

Bombardier Global 6000 OK-GRX

Aircraft Continuous Technical Evaluation

SN: 9799 | **Reg.:** OK-GRX | **Date:** September 2024

Client: Raiffeisen Leasing Prague



The Aircraft

Aircraft model Bombardier Global 6000			
Aircraft Serial Number	9799	Aircraft Registration No.	OK-GRX
Date of manufacture	25.06.2017	Date placed in service	01.03.2018
Total time (As of 02.09.2024)	2 153:43	Total Landings (As of 02.09.2024)	1 080
Engine model Rolls-Royce BR700-710A2-20 (As of 02.09.2024)			
Engine 1 S/N	22729	Engine 2 S/N	22728
Engine 1 Total time	2 153:43	Engine 2 Total time	2 153:43
Engine 1 Total cycles	1 080	Engine 2 Total cycles	1 080
APU model RE220[GX] (As of 02.09.2024)			
APU Serial Number	P-927		
APU Total time	1 483	APU Total cycles	2 017

SUPPORT PROGRAM

Airframe: SmartParts Preferred + Landing Gear Overhaul

Engines: RollsRoyce Corp. Care – **current unpaid balance \$79,896.56**

APU: MSP Gold

LAST PERFORMED MAINTENANCE

OTHERS

- ✦ The aircraft has been operated and maintained in EASA environment.
- ✦ Ka-Band Internet installed
- ✦ The aircraft experienced Lightning Strike in 11/2022. Released under CRS no.MO83825
- ✦ The aircraft experienced RG winglet and NWAs damage in 02/2024. Released under CRS no.WO-24GRX14627-CH

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.

Bombardier Global 6000

The Bombardier Global 6000 is a top-tier, ultra-long-range business jet, known for its exceptional performance, luxurious cabin, and cutting-edge technology. Manufactured by Bombardier Aerospace, this aircraft is part of the Global series, which is designed to meet the needs of discerning business travelers who require speed, range, and comfort for long-haul flights.

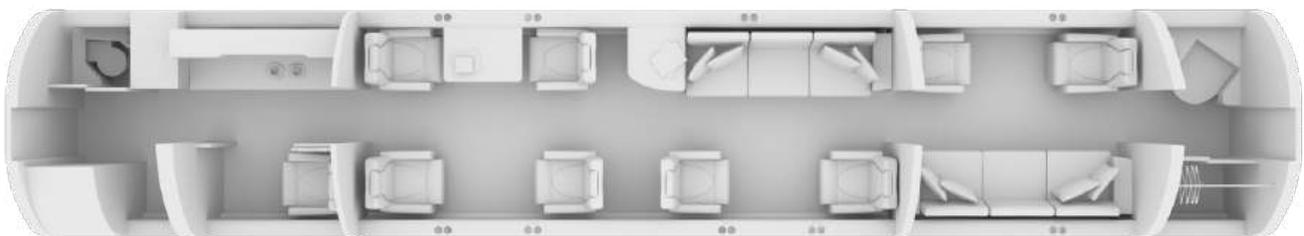
Launched in 2012, the Global 6000 quickly established itself as one of the most advanced business jets in the world. It was designed to provide intercontinental range with unmatched comfort and versatility, making it ideal for executives, government officials, and high-net-worth individuals who demand the best in private air travel.

The Bombardier Global 6000 is powered by two Rolls-Royce BR710A2-20 turbofan engines, which deliver high thrust and fuel efficiency. This allows the aircraft to achieve a maximum cruising speed of Mach 0.89 (approximately 682 mph or 1,100 km/h). The Global 6000 has an impressive range of 6,000 nautical miles (11,112 kilometers), enabling non-stop flights from New York to Tokyo, London to Los Angeles, or Dubai to Chicago. One of the standout features of the Global 6000 is its superior short-field performance. Despite its size and range, it can operate from shorter runways, giving it access to airports that many other long-range jets cannot utilize.

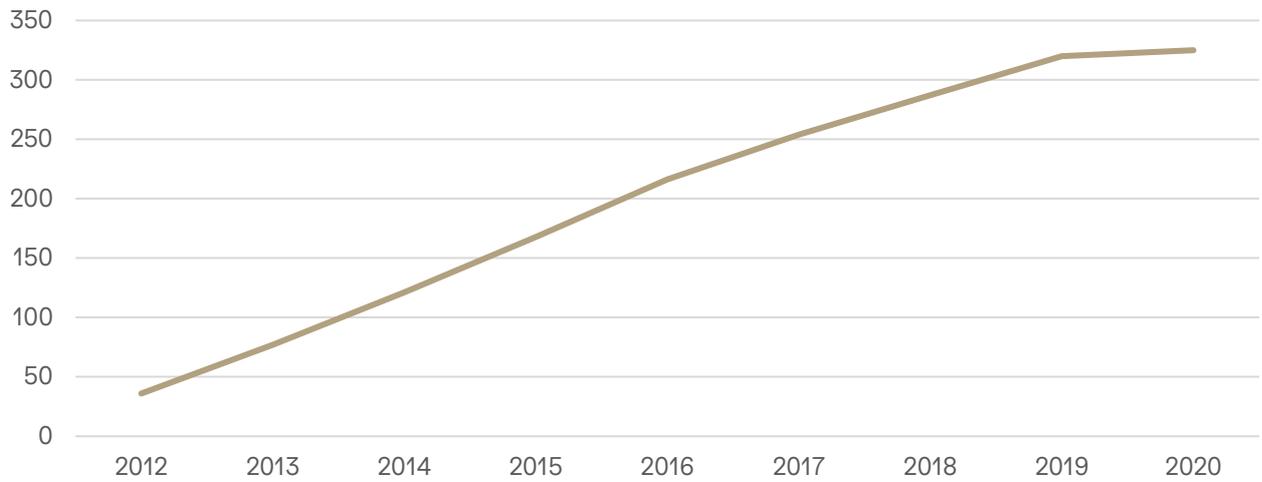
The cabin of the Global 6000 is a benchmark for luxury and comfort. It can accommodate up to 19 passengers, depending on the configuration, and offers a spacious and quiet environment for work or relaxation. The cabin is divided into three distinct zones, providing a high degree of flexibility for passengers. The Global 6000 also features large windows that allow plenty of natural light to flood the cabin, enhancing the sense of space and providing excellent views.

The Global 6000 is equipped with Bombardier's Vision Flight Deck, which includes advanced avionics, a heads-up display (HUD), and the Synthetic Vision System (SVS). This suite of technology enhances safety and situational awareness for pilots, allowing for smoother and more efficient flights.

Additionally, the aircraft features an advanced cabin management system, allowing passengers to control lighting, temperature, and entertainment options via touchscreens or mobile devices.

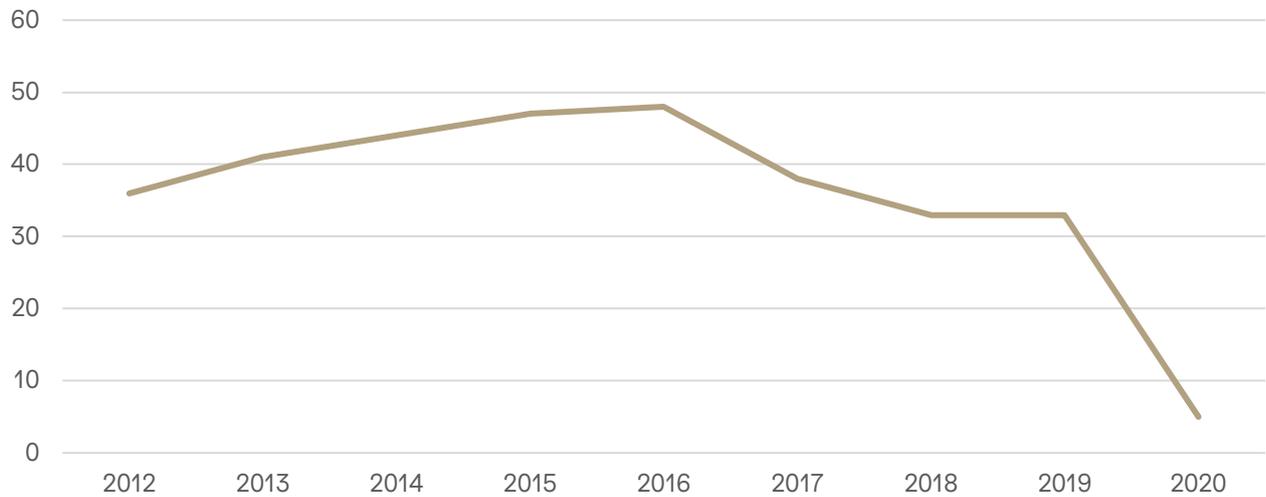


Bombardier Global 6000 deliveries



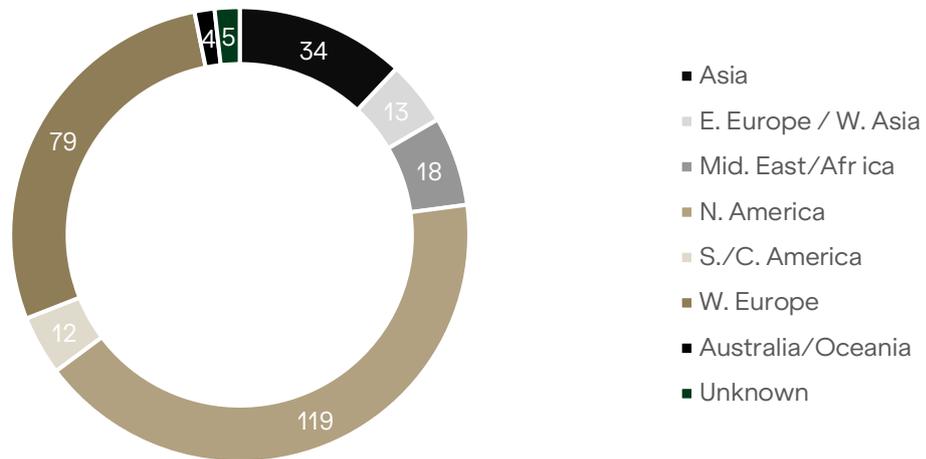
A total of 327 Global 6000 aircraft have been produced so far with 313 in active operation.

Global 6000- Deliveries throughout the years



Most of the Global 6000s are currently located in North America (119), 34 units in Asia, 13 in Eastern Europe/Western Asia, 18 in Middle East/Africa, 12 units in South America and 79 units in Western Europe and, 4 units in Australia/Oceania a 5 in unknown location.

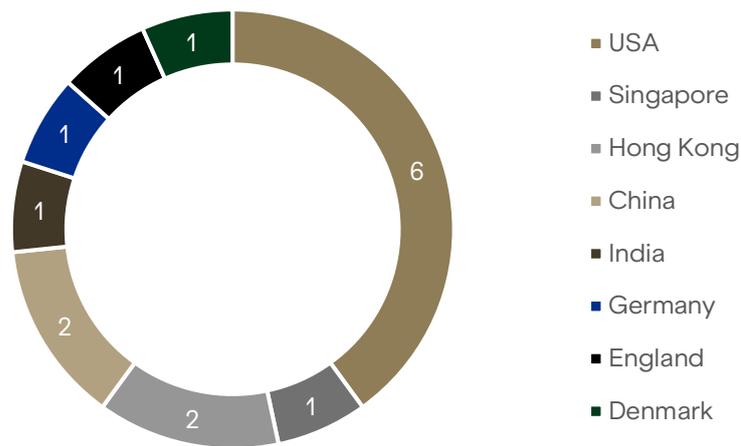
Global 6000 Distribution by Geography



General Market Statistics

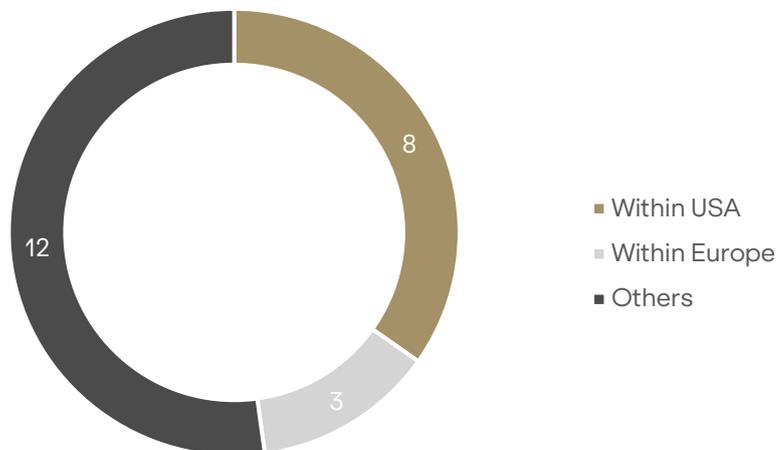
There are currently 12 Bombardier Global 6000s available for sale on the open market. Another 3 units are currently being offered “Off market”. This number represents 4,79% of all actively flying Global 6000s worldwide. A healthy pre-owned market typically offers 10% or more of all units in the active fleet, indicating that the Global 6000 market is still in the seller’s favor. 6 units are being offered in USA, 3 units are available for sale in Europe and 6 units in Asia.

Global 6000 for sale worldwide



23 units were sold on the pre-owned market so far this year. Last year, 30 Global 6000s were sold. This year, 8 transaction took place within USA, 1x USA to Brazil, 1x China to Russia, 1x Cyprus to USA, 1x within Canada, 1x B.V.I to Malta, 1x Switzerland to Portugal, 1x USA to Mexico, 1x Cyprus to England, 1x USA to

Global 6000 transactions in 2024



Spain, 1x within Taiwan, 1x Qatar to Georgia, 1x within Cayman Islands, 1x England to USA, 1x USA to Russia and 1x from unknown seller to Russia.

How OK-GRX / 9799 relates to other available aircraft

If OK-GRX were to enter the pre-owned market now, it would be the youngest Global 6000 currently available. With little bit over 2,000 hours it would also belong to the lowest total time units.

With 60M Inspection performed last year, RRCC engines program, MSP Gold APU program and Smart Parts Preferred Airframe program it would appeal to most of the potential buyers.

OK-GRX 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. The aft cabin is equipped with two opposite divans, which is the most preferred configuration.

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	Asking Price \$
9505	N75KH	USA	2013	2 737	RRCC	SmartParts Plus	MSP	25 000 000
9524	N199LA	USA	2012	4 910	RRCC	None	None	Make Offer
9526	N9PS	USA	2012	3 136	RRCC	SmartParts Plus	MSP	24 495 000
9527	VT-JSY	India	2014	3 455	RRCC	SmartParts	MSP Gold	24 500 000
9529	N1812C	USA	2013	3 388	RRCC Enhanced	SmartParts Plus	MSP Gold	Make Offer
9530	N805WM	USA	2013	3 359	RRCC	SmartParts Plus	MSP Gold	Make Offer
9540	VP-CZL	USA	2014	3 182	RRCC	None	MSP	24 995 000
9574	N533LM	China	2013	1 988	RRCC	SmartParts Plus	MSP	22 350 000
9603	M-ABON	England	2015	4 750	RRCC	SmartParts Plus	MSP	27 500 000
9612	OY-SPA	Denmark	2015	938	RRCC Enhanced	SmartParts Plus	MSP Gold	High 20s
9688	T7-DAL	Singapore	2015	5 977	JSSI (Pro Rata)	JSSI Parts	JSSI	Make Offer
9686	VP-CAF	Hong Kong	2016	2 293	RRCC	SmartParts	MSP Gold	Make Offer
9705	VP-CZJ	China	2016	1 690	RRCC	SmartParts Plus	MSP Gold	26 500 000
9760	VP-CEJ	Hong Kong	2017	1 950	RRCC	SmartParts Plus	MSP Gold	27 250 000
9765	D-AIFL	Germany	2017	1 780	RRCC	SmartParts preferred	MSP Gold	31 500 000

Serial number 9760

This is a 2017 YOM unit based in Hong Kong. It has 1 950 hours total time, RRCC engines program, MSP Gold APU program and Smart Parts Plus airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. 60M Insp. performed in 8/2022. No Wi-Fi, only Ka-band provisions. Asking price: \$27 250 000. The aircraft is being offered Off market.

Serial number 9765

This is a 2017 YOM unit based in Germany. It has 1 780 hours total time, RRCC engines program, MSP Gold APU program and Smart Parts Preferred airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. Partial cabin refurbishment in 2022. Swift Broadband Wi-Fi. Asking price: \$31 500 000.

The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	Airframe Program	APU Plan	Asking Price \$	Sold Price \$
9476	N711LS	USA	2013	5 578	RRCC	SmartParts	MSP	24ish	
9523	N770BC	USA	2013	3 713	RRCC	SmartParts	MSP	26 500 000	
9554	OE-LGY	Austria	2014	2 781	RRCC	None	MSP GOLD	23 500 000	
9564	XA-ABV	Mexico	2014	2 050	RRCC	Yes	MSP	27 500 000	
9599	N626J	USA	2014	4 054	None	SmartParts Plus	MSP	17 850 000	
9729	VP-CGL	Singapore	2017	902	RRCC	SmartParts	MSP Gold	31 950 000	quite close to asking
9733	N610SW	USA	2016	2 542	RRCC	SmartParts Plus	MSP	29 995 000	28 500 000
9754	M-CMHS	EU	2017	2 244	RRCC	None	None	mid to high 20s	28 000 000
9772	N1886S	USA	2017	2 572	RRCC	None	MSP	Make Offer	just above 30M
9805	HB-JSK	Switzerland	2018	1 001	None	None	None	start with number 3	

Serial number 9729

This is a 2017 YOM unit based in Singapore. It has 902 hours total time, RRCC engines program, MSP Gold APU program and Smart Parts airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. SBB Wi-Fi. Asking price was \$31 950 000. The aircraft was sold in 7/2024 "quite close to the asking price".

Serial number 9733

This is a 2016 YOM unit based in USA. It has 2 542 hours total time, RRCC engines program, MSP APU program and Smart Parts Plus airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. New paint in 2020, new interior in 2021. KA-Band Wi-Fi. Asking price was \$29 995 000. The aircraft was sold in 7/2024 for \$28 500 000.

Serial number 9754

This is a 2017 YOM unit based in EU. It has 2 244 hours total time, RRCC engines program, No APU program and No airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. SBB Wi-Fi. Asking price was in "mid to high 20s mil USD. The aircraft was sold in 1/2024 for \$28 000 000.

Serial number 9772

This is a 2017 YOM unit based in USA. It has 2 572 hours total time, RRCC engines program, MSP APU program and No airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. KA-Band Wi-Fi. Asking price was Make Offer. The aircraft was sold in 1/2024 "Just above 30mil USD".

Value Estimate for OK-GRX / 9799

In estimating the value of OK-GRX 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 1,000,000 USD
- ▶ 1 Flight Hour is worth approximately 600 USD

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 SN9729

The aircraft was sold in 7/2024 "quite close" to asking price of \$31 950 000.

$31,000,000 + 1,000,000$ /for vintage difference - $600 * (2,153 - 902)$ /for Total Time difference/ =
31,249,400.

31,249,400 USD would be the fair market value when compared to SN9729.

When compared to SN9733

The aircraft was sold in 7/2024 for \$28 500 000.

$28,500,000 + 2,000,000$ /for vintage difference/ + $600 * (2,542 - 2,153)$ /for Total Time difference/
=30,733,400.

30,733,400 USD would be the fair market value when compared to SN9733.

When compared to SN9754

The aircraft was sold in 1/2024 for \$28 000 000.

$28,000,000 + 1,000,000$ /for vintage difference + $600 * (2,244 - 2,153)$ /for Total Time difference/ =
29,054,600.

29,054,600 USD would be the fair market value when compared to SN9754.

When compared to SN9772

The aircraft was sold in 1/2024 “just above 30M USD”.

$30,100,000 + 1,000,000$ /for vintage difference + $600 * (2,572 - 2,153)$ /for Total Time difference/ =
31,351,400.

31,351,400 USD would be the fair market value when compared to SN9772.

With the above references to current offerings and real world trading conditions as a guideline, we believe that OK-GRX / 9799 has a retail value in today’s market of approximately 30,500,000 - 31,000,000 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 GLOBAL 6000 was manufactured 25 JUN 2017 with EASA TCDS IM.A.009 and has been Operated by Eclair Aviation s.r.o since 2018.

CURRENT AIRCRAFT STATUS:

Current times as of 02.SEP 2024

AIRFRAME GLOBAL 6000 P/N BD-700-1A10 S/N 9799

FLIGHT HOURS : **2153:43**

FLIGHT CYCLES : **1080**

ENGINE ROLLS-ROYCE P/N BR700—710A2-20 S/N 22729

FLIGHT HOURS: **2153:43**

FLIGHT CYCLES: **1080**

ENGINE ROLLS-ROYCE P/N BR700—710A2-20 S/N 22728

FLIGHT HOURS: **2153:43**

FLIGHT CYCLES: **1080**

APU HONEYWELL MODEL RE220 (Gx) P/N WE3800714-1 S/N P-927

FLIGHT HOURS: **1483**

APU CYCLES: **2017**

AIRCRAFT MAINTENANCE EVALUATION

BOMBARDIER BD-710-1A10 (GLOBAL 6000) was built in Canada. The aircraft is fully compliant for EASA operations.

There are two STCs performed on this aircraft

Documents are well maintained and found reliable; faults mostly recorded by maintenance and rectified continuously. Engine and Airframe documentation is available.

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

There are some items necessary to take into consideration:

- Clarify AD Status CAN/FAA/EASA and ad status for missing ADs
- Engine maintenance seems to correspond to available documents but crosscheck with TLM is recommended
- Maintenance program approval was not provided

CONCLUSIONS

Aircraft is compliant with EASA requirements. Aircraft is well maintained, and its documentation is well maintained, and records are trackable to its birth including Build Status.

Aircraft overall evaluation can be considered as Excellent (if AD Status cleared)

RECENT FLIGHT HISTORY

ECLAIR AVIATION		AIRPLANE TECHNICAL LOG & SECURITY SEARCH RECORD								Eclair Aviation, s.r.o., Dédinská 893/29, 161 00 Praha 6, Czech Republic			
LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE	
1	3.9.24	BCC201	LWP2	LFH	(RYP)	AVK	PSA		LTR	LBS	14000	LBS	REASON
2													
LEG	GROUND DE-ICE		PIC PRE-FLIGHT SIGNATURE		BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS
1	FLUID TYPE	MKTR	START								2040	2049	1
2													
SECURITY SEARCH RECORD	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A CHAPTER 10.5. AND OPERATIONAL MANUAL PART B CHAPTER 2.0.13				PREVIOUS FLIGHT DESTINATION: LFTH		REMARKS:		
	CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR										
	Departure	Arrival	Departure	Arrival									
1													
2													
DEFECT REPORT (MEL CODE / HIL)					NAME / SIGNATURE	ACTION REPORT							NAME / SIGNATURE
1													
2													
3													
4													
5													
COMPONENT CHANGED	DESCRIPTION		PIN		S/N OFF		S/N ON		OIL UPLIFT		HYDRAULICS UPLIFT		NAME / SIGNATURE
	LH ENG	RH ENG	APU										
ORGANIZATION	Other:	DATE / TIME	LICENCE NO.		NAME / SIGNATURE*		* CERTIFIES THAT THE WORK SPECIFIED EXCEPT AS OTHERWISE SPECIFIED WAS CARRIED OUT IN ACCORDANCE WITH PART-145 AND IN RESPECT TO THAT WORK THE AIRCRAFT IS CONSIDERED READY FOR RELEASE TO SERVICE.						
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight		1) Defect reference number		Type of Aircraft		Aircraft registration		LOG NUMBER: 000756					
PE 145.0059		29.9.2024 14:00 UTC		Licence No. CZ.66.4029 811		JAKO ELSZE							

date: 10.1.2020

Ref. No.: F077R00

1/4

ECLAIR AVIATION		AIRPLANE TECHNICAL LOG & SECURITY SEARCH RECORD								Eclair Aviation, s.r.o., Dédinská 893/29, 161 00 Praha 6, Czech Republic			
LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE	
1									LTR	LBS		LBS	REASON
2													
LEG	GROUND DE-ICE		PIC PRE-FLIGHT SIGNATURE		BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS
1	FLUID TYPE	MKTR	START										
2													
SECURITY SEARCH RECORD	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A CHAPTER 10.5. AND OPERATIONAL MANUAL PART B CHAPTER 2.0.13				PREVIOUS FLIGHT DESTINATION: LFTH		REMARKS:		
	CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR										
	Departure	Arrival	Departure	Arrival									
1													
2													
DEFECT REPORT (MEL CODE / HIL)					NAME / SIGNATURE	ACTION REPORT							NAME / SIGNATURE
1	DURING POST FLIGHT CHECK FOUND: DEEP CUT IN MLC TIRE No.1 MLC TIRE No.2 WORN TO LIMIT					INSTALLED NEW MLC ASSY No.1, No.2 IAW 66000 AHM - 32-41-01							
2						FOR MORE DETAILS SEE WO: 4037198							
3													
4													
5													
COMPONENT CHANGED	DESCRIPTION		PIN		S/N OFF		S/N ON		OIL UPLIFT		HYDRAULICS UPLIFT		NAME / SIGNATURE
	LH ENG	RH ENG	APU										
ORGANIZATION	Other:	DATE / TIME	LICENCE NO.		NAME / SIGNATURE*		* CERTIFIES THAT THE WORK SPECIFIED EXCEPT AS OTHERWISE SPECIFIED WAS CARRIED OUT IN ACCORDANCE WITH PART-145 AND IN RESPECT TO THAT WORK THE AIRCRAFT IS CONSIDERED READY FOR RELEASE TO SERVICE.						
PE 145.0059		29.9.2024 14:00 UTC		Licence No. CZ.66.4029 811		JAKO ELSZE		LOG NUMBER: 000755					

date: 10.1.2020

Ref. No.: F077R00

1/4

LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE			
									LTR	LBS		LBS	REASON		
1	23.8.24	ECC701	LKPB	LFTV	210	N16	KOU			2100	2100				
2	23.8.24	ECC702	LFTV	LKPB	210	N16	KOU			17800	17800				
LEG	GROUND DE-ICE			PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS		
FLUID TYPE	MXTR	START													
1					13:00	13:22	14:53	15:00	12800		1:05	1:38	1		
2					16:20	16:34	17:51	18:00	7400		1:05	1:17	1		
SECURITY SEARCH RECORD	LEG	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A CHAPTER 10.2 AND OPERATIONAL MANUAL PART B CHAPTER 2.6.13	PREVIOUS FLIGHT DESTINATION: EDDG	REMARKS:	THIS LOG	BR. FRWD	TOTAL				
		CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR											
		Departure	Arrival	Departure	Arrival										
		1													
2								27500	1000						
DEFECT REPORT (MEL CODE / HIL)						NAME / SIGNATURE	1)	ACTION REPORT				NAME / SIGNATURE			
1															
2															
3															
4															
5															
COMPONENT CHANGED	DESCRIPTION	P/N	S/N OFF	S/N ON	FLUID UPLIFT	OIL UPLIFT			NAME / SIGNATURE	HYDRAULICS UPLIFT	NAME / SIGNATURE				
						LH ENG	RH ENG	APU							
						1									
						2									
ORGANIZATION						Other:	DATE / TIME	LICENCE NO.	NAME / SIGNATURE*	* CERTIFIES THAT THE WORK SPECIFIED EXCEPT AS OTHERWISE SPECIFIED WAS CARRIED OUT IN ACCORDANCE WITH PART-145 AND IN RESPECT TO THAT WORK THE AIRCRAFT IS CONSIDERED READY FOR RELEASE TO SERVICE					
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight						1) Defect reference number		Type of Aircraft Bombardier GL6000	Aircraft registration OK-GRX	LOG NUMBER: 000754					

Date: 10.1.2020

Ref. No.: F077R00

14

LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE			
									LTR	LBS		LBS	REASON		
1	23/8/24	ECC701	LKPB	EDDG	210	N16	KOU			3378	3378				
2	24/8/24	ECC702	EDDG	LKPB	210	N16	KOU			9900	9900				
LEG	GROUND DE-ICE			PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS		
FLUID TYPE	MXTR	START													
1					10:15	10:29	11:18	11:20	9400		1:05	1:49	1		
2					8:40	8:51	9:41	9:50	5500		1:10	1:50	1		
SECURITY SEARCH RECORD	LEG	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A CHAPTER 10.2 AND OPERATIONAL MANUAL PART B CHAPTER 2.6.13	PREVIOUS FLIGHT DESTINATION: LFTV	REMARKS:	THIS LOG	BR. FRWD	TOTAL				
		CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR											
		Departure	Arrival	Departure	Arrival										
		1													
2								2100	55	1078					
DEFECT REPORT (MEL CODE / HIL)						NAME / SIGNATURE	1)	ACTION REPORT				NAME / SIGNATURE			
1															
2															
3															
4															
5															
COMPONENT CHANGED	DESCRIPTION	P/N	S/N OFF	S/N ON	FLUID UPLIFT	OIL UPLIFT			NAME / SIGNATURE	HYDRAULICS UPLIFT	NAME / SIGNATURE				
						LH ENG	RH ENG	APU							
						1									
						2									
ORGANIZATION						Other:	DATE / TIME	LICENCE NO.	NAME / SIGNATURE*	* CERTIFIES THAT THE WORK SPECIFIED EXCEPT AS OTHERWISE SPECIFIED WAS CARRIED OUT IN ACCORDANCE WITH PART-145 AND IN RESPECT TO THAT WORK THE AIRCRAFT IS CONSIDERED READY FOR RELEASE TO SERVICE					
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight						1) Defect reference number		Type of Aircraft Bombardier GL6000	Aircraft registration OK-GRX	LOG NUMBER: 000753					

Date: 10.1.2020

Ref. No.: F077R00

14

**AIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORD**

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

LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT			IND. FUEL LBS	UPLIFT DIFFERENCE		
									LTR	LBS			LBS	REASON	
1	23.8.2024	ECC702	HEAL	LFTH	RYP	PAZ	PEA		10910			24700	-	-	
2	23.8.2024	ECC703	LFTH	LKPR	RYP	PAZ	PEA					11500	-1000	CTO/APU	
LEG	FLUID TYPE	GROUND DE-ICE MXTR	START	PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS		
1	-	-	-	[Signature]	08:20	08:36	11:36	11:45	12500	[Signature]	3:25	3:00	1		
2	-	-	-	[Signature]	12:40	12:50	14:16	14:30	6800	[Signature]	1:50	1:26	1		
SECURITY SEARCH RECORD	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A, CHAPTER 10.5, AND OPERATIONAL MANUAL PART B CHAPTER 2.6.13				PREVIOUS FLIGHT DESTINATION: LFTH		REMARKS:				
	CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR		LEG		OIL UPLIFT		NAME / SIGNATURE		HYDRAULICS UPLIFT				
	Departure	Arrival	Departure	Arrival	LH ENG	RH ENG	APU								
1	RYP 08:30	RYP 12:00	RYP 08:30	RYP 12:00											
2	RYP 12:00	RYP 14:16	RYP 12:00	RYP 14:16											
DEFECT REPORT (MEL CODE / HIL)				NAME / SIGNATURE				ACTION REPORT				NAME / SIGNATURE			
NIL															
DESCRIPTION				LEG				OIL UPLIFT		NAME / SIGNATURE		HYDRAULICS UPLIFT			
P/N				LH ENG				RH ENG		APU					
S/N OFF															
S/N ON															
ORGANIZATION				DATE / TIME				LICENCE NO.				NAME / SIGNATURE*			
Other:															
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight				1) Defect reference number				Type of Aircraft Bombardier GL6000				Aircraft registration OK-GRX		LOG NUMBER: 000752	

Date: 10.1.2020

Ref. No.: F077R00

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**AIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORD**

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

LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT			IND. FUEL LBS	UPLIFT DIFFERENCE		
									LTR	LBS			LBS	REASON	
1	19.8.2024	ECC702	LKPR	LFTH	RYP	PAZ	PEA		9262			22500	-	-	
2	19.8.2024	ECC701	LFTH	HEAL	RYP	PAZ	PEA					16000	-800	APU	
LEG	FLUID TYPE	GROUND DE-ICE MXTR	START	PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS		
1	-	-	-	[Signature]	07:30	07:40	09:01	09:10	16800	[Signature]	1:40	1:21	1		
2	-	-	-	[Signature]	10:30	10:40	13:33	13:45	6300	[Signature]	3:15	2:53	1		
SECURITY SEARCH RECORD	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A, CHAPTER 10.5, AND OPERATIONAL MANUAL PART B CHAPTER 2.6.13				PREVIOUS FLIGHT DESTINATION: LFTH		REMARKS:				
	CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR		LEG		OIL UPLIFT		NAME / SIGNATURE		HYDRAULICS UPLIFT				
	Departure	Arrival	Departure	Arrival	LH ENG	RH ENG	APU								
1	RYP 08:30	RYP 12:00	RYP 08:30	RYP 12:00											
2	RYP 12:00	RYP 14:16	RYP 12:00	RYP 14:16											
DEFECT REPORT (MEL CODE / HIL)				NAME / SIGNATURE				ACTION REPORT				NAME / SIGNATURE			
NIL															
DESCRIPTION				LEG				OIL UPLIFT		NAME / SIGNATURE		HYDRAULICS UPLIFT			
P/N				LH ENG				RH ENG		APU					
S/N OFF															
S/N ON															
ORGANIZATION				DATE / TIME				LICENCE NO.				NAME / SIGNATURE*			
Other:															
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight				1) Defect reference number				Type of Aircraft Bombardier GL6000				Aircraft registration OK-GRX		LOG NUMBER: 000751	

Date: 10.1.2020

Ref. No.: F077R00

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LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE	
									LTR	LBS		LBS	REASON
1													
2													
LEG	GROUND DE-ICE			PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS
	FLUID TYPE	MXTR	START										
1													
2													
SECURITY SEARCH RECORD	LEG	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A, CHAPTER 18.5, AND OPERATIONAL MANUAL PART B CHAPTER 2.9.13	PREVIOUS FLIGHT DESTINATION: LFTH	REMARKS:	THIS LOG	UPLIFT DIFFERENCE			
		CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR						LBS	REASON		
		Departure	Arrival	Departure	Arrival								
		1											
2													
DEFECT REPORT (MEL CODE / HIL)						NAME / SIGNATURE	1)	ACTION REPORT				NAME / SIGNATURE	
1) MX ENTRY AS PER EXAIR CAMO REQUEST						OKGR		1) T/R DEPLOY RELAYS SWAPPED FOR FURTHER TROUBLESHOOTING				OKGR	
								2) FOR MORE DETAILS SEE WIP: MO 87144					
COMPONENT CHANGED	DESCRIPTION		LEG	OIL UPLIFT			NAME / SIGNATURE	HYDRAULICS UPLIFT		NAME / SIGNATURE			
	P/N			LH ENG	RH ENG	APU							
	S/N OFF												
	S/N ON												
ORGANIZATION: DE 145.0053						DATE / TIME: 19.03.2024	LICENCE NO.:	NAME / SIGNATURE: OKGR	* CERTIFIES THAT THE WORK SPECIFIED EXCEPT AS OTHERWISE SPECIFIED WAS CARRIED OUT IN ACCORDANCE WITH PART-145 AND IN RESPECT TO THAT WORK THE AIRCRAFT IS CONSIDERED READY FOR RELEASE TO SERVICE				
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight						1) Defect reference number		Type of Aircraft: Bombardier GL6000	Aircraft registration: OK-GRX	LOG NUMBER: 000750			

Date: 10.1.2020

Ref. No.: F077R00

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LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE	
									LTR	LBS		LBS	REASON
1	11.8.24	00206	EU36	LFTH	RYP	AVD	1000		0252		18700		
2	11.8.24	00207	LFTH	L102	RYP	AVD	1000				18200		
LEG	GROUND DE-ICE			PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS
	FLUID TYPE	MXTR	START										
1					1325	1330	1453	1510	1300		1125	123	1
2					1235	1255	1722	1735	2200		200	127	1
SECURITY SEARCH RECORD	LEG	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A, CHAPTER 18.5, AND OPERATIONAL MANUAL PART B CHAPTER 2.9.13	PREVIOUS FLIGHT DESTINATION: LFTH	REMARKS:	THIS LOG	UPLIFT DIFFERENCE			
		CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR						LBS	REASON		
		Departure	Arrival	Departure	Arrival								
		1											
2													
DEFECT REPORT (MEL CODE / HIL)						NAME / SIGNATURE	1)	ACTION REPORT				NAME / SIGNATURE	
COMPONENT CHANGED	DESCRIPTION		LEG	OIL UPLIFT			NAME / SIGNATURE	HYDRAULICS UPLIFT		NAME / SIGNATURE			
	P/N			LH ENG	RH ENG	APU							
	S/N OFF												
	S/N ON												
ORGANIZATION: Other:						DATE / TIME:	LICENCE NO.:	NAME / SIGNATURE: OKGR	* CERTIFIES THAT THE WORK SPECIFIED EXCEPT AS OTHERWISE SPECIFIED WAS CARRIED OUT IN ACCORDANCE WITH PART-145 AND IN RESPECT TO THAT WORK THE AIRCRAFT IS CONSIDERED READY FOR RELEASE TO SERVICE				
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight						1) Defect reference number		Type of Aircraft: Bombardier GL6000	Aircraft registration: OK-GRX	LOG NUMBER: 000749			

Date: 10.1.2020

Ref. No.: F077R00

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LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE	
									LTR	LBS		LBS	REASON
1	9/2/24	EC074	LSGS	LFTH	RYP	NJK	600				16700		
2	9/15/24	EC075	LFTH	EH3K	RYP	NJK	600						
LEG	GROUND DE-ICE			PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS
	FLUID TYPE	MXTR	START										
1				[Signature]		9:00	9:54	9:55	13500	[Signature]	1:05	45'	1
2				[Signature]		10:12	11:36	11:00	7900	[Signature]	1:45	1:54	1
SECURITY SEARCH RECORD	LEG	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A CHAPTER 10.5. AND OPERATIONAL MANUAL PART B CHAPTER 2.2.13	PREVIOUS FLIGHT DESTINATION: LKOR				THIS LOG	2° 03'	2
		CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR			REMARKS:						
		Departure	Arrival	Departure	Arrival								
		1	[Signature]	[Signature]	[Signature]		[Signature]						
2	[Signature]	[Signature]	[Signature]	[Signature]									
COMPONENT CHANGED	DEFECT REPORT (MEL CODE / HIL)				NAME / SIGNATURE	1)	ACTION REPORT				NAME / SIGNATURE		
COMPONENT CHANGED	DESCRIPTION				LEG	OIL UPLIFT			NAME / SIGNATURE	HYDRAULICS UPLIFT	NAME / SIGNATURE		
	P/N					LH ENG	RH ENG	APU					
	S/N OFF					1							
	S/N ON					2							
				REMARKS:				REMARKS:					
ORGANIZATION		Other:		DATE / TIME		LICENCE NO.		NAME / SIGNATURE*		* CERTIFIES THAT THE WORK SPECIFIED EXCEPT AS OTHERWISE SPECIFIED WAS CARRIED OUT IN ACCORDANCE WITH PART-145 AND IN RESPECT TO THAT WORK THE AIRCRAFT IS CONSIDERED READY FOR RELEASE TO SERVICE			
WHITE (ORIGINAL) – send to ECLAIR OPS, after completing BLUE (1 st COPY) – keep in the logbook YELLOW (2 nd and 3 rd COPY) – leave on the ground before flight				1) Defect reference number		Type of Aircraft Bombardier GL6000		Aircraft registration OK-GRX		LOG NUMBER: 000748			

Date: 10.1. 2020

Ref. No.: F077R00

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LEG	DATE	FLIGHT NUMBER	DEP	DEST	PIC	FO	ACM 1	ACM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE	
									LTR	LBS		LBS	REASON
1	6.8.24	EC073	L102	LSGS	RYP	NJK				8337	2200		
2													
LEG	GROUND DE-ICE			PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS
	FLUID TYPE	MXTR	START										
1				[Signature]		11:59	12:02	12:02	12:00	[Signature]	1:43	1:13	1
2													
SECURITY SEARCH RECORD	LEG	PIC SIGNATURE**				**HEREBY CERTIFY THAT SECURITY SEARCH WAS PERFORMED IN ACCORDANCE WITH ECLAIR OPERATIONAL MANUAL PART A CHAPTER 10.5. AND OPERATIONAL MANUAL PART B CHAPTER 2.2.13	PREVIOUS FLIGHT DESTINATION: LSGS				THIS LOG	1:13	1
		CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR			REMARKS:						
		Departure	Arrival	Departure	Arrival								
		1	[Signature]	[Signature]	[Signature]		[Signature]						
2	[Signature]	[Signature]	[Signature]	[Signature]									
COMPONENT CHANGED	DEFECT REPORT (MEL CODE / HIL)				NAME / SIGNATURE	1)	ACTION REPORT				NAME / SIGNATURE		
COMPONENT CHANGED	DESCRIPTION				LEG	OIL UPLIFT			NAME / SIGNATURE	HYDRAULICS UPLIFT	NAME / SIGNATURE		
	P/N					LH ENG	RH ENG	APU					
	S/N OFF					1	1,02	1,02				0,02	
	S/N ON					2							
				REMARKS:				REMARKS:					
ORGANIZATION		Other:		DATE / TIME		LICENCE NO.		NAME / SIGNATURE*		* CERTIFIES THAT THE WORK SPECIFIED EXCEPT AS OTHERWISE SPECIFIED WAS CARRIED OUT IN ACCORDANCE WITH PART-145 AND IN RESPECT TO THAT WORK THE AIRCRAFT IS CONSIDERED READY FOR RELEASE TO SERVICE			
WHITE (ORIGINAL) – send to ECLAIR OPS, after completing BLUE (1 st COPY) – keep in the logbook YELLOW (2 nd and 3 rd COPY) – leave on the ground before flight				1) Defect reference number		Type of Aircraft Bombardier GL6000		Aircraft registration OK-GRX		LOG NUMBER: 000747			

Date: 10.1. 2020

Ref. No.: F077R00

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MAINENANCE REVIEW

ITEM	STATUS NOTE
REGISTRATION	OK-GRX
PREVIOUS	C-FUGP,
AIRCRAFT TYPE	GLOBAL G6000, MODEL BD-700-1A10
AIRCRAFT SERIAL	9799
AIRCRAFT OWNER	CERRINI s.r.o. IČO 98958250, Vladislavova 1390/17, Nové Město, 110 00
AIRCRAFT OPERATOR	Eclair Aviation s.r.o, Dědinská 29, 161 00, Praha 6

ENGINE DETAILS

AIRCRAFT TOTAL FH	2153:43
AIRCRAFT TOTAL FC	1080
LH ENGINE – ENGINE TYPE	ROLLS-ROYCE
LH ENGINE – MFG No.	BR700-710A2-20
LH ENGINE – S/N / MFG DATE	22729
LH ENGINE – TOTAL FH (TSN)	2153:43
LH ENGINE – TOTAL FC (CSN)	1080
LH ENGINE – FH SINCE OVH (TSO)	N/A
RH ENGINE – ENGINE TYPE	BR700-710A2-20
RH ENGINE – MFG. No.	22728
LH ENGINE – S/N / MFG DATE	141454
RH ENGINE – TOTAL FH (TSN)	2153:43
RH ENGINE – TOTAL FC (CSN)	1080
RH ENGINE – TIME SINCE OVH (TSO)	N/A
APU – ENGINE TYPE	RE220 (BX)
APU – MFG. No.	WE3800714-1
APU – S/N / MFG DATE	P-927
APU – TOTAL FH (TSN)	1483
APU – TOTAL FC (CSN)	1080
APU – TIME SINCE OVH (TSO)	N/A

ENGINE INSPECTION

500 EFH	DUE 365 EFH
1000 EFH	DUE 846 EFH
2000 EFH	DUE 1846 EFH
3000 EFH	DUE 846 EFH
5000 EFH	DUE 2846 EFH

APU INSPECTION

750 APUH	DUE 586 APUH
1 000 APUH	DUE 846 APUH
1500 APUS	DUE 517 APUH
2 000 APUH	DUE 517 APUH (??? FLIGHT OR APUH)
2250 APUH	DUE 586 APUH
20 000 APUS	DUE 17983 APUS
30M	DUE 11.8 M (31.AUG.2025)

SCHEDULED INSPECTION INTERVALS

MPD INTERVALS

250 FH	DUE 244 FH
500 FH	DUE 365 FH
750 FH	DUE 272 FH
1000 FH	DUE 846 FH
1500 FH	DUE 846 FH
2250 FH	DUE 96 FH
3000 FH	DUE 846 FH
4500 FH	DUE 2346 FH
5000 FH	DUE 2846 FH
7500 FH	DUE 5346 FH
8000 FH	DUE 5846 FH
9600 FH	DUE 7 446 FH
15000FH	DUE 12 846 FH

FH AND TIME INTERVAL

500 FH/15M	DUE 365 FH/ 11.6M
750 FH/12M	DUE 272 FH/ 84 D (03.DEC.2024) (CHANGE TO 500 FH)

TIME INTERVAL

8M	DUE 6.3 M (17.MAR.2025)
15M	DUE 1 Y (21.SEP.2025)
24M	DUE 11.8M (02.JUN.2025)
30M	DUE11.8 M (31.AUG.2025)
45M	DUE 11.9 M (01.SEP.2025)
60M	DUE 3.5 Y (02.MAR.2028)
75M	DUE 4.4 Y (24 NOV.2028)
120M	DUE 3.5 Y (02.MAR.2028)
180M	DUE 8.5 Y (02.MAR.2033)
240M	DUE 13.5 Y (02.MAR.2038)

FLIGHT CYCLES INTERVAL

450 FC	DUE 270 FC
650 FC	DUE 195 FC
850 FC	DUE 89 FC
900 FC	DUE 677 FC
1800 FC	DUE 720 FC
1875 FC	DUE 795 FC
3666 FC	DUE 2586 FC
3750 FC	DUE 2670 FC
3808 FC	DUE 2728 FC
4823 FC	DUE 3743 FC
5816 FC	DUE 4736 FC
5848 FC	DUE 4768 FC
6250 FC	DUE 5170 FC
6620 FC	DUE 5540 FC
6232 FC	DUE 5152 FC
6639 FC	DUE 5559 FC
7400 FC	DUE 6320 FC
7450 FC	DUE 6370 FC
7500 FC	DUE 6420 FC
8366 FC	DUE 7286 FC
8863 FC	DUE 7603 FC
10999 FC	DUE 9 919 FC
11168 FC	DUE 10 088 FC
11190 FC	DUE 10 110 FC
11220 FC	DUE 10 140 FC
11295 FC	DUE 10215 FC
11271 FC	DUE 10 191 FC
11 505 FC	DUE 10 425 FC
11 520 FC	DUE 10 440 FC
11 565 FC	DUE 10 485 FC
12 540 FC	DUE 11460 FC
15 000 FC	DUE 13 920 FC
20000 FC	DUE 18920 FC
25000 FC	DUE 23920 FC

AD CROSSCHECK

PERFORMED CROSSCHECK CAN, FAA, EASA ADs	SEVERAL AD STATUS NOT FOUND
CF AD 2005-12R1	SHALL BE ADDED WITH APPLICABILITY
CF AD 2020-12	SHALL BE ADDED WITH APPLICABILITY

SB CROSSCHECK

ENGINE AND AIRFRAME SB CROSCHECK PERFORMED	NO FINDINGS
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DOCUMENT REVIEW

NOTES

C of R	# 6308/1 ISSUED BY CZ CAA 10.3.2021
ARC	# 6308/2 VALID THRU 28.02.2025 (ECLAIR)
C of A	# 6308 ISSUED BY CZ CAA01.03.2018
NOISE CERTIFICATE	# 1556-18 ISSUED BY CZ CAA 01.03.2018
RADIO LICENSE	# 249718/LR VALID THRU 31.10.2027
W&B FORM	#182958 22.SEP.2022 (DUE 22.SEP.2024)
INSURANCE CERTIFICATE	#R01649 VALID THRU 28.01.2025
LOPA – EMERG. EQUIPMENT LOCATION	#CL49R02 23.08.2023
MEL	FIGHT BAG
HIL/STATUS/DEFERRED ITEMS LIST	HIL PROVIDED ITEM #1 RECTIFIED
INCIDENT ACCIDENT STATUS	INCIDENT BIRD STRIKE RECORDED (DOCUMENTS AVAILABLE-DAMAGE RECTIFIED)
AMP – MAINTENANCE PROGRAM APPROVAL	NOT PROVIDED
DENT&BUCKLE CHART	PROVIDED
AFM (CREW OPERATING MANUAL)	AFM CSP-700-1V
AFM SUPPLEMENTS REFERENCE	AFM SUPPLEMENTS 07-00-00-1 CSP 700- 1V
FLIGHT MANUAL SUPPLEMENTS	CSP-700-1V
AFM W&B REPORT	AVAILABLE
AFM ACCEPTANCE PAGE	01.03.2018 AFM CSP-700-1V
RVSM APPROVAL CERT	AVAILABLE
ENGINE No. 1 LOGBOOK	# 22729
ENGINE No. 2 LOGBOOK	# 22729
AIRCRAFT LOGBOOK	# 1 ISSUED BY CZ CAA 01.MAR.2018
AIRCRAFT TECHNICAL BOOK	LOG #000756 05.SEP.2024
PILOTS GUIDE (FMS, MFDS)	FCOM VOLUME #1 AND #2
PILOT QRH	PROVIDED VOLUME #1 AND VOLUME #2
CHECKLIST EMERGENCY ABNORMAL/PROCEDURE	FIGHT BAG
LAST CRS	AERO-DIENST MO86780 17.07.2024
LAST ENGINE INSPECTION	FEBRUARY 23 2024 (MO85931)
MAINTENANCE STATUS	PROVIDED
AD STATUS	PROVIDED
SB STATUS	PROVIDED
STC STATUS	PROVIDED
LLP STATUS	PROVIDED
MAINTENANCE RECORDS	AVAILABLE
AIRFRAME RECORDS (TECHLOGS)	AVAILABLE
CABIN LAYOUT DRAWINGS	AVAILABLE
LIST OF INSTALLED AVIONICS	PROVIDED
LIST OF EMERGENCY EQUIPMENT	PROVIDED LOPA AND STATUS
DELIVERY PACKAGE	PROVIDED

INITIAL/BUILD DOCUMENTS	NOTES
STC AND ALTERATION PACKAGES	AVAILABLE
INITIAL PARTS LISTING	AVAILABLE
INITIAL AIRCRAFT SB STATUS	AVAILABLE
INITIAL AIRCRAFT AD STATUS	AVAILABLE
INITIAL AIRCRAFT LLP STATUS	AVAILABLE
INITIAL AIRCRAFT FORM 337 AND STC STATUS	AVAILABLE
INITIAL ENGINE No.1 AND 2 SB STATUS	AVAILABLE
TLB/FLIGHT LOG	AVAILABLE
LIST ALTERATIONS STCs/FORM 337s	PROVIDED
MAINTENANCE SUPPLEMENTS EMMS	AVAILABLE
AFM SUPPLEMENTS	AVAILABLE
INTERIOR CONFIGURATION	AVAILABLE
DRAWING/SEATING	
INTERIOR DRAWINGS	AVAILABLE

MAJOR ALTERATIONS & MODS				STATUS NOTE		
MODIFICATION	ICA/AMMS	AFMS	FAA	LEGAL	EASA	CERT
Custom Interior	GC97990000-ICA	G-FM25054001 Rev. 4	ST03088NY	SA12-16	10042314	
Tablet Mounting system	GCP44570000-ICA	G-FM46054001 Rev. 1	ST03108NY	SA12-24	10038659	

PHYSICAL VISUAL OVERVIEW	STATUS NOTE
EXTERIOR	
NO FINDINGS	SATISFACTORY
INTERIOR CABIN	
NO FINDINGS	SATISFACTORY
LOOSE EQUIPMENT	
CORRESPONDS 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



Centre Fuselage



JETRON

Aft Fuselage and Tailcone



JETRON

Wings



JETRON

Winglets



Flaps, Spoilers and Ailerons



Vertical & Horizontal Stabilizer



Windows



JETRON

Landing Gear, Wheels



JETRON

Engines



JETRON

Antennas



JETRON

Lights



Interior

Cockpit



JETRON

Entry Area



Galley



JETRON

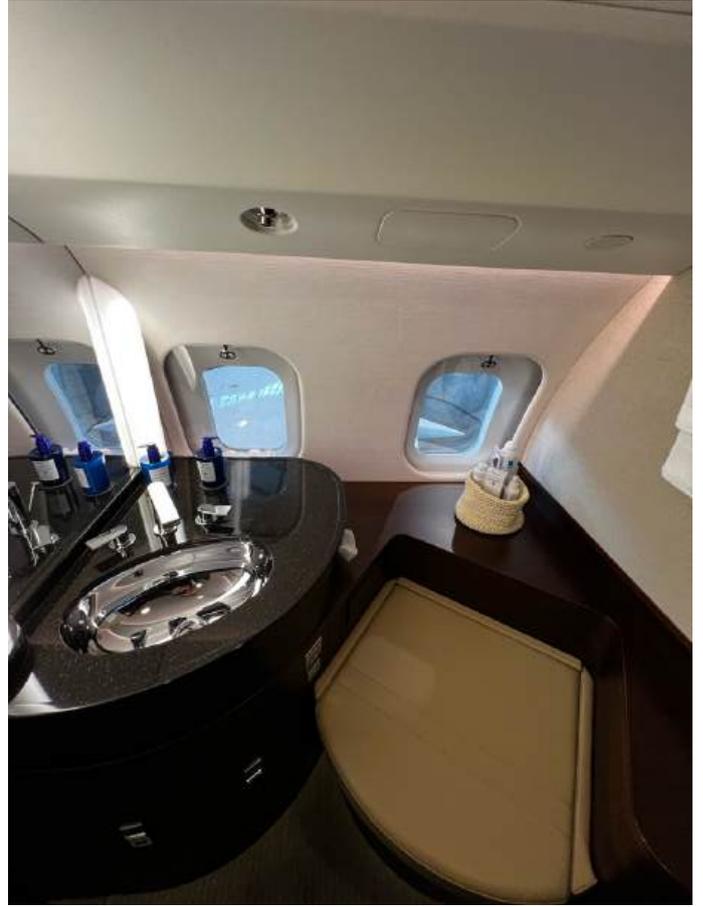
Passenger Cabin





JETRON

Lavatories



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