

Gulfstream G280 OK-GTX

## Aircraft Continuous Technical Evaluation

**SN:** 2253 | **Reg.:** OK-GTX | **Date:** September 2024

**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 28.08.2024)	1058	Total Landings (As of 28.08.2024)	618
Engine model Honeywell AS907-2-1G (As of 28.08.2024)			
Engine 1 S/N	P130647	Engine 2 S/N	P130648
Engine 1 Total time	1033:36	Engine 2 Total time	1053:36
Engine 1 Total cycles	613	Engine 2 Total cycles	625
APU model GTCP36-150 (As of 02.09.2024)			
APU Serial Number	P-362		
APU Total time	629	APU Total cycles	850

**SUPPORT PROGRAM**

Airframe: JSSI  
Engines: JSSI Complete – Current unpaid balance \$240,179.38  
APU: JSSI

**LAST PERFORMED MAINTENANCE**

12M Inspection performed 3/2024.  
500/1000FH Inspection performed 7/2024  
APU repaired in 4/2024 due to broken Fan Blade

**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.

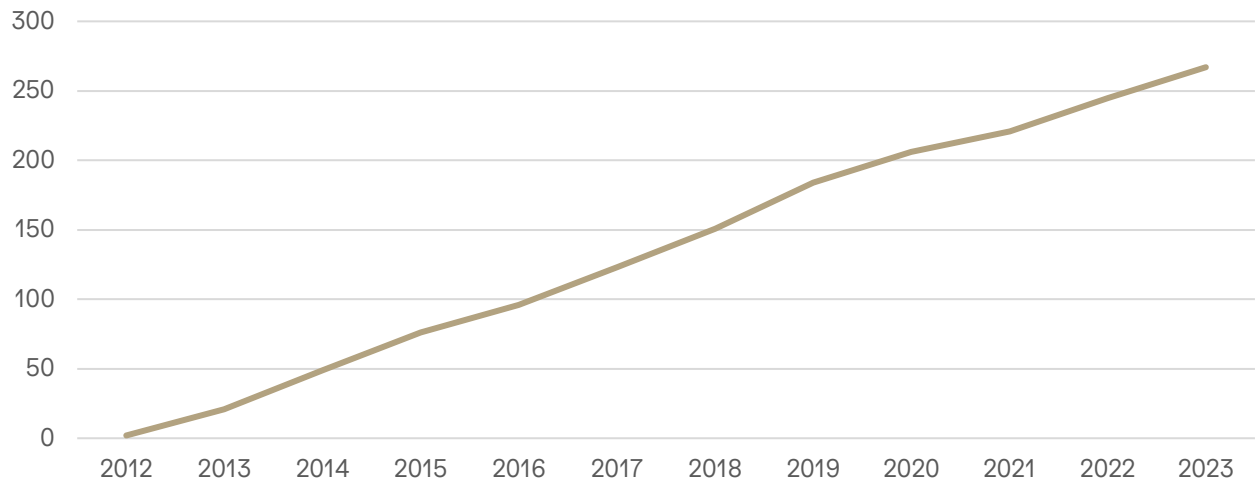
The G280 is powered by two Honeywell HTF7250G engines, allowing it to reach a maximum cruising speed of Mach 0.85 (about 904 km/h or 562 mph). With a range of up to 3,600 nautical miles (about 6,667 kilometers), it can handle transcontinental flights.

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).

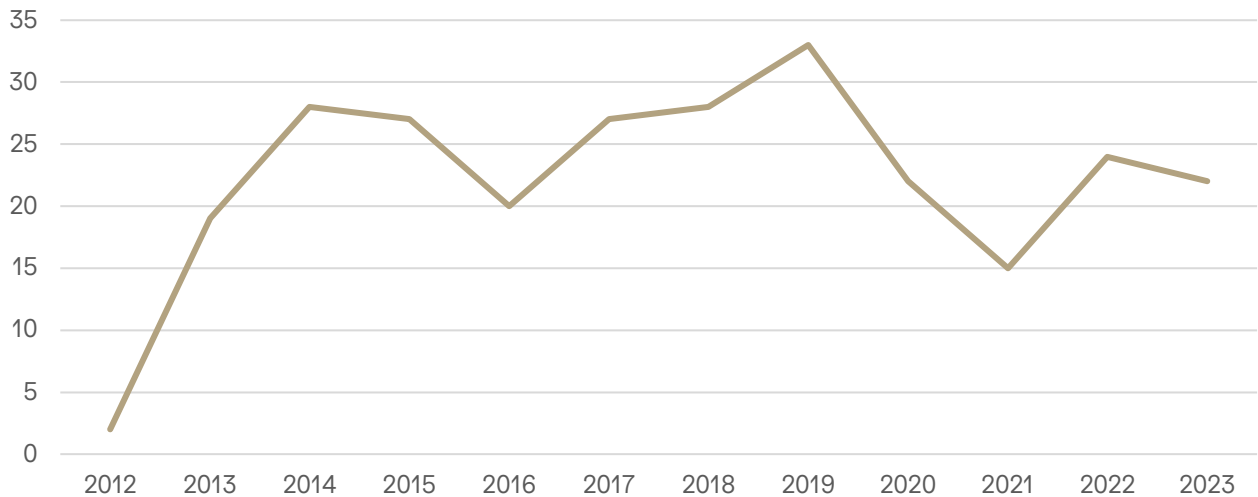
The G280's aerodynamic design and advanced wing technology contribute to its fuel efficiency, making it one of the most economical jets in its class. It also boasts impressive takeoff and landing performance, capable of operating from shorter runways than many other jets in its category.

## Gulfstream G280 deliveries



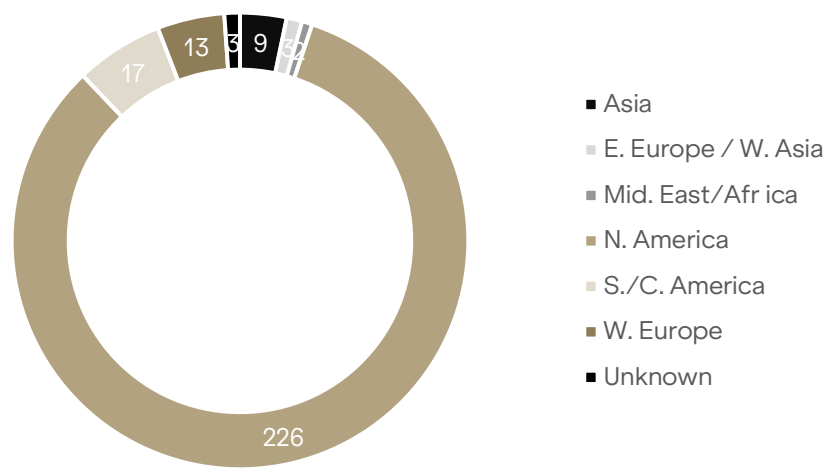
A total of 291 G280 aircraft have been produced so far with 279 in active operation.

## Gulfstream G280 - Deliveries throughout the years



Most of the G280s are currently located in North America (226), 9 units in Asia, 3 in Eastern Europe/Western Asia, 2 in Middle East/Africa, 17 units in South America and 13 units in Western Europe and 3 in unknown location.

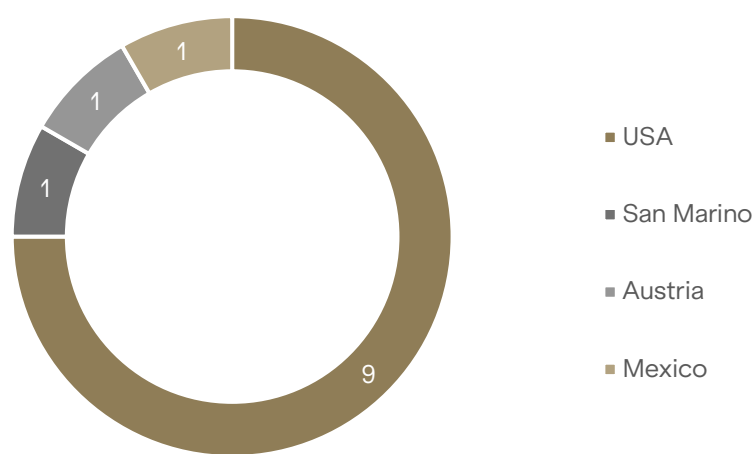
G280 Distribution by Geography



# General Market Statistics

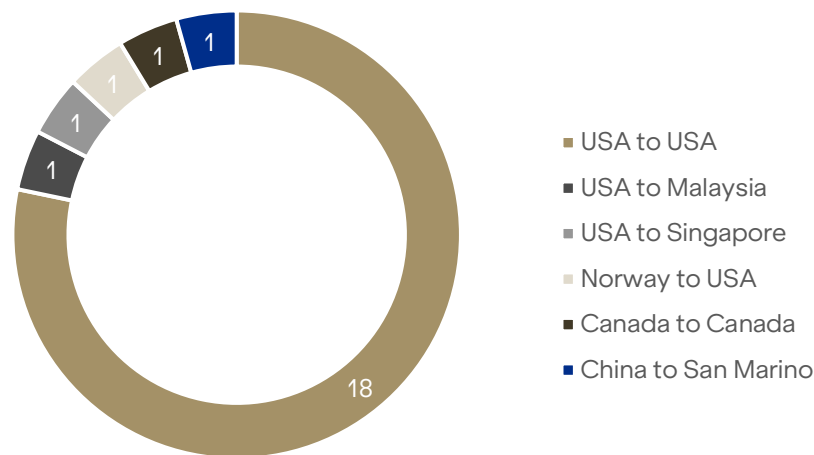
There are currently 12 Gulfstream G280s available for sale on the open market. This number represents 4,32% of all actively flying G280s worldwide. A healthy pre-owned market typically offers 10% or more of all units in the active fleet, indicating that the G280 market is still in the seller’s favor. 3 units are being offered in USA, 1 unit in Mexico and 2 units are available for sale in Europe.

G280 for sale worldwide



9 units were sold on the pre-owned market so far this year. Last year, 23 G280s were sold. This year, geographically the transactions were dominant in US: 5x USA to USA, 1x USA to Brazil, 1x USA to Mexiko. In 2023, 18x USA to USA, 1x USA to Malaysia, 1x USA to Singapore, 1x Norway to USA, 1x Canada to Canada and 1x China to San Marino.

G280 transactions in 2023



# How OK-GTX / 2253 relates to other available aircraft

If OK-GTX were to enter the pre-owned market now, it would be the second youngest G280 available. One brand new (2024) unit is being offered in US with asking price \$25,000,000. With approximately 1,050 hours of total time, it would be circa 1,600 hours below average fleet hours.

The engines, APU and airframe are enrolled on JSSI program.

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

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

Both the aircraft interior and exterior paint are original from manufacture. The overall condition of the aircraft is very good, and thus, no discount would be necessary in case of 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 \$
2007	N227WR	USA	2013	2 094	MSP Gold	CASP	MSP Gold	Yes	Make Offer
2016	N939ET	USA	2013	1 621	MSP Gold	None	MSP Gold	Yes	13 700 000
2024	N459BN	USA	2013	1 556	MSP	None	MSP	No	13 995 000
2026	N65RM	USA	2013	2 661	MSP Gold	None	MSP Gold	Yes	Make Offer
2028	N301WM	USA	2014	1 726	MSP	CASP	MSP	No	14 500 000
2030	T7-210	San Marino	2014	539	MSP Gold	None	MSP Gold	No	Make Offer
2039	OE-HAG	Austria	2014	897	MSP Gold	None	MSP Gold	No	13 995 000
2053	XA-FMX	Mexico	2015	5 771	MP	AOS	MSP	No	14 750 000
2057	N877AE	USA	2015	5 771	MSP Gold	None	MSP Gold	Yes	Make Offer
2086	N986GA	USA	2016	1 907	MSP Gold	None	MSP Gold	No	16 500 000
2095	N285BA	USA	2016	1 756	MSP Gold	MSP	MSP Gold	Yes	Make Offer
2177	N826SC	USA	2019	418	MSP Gold	None	MSP Gold	Yes	21 495 000
2282	N280CX	USA	2024	16	JSSI	None	JSSI	Yes	25 000 000

**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 Nacelle Preferred Gold coverage. 10 Pax Interior including dinning group. 48M Insp. performed in 8/2024. Gogo L5 Wi-Fi, Collins Fusion 3.6.1 Software upgrade, Head-Up Display & Enhanced Vision. Asking price: \$21 495 000.

**Serial number 2252**

This is a 2023 YOM unit based in USA. It has 542 hours total time, No engines, airframe nor APU program. 8 Pax Interior without dinning group. Gogo L5 Wi-Fi, FANS 1/A+ / CPDLC, Head-Up Display & Enhanced Vision. Asking price: \$24 000 000. The aircraft is currently under contract.



### Serial number 2282

This is a 2024 YOM unit based in USA with entry into service in 8/2024. It has 42 hours total time, JSSI program on engines and APU, No airframe program. 10 Pax Interior including dinning group. Gogo L5 Wi-Fi, FANS 1/A, Head-Up Display & Enhanced Vision. Asking price: \$25 000 000. The aircraft is currently under contract.

### The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	Airframe Program	APU Plan	Asking Price \$	Sold Price \$
2032	N281QA	USA	2014	1 691	MSP Gold	None	MSP Gold	14 995 000	
2084	N69GF	USA	2016	1 794	MSP Gold	None	MSP Gold	16 650 000	Around \$16 mil.
2095	N285BA	USA	2016	1 756	MSP Gold	MSP	MSP Gold	Make Offer	
2128	N545C	USA	2017	1 595	MSP Gold	None	MSP Gold	Make offer	Approx. \$19 mil.
2160	N899SC	USA	2019	1 593	MSP Gold	None	MSP Gold	19 900 000	18 900 000
2252	N280TS	USA	2023	308	None	None	None	23 900 000	
2266	N266GA	USA	2023	59	None	None	None	Make offer	23 800 000

### Serial number 2128

This is a 2017 YOM unit based in USA. It has 1595 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 & Enhanced Vision. Asking price was: \$Make Offer. The aircraft was sold in 02/2024 for approximate \$19 million.

### Serial number 2160

This is a 2019 YOM unit based in USA. It has 1593 hours total time, MSP Gold program on engines and APU, No airframe program. 9 Pax Interior without dinning group. Ka Band Wi-Fi, FANS 1/A+ / CPDLC, Head-Up Display & Enhanced Vision. Asking price was: \$19 900 000. The aircraft was sold in 08/2024 for 18 900 000.

### Serial number 2252

This is a 2023 YOM unit based in USA. It has 542 hours total time, No engines, airframe nor APU program. 8 Pax Interior without dinning group. Gogo L5 Wi-Fi, FANS 1/A+ / CPDLC, Head-Up Display & Enhanced Vision. Asking price: \$23 900 000. The aircraft was sold in 09/2024.

### Serial number 2266

This is a 2023 YOM unit based in USA. It has 59 hours total time, No engines and APU, No airframe program. 8 Pax Interior without dinning group. FANS 1/A+ / CPDLC, Head-Up Display & Enhanced Vision. Asking price was: \$Make Offer. The aircraft was sold in 04/2024 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 SN2084**

$16,000,000 + 5,250,000$  /for vintage difference/  $+ 500 * (1,794 - 1,058)$  /for Total Time difference/ = 21,618,000.

21,618,000 USD would be the fair market value when compared to SN2084.

## **When compared to SN2128**

$19,000,000 + 4,500,000$  /for vintage difference/  $+ 500 * (1,598 - 1,058)$  /for Total Time difference/ = 23,770,000.

23,770,000 USD would be the fair market value when compared to SN2128.

## **When compared to SN2160**

$18,900,000 + 3,000,000$  /for vintage difference/  $+ 500 * (1,593 - 1,058)$  /for Total Time difference/ = 22,167,500.

22,167,500 USD would be the fair market value when compared to SN2160.

### **When compared to SN2252**

The latest asking price was \$24 000 000. We expect the aircraft was sold around \$23,500,000.

$23,500,000 - 500 * (1,058 - 308) / \text{for Total Time difference} / + 2 * 410 * 308 / \text{for Engine program difference} = 23,377,560.$

23,377,560 USD would be the fair market value when compared to SN2252.

### **When compared to SN2266**

$23,800,000 - 500 * (1,058 - 59) / \text{for Total Time difference} / + 2 * 410 * 52 / \text{for Engine program difference} = 23,343,140.$

23,343,140 USD would be the fair market value when compared to SN2266.

**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 22,950,000 - 23,050,000 USD.**

# Aircraft Records Review

## September 2024

### 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 in 2022/2023 by Gulfstream Aerospace LP (GALP) P.O.BOX 1036 7019900 Airport City Israel, with EASA TCDS IM.A.348 and has been delivered as new to operator Eclair Aviation s.r.o.

### CURRENT AIRCRAFT STATUS:

Current times as of 28.AUG 2024

**AIRFRAME** GULFSTREAM G280 S/N 2253

**FLIGHT HOURS: 1058**

**FLIGHT CYCLES 618**

**ENGINE HONEYWELL** P/N AS907-2-1G S/N P130647

**FLIGHT HOURS: 1033:36**

**FLIGHT CYCLES: 613**

**ENGINE ROLLS-ROYCE** P/N AS907-2-1G S/N P130648

**FLIGHT HOURS: 1053:36**

**FLIGHT CYCLES: 625**

**APU HONEYWELL** MODEL GTCP36-150 (A) P/N WE3800836-1 S/N P-362

**APU HOURS: 629**

**APU CYCLES: 850**

## **AIRCRAFT MAINTENANCE EVALUATION**

GULFSTREAM G280 registration OK-GTX was delivered as new in 2023. The aircraft is fully compliant for EASA operations. No modifications and/or repairs were performed outside manufacturer's facility – All STCs are performed and grandfathered by Gulfstream Manufacturer.

Aircraft and its engines accumulated over 1000 FH, where engine FH/FC and Airframe FH/FC differs. Difference is there since date of manufacture.

Aircraft is well maintained and there is no evidence of overdue on any maintenance tasks.

Aircraft Engines have MSG 3 program without standard overhaul limits – there is a large engine maintenance event at 4 800 FH and other various events are starting with 1A check, major engine components life are limited by manufacturer.

Documents are well maintained and found reliable; faults recorded by maintenance and rectified continuously. Engine and Airframe documentation is available with no serious findings.

Visual Inspection has proved excellent status of the airplane exterior and interior:

There are minor issues to be taken into consideration with no effect to operation:

- Scratched RH WING POSITION LIGHT
- AMP APPROVAL PAGE was not provided
- AD status shall list applicability of ISR-I-57-06-01
- It was not possible to crosscheck Horizontal Stabilizer trim actuator midlife verification

## **CONCLUSIONS**

Documentation is well maintained, and records are trackable to its birth including Build Status. Aircraft is in Clear OEM configuration.

Aircraft is well maintained, and its overall Status can be considered as Excellent.

LOG	DATE	FLIGHT NUMBER	DSP	DEST	PGC	FPO	ACW 1	ACW 2	FUEL UPLIFT	LBS	IND. FUEL LBS	UPLIFT DIFFERENCE				
												LBS	REASON			
1	SATZ	ECCPZ	LGAV	(UNR)	KUB	TRO	/	/	3037	509	P303	/	/			
2	SATZ	ECCPZ	LGAV	LEPR UNR	(KUB)	TRO	/	/	/	/	G400	/	/			
LOG	FLIGHT TYPE	OPENED DOOR	START	NO PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	AIRL. FUEL	PIO POST FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDING			
1	/	/	/	[Signature]	1505	1517	1608	1610	6100	[Signature]	1:15	0:59	↑			
2	/	/	/	[Signature]	1615	1702	1911	1925	2000	[Signature]	2:40	2:10	↑			
REGULATORY DOCUMENT RECORD	PILOT SIGNATURES**				COCKPIT / BAGGAGE / EXTERIOR				PREVIOUS FLIGHT DESTINATION							
	CAPTAIN / GALLEY		Arrival		Departure		Arrival		THIS LOG DR. FOUND TOTAL							
	Signature		Initial		Signature		Initial									
	1	[Signature]	[Initial]	[Signature]	[Initial]	[Signature]	[Initial]									
2	[Signature]	[Initial]	[Signature]	[Initial]	[Signature]	[Initial]										
FLIGHT CREW	ON UPLIFT				NAME / SIGNATURE				HYDRAULICS UPLIFT				NAME / SIGNATURE			
	UP END		RN END		APD											
	1															
	2															
DEFECT REPORT (REL CODE / I/L)								NAME / SIGNATURE								

000331

Date: 11.5.2022

Ref. No.: F77R01

1/4

[illegible]

000330

Date: 11.5.2022

Ref. No.: F77R01

1/4

[illegible]

000329

Date: 11.5.2022

Ref No : ETTR01

174

[illegible]

000324

Date: 11.5.2022

Ref. No.: F77R01

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LOG	DATE	FLIGHT NUMBER	DEP	DST	PC	FO	ACR 1	ACR 2	FUEL UPLIFT		NO. FUEL LBS	UPLIFT DIFFERENCE									
									LTR	LBS		LBS	REASON								
1	1.9.24	ECL281	LKPR	EGLF	UNZ (DOW)	EHL	/	/	3615	6326	9200	/	/								
2	1.9.24	ECL282	EGLF	LKPR	(UNZ) DOW	EHL	/	/	/	/	5700	/	/								
GROUND DECK																					
LOG	FLIGHT TYPE	MATR	START	PC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS								
1	/	/	/	/	08:05	08:17	09:58	10:10	5200	/	2:05	1:41	1								
2	/	/	/	/	17:10	17:19	18:50	19:00	2700	/	1:50	1:31	1								
PC SIGNATURE																					
CABIN / GALLEY				COCKPIT / PASSENGER / EXTERIOR				PREVIOUS FLIGHT DESTINATION				THIS LOG		TIME LOG	3:12	2					
Signature				Signature				Signature				Signature		BR. PRND	1065:51	624					
1				2				3				TOTAL		1069:03	626						
REMARKS																					
DEFECT REPORT (MEL CODE / HL)														NAME / SIGNATURE		ACTION REPORT		NAME / SIGNATURE			
ORGANIZATION														DATE / TIME		LICENCE NO.		NAME / SIGNATURE		LOG NUMBER	

000328

Date: 11.5.2022

Ref. No.: F77R01

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LOG	DATE	FLIGHT NUMBER	DEP	DST	PC	FO	ACR 1	ACR 2	FUEL UPLIFT		NO. FUEL LBS	UPLIFT DIFFERENCE									
									LTR	LBS		LBS	REASON								
1	31.8.24	ECL281	EGTF	EBBR	UNZ (DOW)	EHL	/	/	1513	2648	9800	/	/								
2	31.8.24	ECL282	EBBR	LKPR	(UNZ) DOW	EHL	/	/	/	/	5300	/	/								
GROUND DECK																					
LOG	FLIGHT TYPE	MATR	START	PC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS								
1	/	/	/	/	12:35	12:49	14:26	14:35	5300	/	2:00	1:42	1								
2	/	/	/	/	16:20	16:31	17:31	17:40	3000	/	1:20	1:00	1								
PC SIGNATURE																					
CABIN / GALLEY				COCKPIT / PASSENGER / EXTERIOR				PREVIOUS FLIGHT DESTINATION				THIS LOG		TIME LOG	2:42	2					
Signature				Signature				Signature				Signature		BR. PRND	1065:09	622					
1				2				3				TOTAL		1065:51	624						
REMARKS																					
DEFECT REPORT (MEL CODE / HL)														NAME / SIGNATURE		ACTION REPORT		NAME / SIGNATURE			
ORGANIZATION														DATE / TIME		LICENCE NO.		NAME / SIGNATURE		LOG NUMBER	

000327

Date: 11.5.2022

Ref. No.: F77R01

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LOG	DATE	FLIGHT NUMBER	DEP	DST	PIC	FO	ACN 1	ACN 2	FUEL UPLIFT		REL. FUEL LBS	UPLIFT DIFFERENCE									
									LTS	LBS		LBS	REASON								
1	20.12.24	ECU233	EGLC	LEPE	UN2	DOU	EHL		1296	2268	5500										
2	20.12.24	ECU234	LEPE	EPHO	UN2	DOU	EHL		3191	5584	8100										
LOG	BRIDGE DEVICE		PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAXI OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDING									
	FLUID TYPE	NOX											START								
1	/	/	/	/	/	/	/	/	/	1:50	1:30	1									
2	/	/	/	/	/	/	/	/	/	1:40	0:46	1									
LOG	PIC SIGNATURE		COCKPIT / BAGGAGE / EXTERIOR		PREVIOUS FLIGHT DESTINATION		THIS LOG		BE. FINE		TOTAL										
	Signature		Signature		Signature		Signature		Signature		Signature										
	Signature		Signature		Signature		Signature		Signature		Signature										
LOG	PIC SIGNATURE		COCKPIT / BAGGAGE / EXTERIOR		PREVIOUS FLIGHT DESTINATION		THIS LOG		BE. FINE		TOTAL										
	Signature		Signature		Signature		Signature		Signature		Signature										
	Signature		Signature		Signature		Signature		Signature		Signature										
LOG	PIC SIGNATURE		COCKPIT / BAGGAGE / EXTERIOR		PREVIOUS FLIGHT DESTINATION		THIS LOG		BE. FINE		TOTAL										
	Signature		Signature		Signature		Signature		Signature		Signature										
	Signature		Signature		Signature		Signature		Signature		Signature										
DEFECT REPORT (REL. CODE / REL.)														NAME / SIGNATURE		ACTION REPORT		NAME / SIGNATURE			
ORGANIZATION														DATE / TIME		LICENCE NO.		NAME / SIGNATURE		LOG NUMBER:	
Gulfstream G280														OK - GTX		LOG NUMBER:		000326			

Date: 11.5.2022

Ref. No.: F77R01

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LOG	DATE	FLIGHT NUMBER	DEP	DST	PIC	FO	ACN 1	ACN 2	FUEL UPLIFT		REL. FUEL LBS	UPLIFT DIFFERENCE									
									LTS	LBS		LBS	REASON								
1	29.8.24	ECU231	LEPE	EPHO	UN2	DOU	EHL		3802	6654	9600										
2	29.8.24	ECU232	EPHO	EGLC	UN2	DOU	EHL				7200										
LOG	BRIDGE DEVICE		PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAXI OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDING									
	FLUID TYPE	NOX											START								
1	/	/	/	/	/	/	/	/	/	1:40	0:51	1									
2	/	/	/	/	/	/	/	/	/	2:20	2:02	1									
LOG	PIC SIGNATURE		COCKPIT / BAGGAGE / EXTERIOR		PREVIOUS FLIGHT DESTINATION		THIS LOG		BE. FINE		TOTAL										
	Signature		Signature		Signature		Signature		Signature		Signature										
	Signature		Signature		Signature		Signature		Signature		Signature										
LOG	PIC SIGNATURE		COCKPIT / BAGGAGE / EXTERIOR		PREVIOUS FLIGHT DESTINATION		THIS LOG		BE. FINE		TOTAL										
	Signature		Signature		Signature		Signature		Signature		Signature										
	Signature		Signature		Signature		Signature		Signature		Signature										
LOG	PIC SIGNATURE		COCKPIT / BAGGAGE / EXTERIOR		PREVIOUS FLIGHT DESTINATION		THIS LOG		BE. FINE		TOTAL										
	Signature		Signature		Signature		Signature		Signature		Signature										
	Signature		Signature		Signature		Signature		Signature		Signature										
DEFECT REPORT (REL. CODE / REL.)														NAME / SIGNATURE		ACTION REPORT		NAME / SIGNATURE			
ORGANIZATION														DATE / TIME		LICENCE NO.		NAME / SIGNATURE		LOG NUMBER:	
Gulfstream G280														OK - GTX		LOG NUMBER:		000325			

Date: 11.5.2022

Ref. No.: F77R01

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LTG	DATE	FLIGHT NUMBER	DEPT	DEST	FIG	FO	ACR 1	ACR 2	FUEL SPLIT		EXPIRY DIFFERENCES																
									LTR	LRD	FWD FUEL LBS	LRD	REASON														
1	26.7.24	000201	LEPE	LOZA	VUE	(KUB)	EHL	/	3070	5644	8100	/	/														
2	26.7.24	000202	LOZA	OSCK	UAF	EUB	EHL	/	3625	6235	1200	/	/														
LSD		GROUND DEICE		PG PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		AAR FUEL		PG POST-FLIGHT SIGNATURE		FLIGHT TIME		TIME IN SERVICE		LANDING					
1		/		/		/		/		/		/		/		/		/		/		/					
2		/		/		/		/		/		/		/		/		/		/		/					
LSD		FLIGHT TYPE		METH		START		PG PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		AAR FUEL		PG POST-FLIGHT SIGNATURE		FLIGHT TIME		TIME IN SERVICE		LANDING	
1		/		/		/		/		/		/		/		/		/		/		/		/			
2		/		/		/		/		/		/		/		/		/		/		/		/			
LSD		FLIGHT TYPE		METH		START		PG PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		AAR FUEL		PG POST-FLIGHT SIGNATURE		FLIGHT TIME		TIME IN SERVICE		LANDING	
1		/		/		/		/		/		/		/		/		/		/		/		/			
2		/		/		/		/		/		/		/		/		/		/		/		/			
LSD		FLIGHT TYPE		METH		START		PG PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		AAR FUEL		PG POST-FLIGHT SIGNATURE		FLIGHT TIME		TIME IN SERVICE		LANDING	
1		/		/		/		/		/		/		/		/		/		/		/		/			
2		/		/		/		/		/		/		/		/		/		/		/		/			
LSD		FLIGHT TYPE		METH		START		PG PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		AAR FUEL		PG POST-FLIGHT SIGNATURE		FLIGHT TIME		TIME IN SERVICE		LANDING	
1		/		/		/		/		/		/		/		/		/		/		/		/			
2		/		/		/		/		/		/		/		/		/		/		/		/			
LSD		FLIGHT TYPE		METH		START		PG PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		AAR FUEL		PG POST-FLIGHT SIGNATURE		FLIGHT TIME		TIME IN SERVICE		LANDING	
1		/		/		/		/		/		/		/		/		/		/		/		/			
2		/		/		/		/		/		/		/		/		/		/		/		/			
LSD		FLIGHT TYPE		METH		START		PG PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		AAR FUEL		PG POST-FLIGHT SIGNATURE		FLIGHT TIME		TIME IN SERVICE		LANDING	
1		/		/		/		/		/		/		/		/		/		/		/		/			
2		/		/		/		/		/		/		/		/		/		/		/		/			
LSD		FLIGHT TYPE		METH		START		PG PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON		AAR FUEL		PG POST-FLIGHT SIGNATURE		FLIGHT TIME		TIME IN SERVICE		LANDING	
1		/		/		/		/		/		/		/		/		/		/		/		/			
2		/		/		/		/		/		/		/		/		/		/		/		/			
LSD		FLIGHT TYPE		METH		START		PG PRE-FLIGHT SIGNATURE		BLOCK																	

000323

Date: 11.5.2022

Ref. No.: F77R01

164

[illegible]

000322

Date: 11.5.2022

Ref. No.: F77R01

1/4

## MAINTENANCE REVIEW

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

### ENGINE DETAILS

<b>AIRCRAFT TOTAL FH</b>	<b>1058</b>
<b>AIRCRAFT TOTAL FC</b>	<b>618</b>
LH ENGINE – ENGINE TYPE	AS907-2-1G
LH ENGINE – MFG No.	3030002-2
LH ENGINE – S/N / MFG DATE	P130647
LH ENGINE – TOTAL FH (TSN)	<b>1033:36</b>
LH ENGINE – TOTAL FC (CSN)	<b>618</b>
LH ENGINE – FH SINCE OVH (TSO)	<b>N/A</b>
RH ENGINE – ENGINE TYPE	AS907-2-1G
RH ENGINE – MFG. No.	3030002-2
LH ENGINE – S/N / MFG DATE	P130648
RH ENGINE – TOTAL FH (TSN)	<b>1053:36</b>
RH ENGINE – TOTAL FC (CSN)	<b>613</b>
RH ENGINE – TIME SINCE OVH (TSO)	<b>N/A</b>
APU – ENGINE TYPE	GTCP36-150 (A)
APU – MFG. No.	WE3800836-1
APU – S/N / MFG DATE	P-362
APU – TOTAL FH (TSN)	<b>629</b>
APU – TOTAL FC (CSN)	<b>850</b>
APU – TIME SINCE OVH (TSO)	N/A

**SELECTED MAINTENANCE****ENGINE**

HP Turbine Stage 2 Blades – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
HP Turbine Disks – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
HP Turbine Seal Plate Assemblies – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
HP Turbine Couplers – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
HP Turbine Interstage Seal – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
LP Turbine Stage 1 Blades – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
LP Turbine Stage 2 Blades – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
LP Turbine Stage 3 Blades – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
LP Turbine Stub Shaft – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
LP Turbine Drive Arm – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
LP Turbine Shaft – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
LP Turbine Interstage Rotating Seal – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
LP Turbine No. 1, No. 2 and No. 3 Disks – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
Fan Disk – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
Fan Stub Shaft – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
Spinner Cover Ring – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH
Spinner Inner Ring – Discard (15 000 FH)	DUE LH 14 387 FH / RH 14 385 FH

**APU**

APU COMPRESSOR ROTOR – DISCARD (100 000 APUS/APUH)	DUE 99 371 APUH / 99 150 APUS
APU TURBINE ROTOR – DISCARD (10 000 APUH)	DUE 9814 APUH
APU TURBINE ROTOR – DISCARD (10 000 APUS)	DUE 9 776 APUS
APU FUEL FILTER – DISCARD (1 500 APUH)	DUE 13414

CONT. FROM PREVIOUS PAGE

## SCHEDULED INSPECTION INTERVALS

### MSG – 3 INTERVALS

1A CHECK (INTERVAL 500 FH)	DUE 442 FH
2A CHECK (INTERVAL 1 000 FH)	DUE 909 FH
3A CHECK (INTERVAL 1 500 FH)	DUE 442 FH
4A CHECK (INTERVAL 2 000 FH)	DUE 942 FH
5A CHECK (INTERVAL 2 500 FH)	DUE 1442 FH
6A CHECK (INTERVAL 3 000 FH)	DUE 1942 FH
8A CHECK (INTERVAL 4 000 FH)	DUE 2976 FH
10A CHECK (INTERVAL 5 000 FH)	DUE 3942 FH
13A CHECK (INTERVAL 6 500 FH)	DUE 5442 FH
20A CHECK (INTERVAL 10 000 FH)	DUE 8942 FH
1C CHECK (INTERVAL 12 M)	DUE 6.7 M (31.MAR.2025)
2C CHECK (INTERVAL 24 M)	DUE 6.7 M (31.MAR.2025)
3C CHECK (INTERVAL 36 M)	DUE 1.6 Y (31.MAR.2026)
4C CHECK (INTERVAL 48 M)	DUE 2.6 Y (31.MAR.2027)
5C CHECK (INTERVAL 60 M)	DUE 3.6 Y (31.MAR.2028)
6C CHECK (INTERVAL 72 M)	DUE 4.6 Y (31.MAR.2029)
8C CHECK (INTERVAL 96 M)	DUE 6.6 Y (31.MAR.2031)
12C CHECK (INTERVAL 144 M)	DUE 10.6 Y (31.MAR.2035)
16C CHECK (INTERVAL 192 M)	DUE 14.6 Y (31.MAR.2039)
12C/8C CHECK (INTERVAL 144 M)	DUE 10.6 Y (31.MAR.2035)
16C/12C CHECK (INTERVAL 192 M)	DUE 14.6 Y (31.MAR.2039)
1500 FH MAINTENANCE	DUE 451 FH
4500 FH MAINTENANCE	DUE 3 464 FH
4800 FH MAINTENANCE	DUE 3 742 FH
9600 FH MAINTENANCE	DUE LH 8566 / RH 8546
4M SCHEDULED	DUE 81 D (30.NOV.2024)
LANDING GEAR INSPECTION	VARIOUS CLOSEST DUE 442 AND 2.6Y
MISCELANEOUS INSP	VARIOUS CLOSEST DUE 4.8 M/409 FH (31.JUL.2027)
HIRF/L SCHEDULED	DUE 6.6 Y (31.MAR.2031)
CFR/RVSM SCHEDULED	DUE 6.1 Y (31.MAR.2025)
APU INSPECTIONS	VARIOUS CLOSEST DUE 6.7 M/121 FH (31.MAR.2025)

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AWL

AIRWORTHINESS INSPECTION SECTION DUE 9 382 LDG

LLP COMPONENTS

HORIZONTAL STABILIZER TRIM ACTUATOR NOT FOUND  
MID LIFE VERIFICATION

HORIZONTAL TRIM SWITCH-DISCARD (800 FC) DUE 182 FC

INBOARD FLAP ACTUATOR (10 000 FC) DUE 9 382 FC

OUTBOARD FLAP ACTUATOR (10 000 FC) DUE 9 382 FC

MAIN LANDING GEAR SHOCK STRUT DUE 3 382 FC

ASSEMBLY – DISCARD (4 000 FC)

MAIN LANDING GEAR INSTALLATION - DUE 19 382 FC  
DISCARD (20 000 FC)

MAIN LANDING GEAR DOOR LOWER ROD DUE 1 382 FC

ASSEMBLY – DISCARD (2 000 FC)

NOSE LANDING GEAR INSTALLATION - DUE 18 182 FC  
DISCARD (18 800 FC)

EMERGENCY LANDING GEAR PRESSURE DUE 31 MAR 2025  
VESSEL – RESTORE (3 Y TEST)

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

CMR – CERTIFICATION MAINTENANCE REQUIREMENT

CMR REQUIREMENT 500 FH	DUE 442 FH
CMR REQUIREMENT 1 000 FH	DUE 909 FH
CMR REQUIREMENT 1 500 FH	DUE 442 FH
CMR REQUIREMENT 2 000 FH	DUE 942 FH
CMR REQUIREMENT 3 000 FH	DUE 1 942 FH
CMR REQUIREMENT 4000 FH	DUE 2 942 FH
CMR REQUIREMENT 4500 FH	DUE 1 942 FH
CMR REQUIREMENT 5000 FH	DUE 4 371 FH
CMR REQUIREMENT 6 500 FH	DUE 5 442 FH
CMR REQUIREMENT 20 000 FH	DUE 18942 FH

AD CROSSCHECK

PERFORMED EASA AND FAA AD LIST

CROSSCHECK

ISR-I-57-2020-06-01 NOT IN PROVIDED LIST

SB CROSSCHECK

PERFORMED NO FINDINGS

DOCUMENT REVIEW	NOTES
<b>ON-BOARD DOCUMENTS</b>	
C of R	# 6859 ISSUED 06.03.2023
ARC	# 6859 VALID THRU 05.03.2025
C of A	# 6859 ISSUED 06.03.2023
NOISE CERTIFICATE	# 1987-23 ISSUED 06.03.2023
RADIO LICENSE	# 297797/LR VALIT THRU 31.12.2027
W&B FORM	AFM FORM
INSURANCE CERTIFICATE	# R01649 VALID THRU 28.01.2025
LOPA – EMERG. EQUIPMENT LOCATION	CL16R02 22.08.2023
MEL	FLIGHT BAG
HIL/STATUS/DEFERRED ITEMS LIST	PROVIDED/CLEARED
INCIDENT ACCIDENT STATUS	PROVIDED NO INCIDENT/ACCIDENT HISTORY
AMP – MAINTENANCE PROGRAM APPROVAL	NOT PROVIDED
DENT&BUCKLE CHART	PROVIDED EMPTY
AFM	AFM G280-1003-1 ISSUED 10 NOV 2016
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	PROVIDED
RVSM APPROVAL CERT	AMI-G280-C100-2253
STEAP APPROACH APPROVAL CERT	PROVIDED
ENGINE No. 1 LOGBOOK	LOG #P130647
ENGINE No. 2 LOGBOOK	LOG #P130647
APU LOG BOOK	LOG #1 P-365
AIRCRAFT LOGBOOK	PROVIDED (DELIVERY FOLDER)
PILOTS GUIDE (FMS, MFDS)	CZ CAA #1 06.03.2023
PILOT QRH	FLIGHT BAG
CHECKLIST EMERGENCY ABNORMAL/PROCEDURE	FLIGHT BAG
CHECKLIST EMERGENCY ABNORMAL/PROCEDURE	FLIGHT BAG
LAST CRS	WP1172 LKPR 28.08.2024
LAST ENGINE INSPECTION	2A CHECK 26.07.2024
MAINTENANCE STATUS	PROVIDED
AD STATUS	PROVIDED
SB STATUS	PROVIDED
STC STATUS	PROVIDED
LLP STATUS	PROVIDED
MAINTENANCE RECORDS	PROVIDED
AIRFRAME RECORDS (TECHLOGS)	PROVIDED
INTERIOR DESIGN DRAWINGS	PROVIDED

CONT. FROM PREVIOUS PAGE

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	
RH WING POSITION LIGHT PROTECTING TAPE SCRATCHED	NEGLIGIBLE
INTERIOR CABIN	
NO FINDING	NEW EXECUTIVE CABIN
LOOSE EQUIPMENT	
CORESPONDS TO LOPA	

## 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



**JETRON**



## Winglets



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## Flaps, Spoilers and Ailerons





## Vertical Stabilizer



## Horizontal Stabilizer



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## Windshields and Side Windows



## Passenger Windows



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## 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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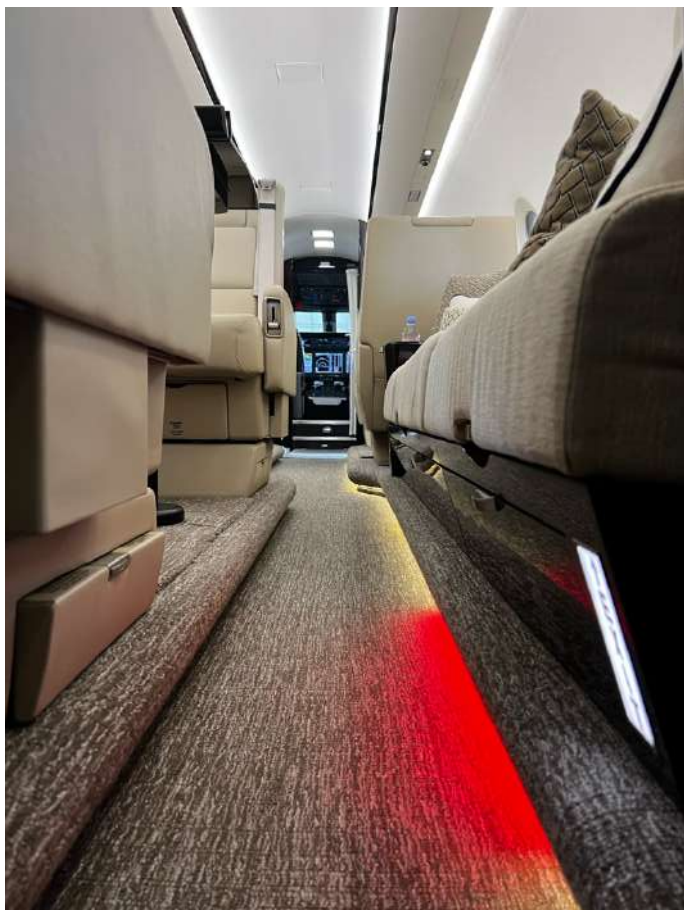


## Galley



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## Carpet



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## Passenger Cabin



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## Lavatory



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## Side Walls, Ceiling Panels



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