU. 8 Pax Interior without dinning group. Head-Up Display & Enhanced Vision. Asking price: \$17 995 000.

Serial number 2231

This is a 2022 YOM unit based in USA. It has 500 hours total time, MSP Gold program on engines and APU. MSP Essential Nacelle System coverage, 8 Pax Interior without dinning group. 36M / 500H Inspection c/w 03/2025. Head-Up Display & Enhanced Vision, Gogo Avance L5 Internet. Asking price: \$23 495 000. The aircraft is currently under contract.

Serial number 2263

This is a 2023 YOM unit based in USA. It has 950 hours total time, No programs on engine/APU/airframe. 9 Pax Interior without dinning group. Head-Up Display & Enhanced Vision, Gogo Avance L5 Internet. Asking price: \$24 000 000.

Serial number 2300

This is a 2025 YOM unit based in Malaysia. It has 62 hours total time, Programs on engine/APU. 10 Pax Interior with dinning group and divan. Head-Up Display & Enhanced Vision. Asking price: Make Offer. The aircraft is currently under contract.

The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	APU Plan	Asking Price \$	Sold Price \$
2007	N227WR	USA	2013	3 172	MSP Gold	MSP Gold	Make Offer	12 900 000
2010	N331LD	Philippines	2013	2 100	MSP Gold	MSP Gold	12 695 000	11 700 000
2024	N459BN	USA	2013	2 399	MSP	MSP	13 995 000	13 100 000
2035	N331BN	USA	2014	2 543	MSP	MSP	13 495 000	13 000 000
2053	XA-FMX	Mexico	2014	3 040	MSP	MSP	14 250 000	13 800 000
2057	N877AE	USA	2015	5 771	MSP Gold	MSP Gold	Make Offer	9 100 000
2059	N59CX	USA	2015	2 145	MSP Gold	MSP Gold	15 900 000	13 800 000
2060	N650MP	USA	2015	3 238	MSP Gold	MSP Gold	13 665 000	13 170 000
2067	N905G	USA	2015	2 600	MSP	MSP	Make Offer	Very upper 13's
2177	N826SC	U.S.A.	2019	718	MSP Gold	MSP Gold	21 495 000	20 500 000
2216	G-JSNS	England	2021	909	MSP Gold	MSP Gold	Make Offer	19 500 000
2230	N319WG	USA	2022	1 032	MSP	MSP	22 950 000	21 600 000
2267	N111LP	USA	2023	214	JSSI	JSSI	24 000 000	23 800 000
2295	N669PV	USA	2025	36	MSP Gold	MSP Gold	25 950 000	TBD

Serial number 2177

This is a 2019 YOM unit based in USA. It has 718 hours total time, MSP Gold program on engines and APU, MSP Essential Nacelle System coverage, No airframe program. 10 Pax Interior with dinning group. FANS 1/A / CPDLC, Head-Up Display & Synthetic Vision, Gogo Avance L5 Internet. Asking price was: \$21,495,000. The aircraft was sold in 01/2025 for \$20 500 000.

Serial number 2216

This is a 2021 YOM unit based in England. It has 909 hours total time, MSP Gold program on engines and APU, No airframe program. 9 Pax Interior without dinning group. FANS 1/A / CPDLC, Head-Up Display & Synthetic Vision, SBB Internet. Asking price was: Make Offer. The aircraft was sold in 12/2024 for \$19 500 000.

Serial number 2230

This is a 2022 YOM unit based in USA. It has 1032 hours total time, MSP program on engines and APU, No airframe program. 10 Pax Interior with dinning group and divan. 36M Insp. c/w 03/2025. FANS 1/A / CPDLC, Head-Up Display & Synthetic Vision (provisions only), Gogo Avance L5 Internet. Asking price was: \$22,950,000. The aircraft was sold in 05/2025 for \$21 600 000.

Serial number 2267

This is a 2023 YOM unit based in USA. It has 214 hours total time, JSSI program on engines and APU, No airframe program. 10 Pax Interior with dinning group and divan. FANS 1/A / CPDLC, Head-Up Display & Synthetic Vision, Gogo Avance L5 Internet. Asking price was: \$24,000,000. The aircraft was sold in 05/2025 for \$23 800 000.

Value Estimate for OK-GTX / 2253

In estimating the value of OK-GTX if it were to be placed on today's market, we would need to account for the specific characteristics in relation to the above aircraft currently on the market and for the recent completed transaction. In general, we estimate the following:

- Each year model is worth approximately 750,000 USD
- 1 Flight Hour is worth approximately 500 USD
- 1 Engine program Hour is worth approximately 410 USD per Engine

Unlike the vintage and low Total Time, all below is being considered as standard these days and the market won't pay any premium for it. But if not equipped, such an aircraft won't get picked from the pre-owned market as the inventory is now substantial.

- Interior configuration
- Internet/Wifi type
- Airframe & APU program

When compared to SN2177

$20,500,000 + 3,000,000$ /for vintage difference/ - $500 * (1,600 - 718)$ /for Total Time difference/ = 23,059,000.

23,059,000 USD would be the fair market value when compared to SN2177.

When compared to SN2216

$19,500,000 + 1,500,000$ /for vintage difference/ - $500 * (1,600 - 909)$ /for Total Time difference/ = 20,654,500.

20,654,500 USD would be the fair market value when compared to SN2216.

When compared to SN2230

$21,600,000 + 750,000$ /for vintage difference/ - $500 * (1,600 - 1,032)$ /for Total Time difference/ = 22,066,000.

22,066,000 USD would be the fair market value when compared to SN2230.

When compared to SN2267

$23,800,000 - 500 * (1,600 - 214) / \text{for Total Time difference} / = 23,107,000.$

23,107,000 USD would be the fair market value when compared to SN2267.

With the above references to current offerings and real world trading conditions as a guideline, we believe that OK-GTX / 2253 has a retail value in today's market of approximately 22,650,000 - 22,850,000 USD.

Aircraft Records Review

16.09.2025 – Prague Airport LKPR

INTRODUCTION

Following report provides information about aircraft and its maintenance status based on documentation review and quick visual check. The inspection was limited to visual evidence and no acceptance flight performed or detailed inspection.

The aircraft GULFSTREAM G280 was manufactured 2023 by Gulfstream Aerospace LP (GALP) P.O.BOX 1036 7019900 Airport City Israel, with EASA TCDS IM.A.348 and since 2024 is operated by Eclair Aviation s.r.o.

AIRCRAFT INFORMATION

ITEM	STATUS NOTE
REGISTRATION	OK-GTX
PREVIOUS	N253GA
AIRCRAFT TYPE	G280
AIRCRAFT SERIAL	2253
AIRCRAFT OWNER	Saleya a.s., Vladislavova 1390/17, Praha 1
OPERATOR	Eclair Aviation s.r.o., Dědinská 893/29 161 00 Praha 6

AIRCRAFT MAIN ASSY INFORMATION

ITEM	STATUS NOTE
Current times as of 16-SEP-2025	
AIRFRAME	GULFSTREAM G280 S/N 2253
AIRCRAFT TOTAL FH	1600:02
AIRCRAFT TOTAL FC (AFL)	945
LH ENGINE	P/N AS907-2-1G S/N P130647
LH ENGINE - TOTAL FH (TSN)	1575:37
LH ENGINE – TOTAL FC (CSN)	952
LH ENGINE – FH SINCE OVH (TSO)	N/A
RH ENGINE	P/N AS907-2-1G S/N P130648
RH ENGINE - TOTAL FH (TSN)	1595:37
RH ENGINE – TOTAL FC (CSN)	952
RH ENGINE – FH SINCE OVH (TSO)	N/A
APU	MODEL GTCP36-150 (A) P/N WE3800836-1 S/N P-362
LH - TOTAL FH (APUH)	937*
APU – TOTAL FC (APUS)	1312*
	*Data from 14-SEP-2025

AIRCRAFT TECHNICAL EVALUATION

Delivered new in 2023, this aircraft is fully compliant with EASA operational requirements. No modifications or repairs have been performed outside the manufacturer's facilities — all STCs have been completed and are grandfathered by Gulfstream.

The aircraft and its engines have accumulated over 542 flight hours (FH) and 332 flight cycles (FC) since the last review, reflecting good utilization.

The aircraft is well maintained, with no evidence of overdue maintenance tasks. There are no open items, and the last major maintenance event was completed in May 2025.

EXTERIOR

The exterior paint is in good condition following a recent major warranty paint repair. According to the warranty work report, paint repairs were carried out on various areas including the fuselage, winglets, engine cowlings, stabilizer, elevator, and flaps.

While the repaired areas are not easily visible, the fact that paint work was performed may be considered a factor affecting the value of this relatively new aircraft.

Aside from the paint repairs, the exterior is in excellent condition — clean, polished, and free from seal damage, leaks, or any surface defects.

INTERIOR

The interior, including the seats, cushions, couch, carpet, galley, and lavatory, is in very good condition.

The cockpit shows no discrepancies, and all lights and caution lights are working very well.

However, signs of utilization are visible on the seats, carpets, and couch, indicating that the aircraft is well used. Therefore, it may be assumed that the interior aging process could accelerate over time.

ENGINES

The aircraft's engines operate under the MSG-3 program and are not subject to standard overhaul limits. A major engine maintenance event is scheduled at 4,800 flight hours (FH), with other inspections starting from the 1A check. Major engine component life limits are set by the manufacturer.

The 500 FH and 1,500 FH checks were completed in May, with no issues reported.

AVIONICS

All lights, screens, and annunciators are fully functional. The seats, windshield, and side windows show no evidence of damage and are clean.

The aircraft is equipped with the Rockwell Collins Pro Line Fusion avionics system, which meets all requirements, including datalink capability. Therefore, no further investment in modifications to meet current requirements is expected to be necessary.

DOCUMENTATION

The documents are traceable back to the aircraft's birth. The aircraft documentation is valid and well maintained; faults arising from operations have been recorded by maintenance and rectified on an ongoing basis. The engine and airframe documentation, including maintenance history, is properly managed and available, with no significant findings.

The aircraft uses an EFB to provide the required documentation to the crew.

MODIFICATIONS

Since delivery, no additional modifications have been performed on the aircraft. However, approximately 12 STCs were incorporated during production at the manufacturer. This is in line with Gulfstream's standard philosophy, where certain installations—after the fuselage and engines are released from the production line—are completed under Supplemental Type Certificates (STCs).

REPAIRS

Extensive paint stripping in various areas necessitated a warranty paint repair, which was completed on May 13, 2025, by EGLIPAINT under Warranty Project WP1350. Following the repair, the aircraft was reweighed, and a new weight and balance certificate was issued.

CONCLUSIONS

The aircraft is in good condition, with well-managed documentation. Both the interior and exterior are clean and well-presented, and the aircraft has been properly maintained. Considering the points above, including the paint repair, the evaluation of this aircraft is rated as "Very Good."

RECENT FLIGHT HISTORY

AIRPLANE TECHNICAL LOG & SECURITY SEARCH RECORD												Eclair a. r. o. s., Dčidinská 893 161 00 Praha 6, Czech Republic					
LINE	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		NO. FUEL LBS	SECURITY SEARCH RECORD		REMARKS REPAIRS REMARKS REPAIRS REMARKS REPAIRS			
									REQUIRED (LBS)	DELIVERED (LBS)		TIME / PIC SIGNATURE	PREVIOUS FLIGHT DESTINATION				
1	14.9.25	E00284	EDPR	EGLF	MUL	KAZ	EHL	/	/	/	6500	1600	08:15	LYB			
2	15.9.25	E00289	EGLF	OERK	MUL	KAZ	EHL	/	13900	6704	14200						
		GROUND DELIC		PIC PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		ARR. FUEL			
		FUEL TYPE		METR		START						PIC POST-FLIGHT SIGNATURE		FLIGHT TIME			
1	/	/	/	/	/	/	/	/	1605	1616	1819	1850	2400	/	02:25		
2	/	/	/	/	/	/	/	/	1010	1020	1640	1650	2300	/	06:40		
3	/	/	/	/	/	/	/	/						/	08:23		
NON-STOP CHECK PERFORMED:					LBS		OIL UPLIFT		NAME / SIGNATURE		HYDRAULIC UPLIFT		NAME / SIGNATURE		TIME LOG		
DATE					NAME / SIGNATURE					LBS		LBS		LBS		LBS	
1					1					1		1		1		1	
2					2					2		2		2		2	
TOTAL					TOTAL					TOTAL		TOTAL		TOTAL		TOTAL	
1591:39					1591:39					1591:39		1591:39		1591:39		1591:39	
1600:02					1600:02					1600:02		1600:02		1600:02		1600:02	
REMARKS																	
SUBJECT REPORT (BELL COIL / WLS)														NAME / SIGNATURE			
ACTION REPORT														NAME / SIGNATURE			
ORGANIZATION														DATE / TIME			
LICENCE NO.														NAME / SIGNATURE			
Type of Aircraft														LOG NUMBER			
Gulfstream G280														00497			
OK-GTX																	
Ref. No. : 777002																	

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JETRON

161 00 Praha 6, Cz

LNO	DATE	FLIGHT NUMBER	DEP	DEST	PIC	PO	ACN 1	ACN 2	FUEL UPLIFT		END FUEL LBS	SECURITY SEARCH RECORD	
									REQUIRED (LBS)	DELIVERED (LBS)		TIME / PIC SIGNATURE	PREVIOUS FLIGHT DESTINATION
1	8.9.25	ECG281	LSGS	LFTH	(UNZ)	KAZ	TRD	/	8000	2000	8050	00:00	LFTH
2	8.9.25	ECG282	LSGS	LKPR	UNZ	(KAZ)	TRD	/	/	/	6300	00:00	LFTH
3													
DIVISION DEVICES													
1													
2													
NON-STOP CHECK PERFORMED:													
DATE													
NAME / SIGNATURE													
FUEL UPLIFT													
1													
2													
TOTAL													
DISPATCH REPORT (MEL CODE / NIL)													
NAME / SIGNATURE													
ACTION REPORT													
NAME / SIGNATURE													
ORGANIZATION													
DATE / TIME													
LICENSE NO.													
NAME / SIGNATURE													
Type of Aircraft													
Gulfstream G280													
OK-GTX													
LOG NUMBER:													
00493													

REMARKS:

DEF. No.: ETT922

Eclair s. r. o., Dřevěná 81
161 00 Praha 6, Czech Rep

LNO	DATE	FLIGHT NUMBER	DEP	DEST	PIC	PO	ACN 1	ACN 2	FUEL UPLIFT		END FUEL LBS	SECURITY SEARCH RECORD	
									REQUIRED (LBS)	DELIVERED (LBS)		TIME / PIC SIGNATURE	PREVIOUS FLIGHT DESTINATION
1	4.9.25	ECG281	EPSC	LFTH	UNZ	KAZ	TRD	/	12000	2829	10150	00:00	LKPR
2	4.9.25	ECG282	LFTH	LSGS	UNZ	KAZ	TRD	/	/	/	4200	00:00	LKPR
3													
DIVISION DEVICES													
1													
2													
NON-STOP CHECK PERFORMED:													
DATE													
NAME / SIGNATURE													
FUEL UPLIFT													
1													
2													
TOTAL													
DISPATCH REPORT (MEL CODE / NIL)													
NAME / SIGNATURE													
ACTION REPORT													
NAME / SIGNATURE													
ORGANIZATION													
DATE / TIME													
LICENSE NO.													
NAME / SIGNATURE													
Type of Aircraft													
Gulfstream G280													
OK-GTX													
LOG NUMBER:													
00492													

REMARKS:

DEF. No.: ETT922

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AIRPLANE TECHNICAL LOG & SECURITY SEARCH RECORD

Eclair s. r. o., Dřevinská 893/29,
161 00 Praha 6, Czech Republic

ECLAIR

LOG	DATE	FLIGHT NUMBER	DEP	ARR	PIC	PO	ACM 1	ACM 2	FUEL UP/LPT		NO. FUEL LBS	SECURITY SEARCH RECORD		REMARKS
									REQUIRED L/T	DELIVERED L/T		TIME / PIC SIGNATURE	PREVIOUS FLIGHT DESTINATION	
1	19.12.15	ECLAIR LEH	LEB	UNZ	KUB	TRD	/	/	/	/	5600	35	1 KPR	
2	19.12.15	ECLAIR LEB	LEH	UNZ	KUB	TRD	/	/	9800	4132	9800	35	1 KPR	
LOG	FLIGHT TYPE	NOTE	START	END	PIC PRE-FLIGHT SIGNATURE	BLACK OFF	TAKOFF	LANDING	BLACK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDING
1	/	/	/	/	/	09:30	09:42	10:51	11:00	1200	/	1:30	1:08	1
2	/	/	/	/	/	09:15	09:20	11:11	11:15	6200	/	2:10	1:43	1
NON-STOP CHECK PERFORMED:														
DATE	NAME / SIGNATURE	LES	L/R ENG	R/R ENG	APU	NAME / SIGNATURE	HYDRAULIC UP/LPT	NAME / SIGNATURE	TIRE LOG	BR. PRESS	TOTAL			
/	/	1	/	/	/	/	/	/	2:51	1568 33	927			
/	/	2	/	/	/	/	/	/	1571:24	929				
DEFECT REPORT (INCL. CODE / IRL)														
NAME / SIGNATURE														
ACTION REPORT														
NAME / SIGNATURE														
ORGANIZATION														
DATE / TIME														
LICENCE NO.														
Type of Aircraft														
Gulfstream G280														
OK-GTX														
LOG NUMBER: 00489														

Ref. No.: 777982

3/8

Date: 11.2.2025

AIRPLANE TECHNICAL LOG & SECURITY SEARCH RECORD

Eclair s. r. o., Dřevinská 893/29,
161 00 Praha 6, Czech Republic

ECLAIR

LOG	DATE	FLIGHT NUMBER	DEP	ARR	PIC	PO	ACM 1	ACM 2	FUEL UP/LPT		NO. FUEL LBS	SECURITY SEARCH RECORD		REMARKS
									REQUIRED L/T	DELIVERED L/T		TIME / PIC SIGNATURE	PREVIOUS FLIGHT DESTINATION	
1	20.12.15	ECLAIR EDD	LEB	UNZ	KUB	TRD	/	/	/	/	4500	45	EGCB	
2	20.12.15	ECLAIR LEB	LEH	UNZ	KUB	TRD	/	/	8700	1428	8700	45	EGCB	
LOG	FLIGHT TYPE	NOTE	START	END	PIC PRE-FLIGHT SIGNATURE	BLACK OFF	TAKOFF	LANDING	BLACK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDING
1	/	/	/	/	/	15:00	15:33	16:08	16:20	1900	/	1:00	0:35	1
2	/	/	/	/	/	07:00	07:12	08:58	08:50	5600	/	1:50	1:16	1
NON-STOP CHECK PERFORMED:														
DATE	NAME / SIGNATURE	LES	L/R ENG	R/R ENG	APU	NAME / SIGNATURE	HYDRAULIC UP/LPT	NAME / SIGNATURE	TIRE LOG	BR. PRESS	TOTAL			
/	/	1	/	/	/	/	/	/	2:01	1566 32	925			
/	/	2	/	/	/	/	/	/	1568:30	927				
DEFECT REPORT (INCL. CODE / IRL)														
NAME / SIGNATURE														
ACTION REPORT														
NAME / SIGNATURE														
ORGANIZATION														
DATE / TIME														
LICENCE NO.														
Type of Aircraft														
Gulfstream G280														
OK-GTX														
LOG NUMBER: 00488														

Ref. No.: 777982

3/8

Date: 11.2.2025

SELECTED MAINTENANCE

ENGINE

500 FH SCHEDULED MAINTENANCE	DUE 1 1883:34 FH
1000 FH SCHEDULED MAINTENANCE	DUE 2 000:00 FH
1500 FH SCHEDULED MAINTENANCE	DUE 2 883:34 FH
2000 FH SCHEDULED MAINTENANCE	DUE 2 000: 00 FH
2500 FH SCHEDULED MAINTENANCE	DUE 2 500:00 FH
4000 FH SCHEDULED MAINTENANCE	DUE 4 000:00 FH
4800 FH SCHEDULED MAINTENANCE	DUE 4 800 FH
9600 FH SCHEDULED MAINTENANCE	DUE 9 600 FH
15000 FH SCHEDULED MAINTENANCE	DUE 15 000 FH
24M SCHEDULED MAINTENANCE	DUE 31.MAR.2027
192M SCHEDULED MAINTENANCE	DUE 31.MAR.2039

APU

500 FH	DUE 1 883:34 FH
750 APUH SCHEDULED MAINTENANCE	DUE 1 193 APUH
750 APUH / 24M SCHEDULED MAINTENANCE	DUE 1 193 APUH / 30.APR.2026
1 500 FH SCHEDULED MAINTENANCE	DUE 1 193 FH
5 000 FH SCHEDULED MAINTENANCE	DUE 5 752:50 FH

APU STARTE GENERATOR DUE 1 767 AFH

SCHEDULED INSPECTION INTERVALS

MSG – 3 INTERVALS

1A CHECK (INTERVAL 500 FH)	DUE 1 883:34 FH / 31.MAY.2026
2A CHECK (INTERVAL 1 000 FH)	DUE 2 000 FH
3A CHECK (INTERVAL 1 500 FH)	DUE 2 883:34 FH
4A CHECK (INTERVAL 2 000 FH)	DUE 2 000 FH
5A CHECK (INTERVAL 2 500 FH)	DUE 2 500 FH
6A CHECK (INTERVAL 3 000 FH)	DUE 3 000 FH
8A CHECK (INTERVAL 4 000 FH)	DUE 4 000 FH
10A CHECK (INTERVAL 5 000 FH)	DUE 5 000 FH
13A CHECK (INTERVAL 6 500 FH)	DUE 6 500 FH
20A CHECK (INTERVAL 10 000 FH)	DUE 10 000 FH
1C CHECK (INTERVAL 12 M)	31.MAY.2026
2C CHECK (INTERVAL 24 M)	31.MAR.2026
3C CHECK (INTERVAL 36 M)	31.MAR.2036
4C CHECK (INTERVAL 48 M)	DUE 31.MAY.2029
5C CHECK (INTERVAL 60 M)	DUE 31.MAR.2029
6C CHECK (INTERVAL 72 M)	DUE 31 MAR.2029
8C CHECK (INTERVAL 96 M)	DUE 31.MAR.2031
12C CHECK (INTERVAL 144 M)	DUE 31.MAR.2035
16C CHECK (INTERVAL 192 M)	DUE 31.MAR.2039
12C/8C CHECK (INTERVAL 144 M)	DUE 31.MAR.2035
16C/12C CHECK (INTERVAL 192 M)	DUE 31.MAR.2039
500 FH SCHEDULED MAINTENANCE	DUE 1883:34 FH
500 FH/300 FC SCHEDULED MAINTENANCE	DUE 1883:34 FH / 1096 FC
1 000 FH SCHEDULED MAINTENANCE	DUE 2 000 FH
1 500 FH SCHEDULED MAINTENANCE	DUE 2 883:34 FH
2 000 FH SCHEDULED MAINTENANCE	DUE 2 000 FH
2 500 FH SCHEDULED MAINTENANCE	DUE 2 500 FH

3 000 FH SCHEDULED MAINTENANCE	DUE 3 000 FH
4 000 FH SCHEDULED MAINTENANCE	DUE 4 000 FH
4 500 FH SCHEDULED MAINTENANCE	DUE 4 522:54 FH
5 000 FH SCHEDULED MAINTENANCE	DUE 5 000 FH
4 800 FH SCHEDULED MAINTENANCE	DUE 4 800 FH
6 000 FH SCHEDULED MAINTENANCE	DUE 6 000 FH
6 500 FH SCHEDULED MAINTENANCE	DUE 6 500 FH
9600 FH SCHEDULED MAINTENANCE	DUE 9 600 FH
10 000 FH SCHEDULED MAINTENANCE	DUE 10 000 FH
15 000 FH SCHEDULED MAINTENANCE	DUE 15 000 FH
18 000 FH SCHEDULED MAINTENANCE	DUE 18 000 FH
20 000 FH SCHEDULED MAINTENANCE	DUE 20 000 FH
6M SCHEDULED MAINTENANCE	1991?16 / DUE 31.DEC.2025
6M/500 FH SCHEDULED MAINTENANCE	DUE / 31.JAN.2026
12M SCHEDULED MAINTENANCE	DUE 31.MAR.2026
12M/500 SCHEDULED MAINTENANCE	DUE 1883:34 FH / 31.MAY.2026
12M / 600 FH SCHEDULED MAINTENANCE	DUE /31.MAY.2026
24M SCHEDULED MAINTENANCE	DUE 31.MAR.2027
24M / 500 FH SCHEDULED MAINTENANCE	DUE 1883:34 FH / 31.MAY.2027
24M / 750 FH	DUE 1193 APUH / 30.APR.2026
24M / 1000 FH SHCEDULED MAINTENANCE	DUE 2383:34 FH / 31.MAY.2027
24M / 2000 FH SCHEDULED MAINTENANCE	DUE 3383:34 FH / 31.MAR.2027
36M SCHEDULED MAINTENANCE	DUE 31.MAR.2026
36M/1500 SCHEDULED MAINTENANCE	DUE 2883:34 FH /31.MAY.2028
48M SCHEDULED MAINTENANCE	DUE 31.MAY.2027
60M SCHEDULED MAINTENANCE	DUE 31.MAR.2028
72M SCHEDULED MAINTENANCE	DUE 31.MAR.2029
96M SCHEDULED MAINTENANCE	DUE 31.MAR.2031
96M / 500 SCHEDULED MAINTENANCE	DUE 1883:34 FH / 31.MAY.2033
96M/4 000 FH SCHEDULED MAINTENANCE	DUE 4 000 FH / 31.MAR.2031
120M TIME LIMITS	DUE 31.AUG.2032
144M SCHEDULED MAINTENANCE	DUE 31.MAR.2035
192M SCHEDULED MAINTENANCE	DUE 31.MAR.2039
LANDING GEAR INSPECTION	VARIOUS DUE 2000 FH / 06.APR.2026
LANDING GEAR STRUT ASSY DISCARD	DUE 4000 FC
LANDING GEAR SCHOCK ABSORBER	DUE 31.MAY.2029
SERVICING	
MISCELANEOUS INSP	DUE 31.JUL.2027
HIRF/L SCHEDULED	DUE 6.6 Y (31.MAR.2031)
CFR/RVSM SCHEDULED	DUE 6.1 Y (31.MAY.2027)
CONT. FROM PREVIOUS PAGE	
CRITICAL DESIGN	
20-CDCCL-001 (FQMS)	AT MFG
20-CDCCL-002 (FQMS)	AT MFG
20-CDCCL-003 (FQMS)	AT MFG
20-CDCCL-004 (FQMS)	AT MFG

AD CROSSCHECK

PERFORMED EASA AND FAA AD LIST CROSSCHECK	NO FINDINGS
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SB CROSSCHECK

PEROFRMED	NO FINDINGS
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DOCUMENT REVIEW	NOTES
ON-BOARD DOCUMENTS	
C of R	# 6859 ISSUED 06.03.2023
ARC	# 6859 VALID THRU 05.03.2026
C of A	# 6859 ISSUED 06.03.2023
NOISE CERTIFICATE	# 1987-23 ISSUED 06.03.2023
RADIO LICENSE	# 297797/LR VALID THRU 31.12.2027
W&B FORM	13-MAY-2025
INSURANCE CERTIFICATE	# R01649 VALID THRU 28.01.2026
LOPA – EMERG. EQUIPMENT LOCATION	CL16R02 22.08.2023
APPROVAL MEL	NOT PROVIDED FLIGHT BAG NOT LISTED
HIL/STATUS/DEFERRED ITEMS LIST	PROVIDED/CLEARED (4 ITEMS RECTIFIED)
AOC	CZ-68 ECLAIR S.R.O.
INCIDENT ACCIDENT STATUS	NOT PROVIDED
AMP – MAINTENANCE PROGRAM APPROVAL	AMPG280 04.MAR.2025
DENT&BUCKLE CHART	PROVIDED ITEM #1&2 CLOSED
AFM	AFM G280-1003-1 rev. 15 31.MAY.2025
FLIGHT MANUAL SUPPLEMENTS	AFM SUPPLEMENTS LIST REV 21 JAN 2021
	PROVIDED
AFM W&B REPORT	02 MAR 2023
AFM ACCEPTANCE PAGE	ACCEPTATION AFM G280-1003-1 ISSUED
	06.03.2023
W&B MANUAL	AVAILABLE REF AMM
RVSM APPROVAL CERT	AMI-G280-C100-2253
STEAP APPROACH APPROVAL CERT	PROVIDED
ENGINE No. 1 LOGBOOK	LOG #P130647 MX RECORDS FILLED
ENGINE No. 2 LOGBOOK	LOG #P130648 MX RECORDS FILLED
APU LOG BOOK	LOG #1 P-362 MANAGED
AIRCRAFT LOGBOOK	PROVIDED (DELIVERY FOLDER)
AIRFRAME LOG CZECH	BOOK #1 PROVIDED (NOT MANAGED)
PILOTS GUIDE (FMS, MFDS)	PROLINE FUSION PROVIDED
PILOT QRH	FLIGHT BAG REVISION 10 31.MAY.2025
CHECKLIST EMERGENCY	FLIGHT BAG REVISION 05 31.MAY.2025
ABNORMAL/PROCEDURE	
CHECKLIST EMERGENCY	
ABNORMAL/PROCEDURE	FLIGHT BAG REVISION 05 31.MAY.2025
LAST CRS	WP1350 15.MAY.2025
LAST ENGINE INSPECTION	500 FH 1500 FH CHECK 15.MAY.2025
MAINTENANCE STATUS	PROVIDED CAMP STATUS
AD STATUS	PROVIDED CAMP STATUS
SB STATUS	PROVIDED CAMP STATUS
STC STATUS	PROVIDED CAMP STATUS
LLP STATUS	PROVIDED CAMP STATUS
MAINTENANCE RECORDS	PROVIDED
AIRFRAME RECORDS (TECHLOGS)	PROVIDED
INTERIOR DESIGN DRAWINGS	PROVIDED
AIRCRAFT OPERATING MANUAL	FLIGHT BAG AOM Rev. 8 30.AUG.2023
PAIN WORK REPORT – WARRANTY WORK	#25-005 RELEASED BY WP1350
REPORT	

INITIAL/BUILD DOCUMENTS	NOTES
STC AND ALTERATION PACKAGES	PROVIDED
INITIAL PARTS LISTING	AVAILABLE
INITIAL AIRCRAFT SB STATUS	AVAILABLE
INITIAL AIRCRAFT AD STATUS	AVAILABLE
INITIAL AIRCRAFT LLP STATUS	AVAILABLE
INITIAL ENGINE No.1 AND 2 SB STATUS	AVAILABLE
TLB/FLIGHT LOG	AVAILABLE
LIST ALTERATIONS STCs	AVAILABLE
MAINTENANCE SUPPLEMENTS EMMS	AVAILABLE
AFM SUPPLEMENTS	AVAILABLE
INTERIOR CONFIGURATION	AVAILABLE
DRAWING/SEATING	

MAJOR ALTERATIONS & MODS				STATUS NOTE		
MODIFICATION	ICA/AMMS	AFMS	FAA	LEGAL	EASA	CERT
Installation of a Boom Beam Taxi/Light System	N/A INCORPORATED	N/A INCORPORATED	ST02893AT		10016038 Rev. 7	STC Incorp. by Gulfstream
G280 FANS-1A	N/A INCORPORATED	G280-GER-0254 Rev. E	ST04288AT-D		10052493	STC Incorp. by Gulfstream
Installation of Second IFIS	N/A INCORPORATED	GA41120M001	ST04274AT-D		10052495 Rev. 1	STC Incorp. by Gulfstream
Installation of Jumpseat in G280	N/A INCORPORATED	GA42132M001	ST04271AT-D		10052496	STC Incorp. by Gulfstream
Installation of an Executive Passenger Interior	GA42204A000 Rev. N	GA41204M000 Rev. 04	ST04266AT-D		10053620 Rev.1	STC Incorp. by Gulfstream
Installation of a HUD and EVS	G250-ger-0145 Rev. B, GER-0207 Rev. B	G250-GER-9283 Rev. G	ST04283AT-D		10053620 Rev. 1	STC Incorp. by Gulfstream
Installation of an ADS-B System	GA41134A001	G280-CGER-0030 Rev. “-“	ST04026AT-D		10056671	STC Incorp. by Gulfstream
Activation of LINK 2000+Software	N/A INCORPORATED	G280-CGER-0012 Rev. “-“	ST04025AT-D		10057148	STC Incorp. by Gulfstream
Installation of the Concorde Lead Acid Battery RG-380E	5-0663	N/A	ST04469AT		10073460	STC Incorp. by Gulfstream
Installation of Viasat GAT-5510 Ka-Band HSD System	GA41203A003	GA41303M001 Rev. 1	ST04321AT-D		10075630	STC Incorp. by Gulfstream
Installation of Air Ionizer System	CED1468A002	N/A	ST04339AT-D		10076913 Rev.1	STC Incorp. by Gulfstream

PHYSICAL VISUAL OVERVIEW	STATUS NOTE
EXTERIOR	
NO FINDING	PAINT AFTER REPAIR
INTERIOR CABIN	
NO FINDING	EXECUTIVE CABIN
LOOSE EQUIPMENT	

Legal

The fair market values represented in this report are submitted without prejudice and, as such, any comments or recommendations contained within the body of this section, including, but not limited to, statements made relative to values, market conditions and/or operations associated with the aircraft which may have an impact on any parties involved in the ownership and/or operation of the aircraft, past or present, either directly or indirectly, are deemed to be circumstantial in scope and are rendered only as opinions. Jetron s.r.o. and its employees disclaim any and all responsibility for cause and/or circumstances that may result in loss or damages incurred by any and all parties relative to items discussed in this market evaluation summary.

Aircraft Photo Documentation

Exterior

Forward Fuselage



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Centre Fuselage



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Aft Fuselage and Tailcone



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Wings



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Winglets



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Flaps, Spoilers and Ailerons



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Vertical Stabilizer



Horizontal Stabilizer



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Windshields and Side Windows

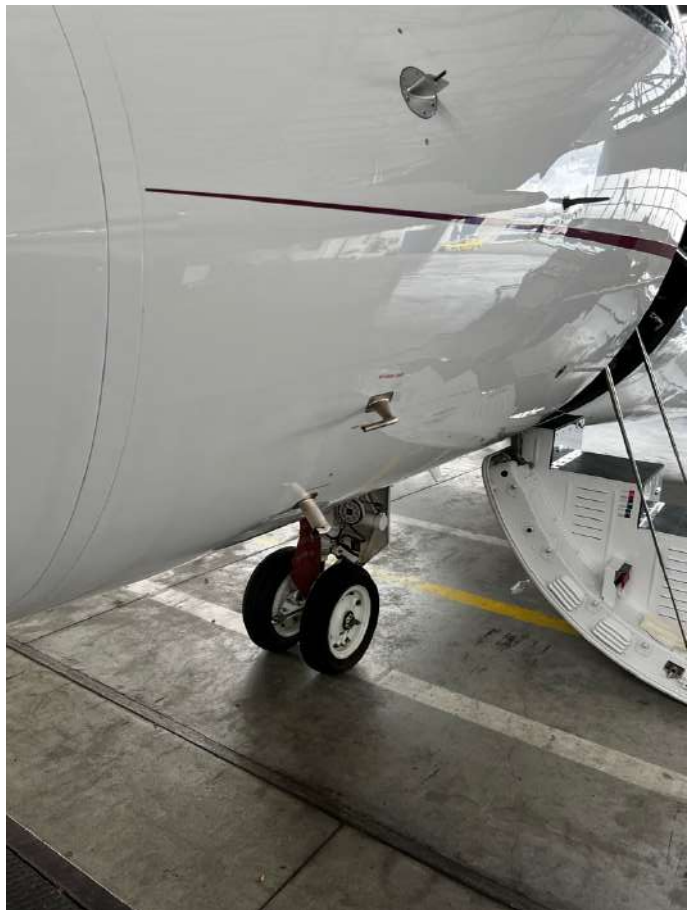


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Passenger Windows



Landing Gear, Wheels



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Engines



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Antennas



Lights



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Interior

Cockpit



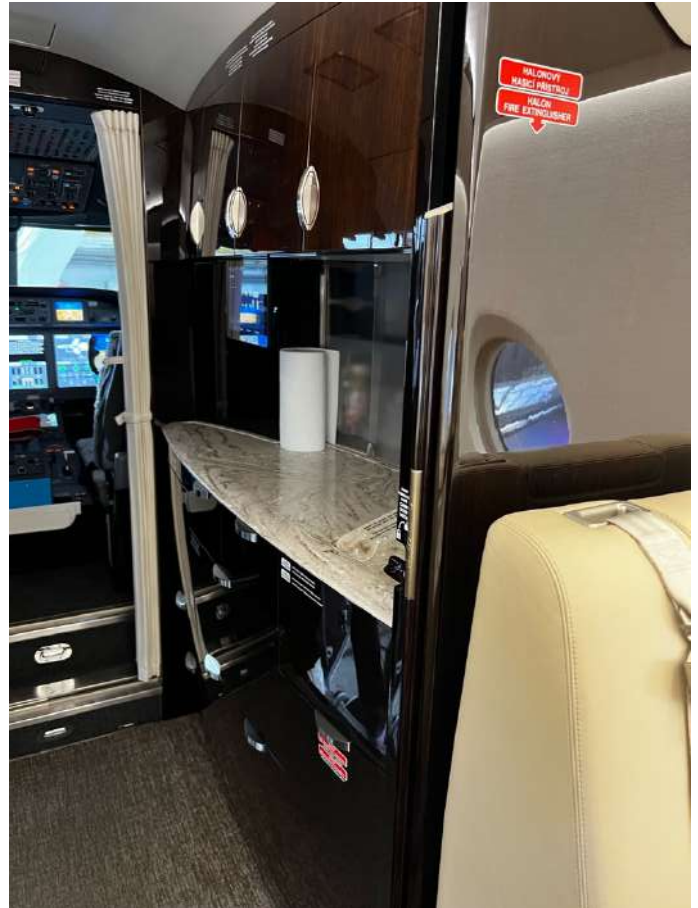
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Entry Area



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Galley



Carpet



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Passenger Cabin



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Lavatory



Side Walls, Ceiling Panels



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