

Gulfstream G500 (GVII) 72113

Aircraft Valuation

SN: 72113 | **Reg.:** OK-HUB
Client: RBI Leasing GmbH

Date of physical inspection: 30th of June, 2026
Date of report: 17th of July, 2026
Aircraft Operator: ABS Jets, a.s.



The Aircraft

Aircraft model G500 (GVII)			
Aircraft Serial Number	72113	Aircraft Registration No.	OK-HUB
Date of manufacture	27.02.2023	Date placed in service	12.05.2023
Total time (As of 24.06.2026)	590:54	Total Landings (As of 24.06.2026)	409
Aircraft Base	LKPR	Weight Class	Large Airplane
Engine model PW814GA (As of 24.06.2026)			
Engine 1 S/N	PCE-GA0486	Engine 2 S/N	PCE-GA0487
Engine 1 Total time	590:54	Engine 2 Total time	590:54
Engine 1 Total cycles	409	Engine 2 Total cycles	409
APU model HGT400(G) (As of 24.06.2026)			
APU Serial Number	P-327		
APU Total time	673	APU Total cycles	5 - not tracked

AIRCRAFT REGISTRATION CHANGE HISTORY:

17/05/2023 – Changed from delivery registration N513GD to OK-HUB

SUPPORT PROGRAM

Airframe: None

Engines: JSSI 100%

APU: JSSI 100%

LAST PERFORMED MAINTENANCE

3C Inspection c/w 6/2026

OTHERS

- ✦ The aircraft has been operated and maintained in EASA environment.
- ✦ Original Interior & Paint
- ✦ No Damage History

WARRANTIES – period starting form Delivery Time (05/2023)

Airframe primary and Secondary structure: 20 years or 20,000 flight hours

Aircraft components (excluding engines and outfitting items): 5 years

Interior completion and outfitting items: 24 months – **expired**

Engines: 6 years or 3,500 flight hours, whichever is shorter

BRIEF INSPECTION SUMMARY

Aircraft general condition

Aircraft is approximately 3 y. old. Both exterior and interior are in excellent condition and consistent with the aircraft's age. No significant defects or discrepancies were identified.

The aircraft has very low utilization, with utilization ratio of 1.44, which is exceptionally low for an aircraft of this category.

Based on the physical inspection and the documentation reviewed, the aircraft is in excellent overall condition. All required maintenance has been performed, and the relevant maintenance documentation has been provided. The operator has approved the use of an Electronic Flight Bag (EFB). The aircraft is fully compliant with EASA regulations. Overall, the aircraft may be assessed as being in excellent condition.

Engines

Two engines PW814GA with very low utilization – no issue or mid-life major maintenance recorded on those engines yet.

Avionics

The aircraft is equipped with Avionics Honeywell Primus Epic integrated with Gulfstream Symmetry Flight Deck with complies with newest EASA requirements.

Documentation

Documentation is available back to birth. Required documentation managed in good matter, work packs and CRS available, no open items in HIL.

GENERAL STATUS / RECOMMENDATION

Description	Status
No action required	x
Action required	
Urgent action required	

Please refer to the EVALUATION CHART in the AIRCRAFT RECORDS REVIEW section of this report. Items marked in **green** are acceptable, items marked in **yellow** require attention, and items marked in **red** require urgent attention.

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 G500 (GVII)

The Gulfstream G500 (GVII) is a next-generation business jet that combines advanced technology, exceptional performance, and outstanding passenger comfort. Designed as part of Gulfstream's new-generation GVII family, the G500 features fly-by-wire flight controls, active control sidesticks, and the award-winning Gulfstream Symmetry Flight Deck, which incorporates touchscreen avionics, extensive automation, and enhanced safety systems. Powered by two Pratt & Whitney Canada PW814GA turbofan engines with full-authority digital engine control (FADEC), the aircraft delivers improved fuel efficiency, reliability, and operational performance.

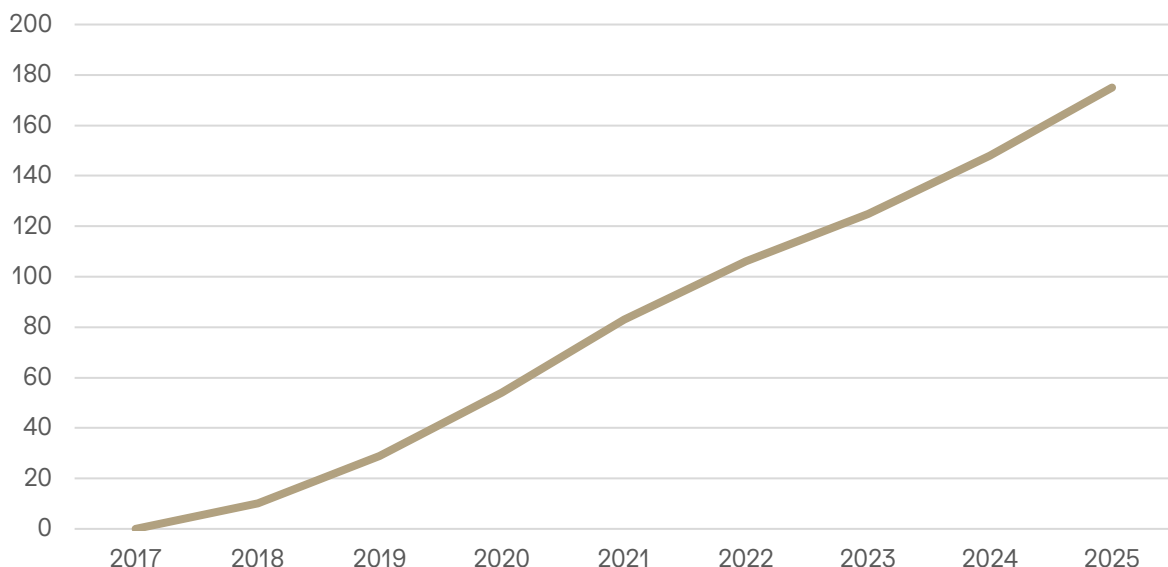
The G500 is equipped with the Gulfstream Symmetry Flight Deck, featuring Honeywell Primus Epic avionics, 10 touchscreen controllers, and four large high-resolution displays that provide pilots with advanced situational awareness and reduced workload. The aircraft offers a maximum range of approximately 5,300 nautical miles, allowing nonstop flights between many major international city pairs, while maintaining a maximum operating speed of Mach 0.925.

The spacious cabin measures approximately 41.5 feet in length and can accommodate up to 19 passengers, with typical executive configurations seating between 10 and 16. The cabin features an industry-leading low cabin altitude, 100% fresh air, large panoramic windows, and whisper-quiet acoustics, creating a comfortable environment for work or relaxation throughout the flight.

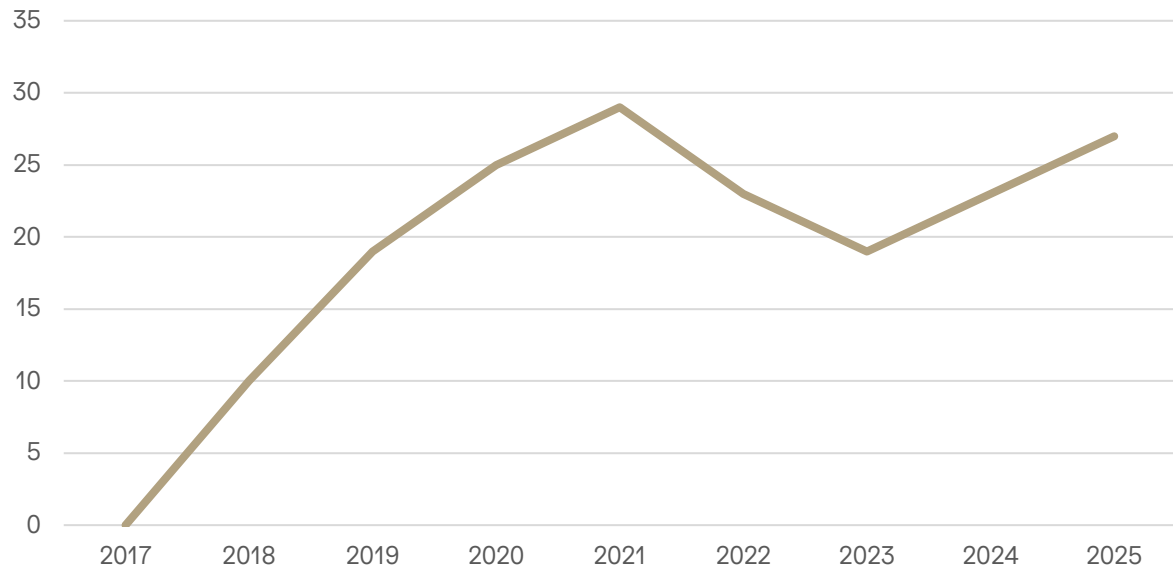
The G500 also delivers impressive airport performance, with balanced field takeoff capability from relatively short runways for its class, excellent climb performance, and efficient operation across a wide range of airports. Its advanced wing design and fly-by-wire system provide smooth handling and enhanced ride quality, while the integrated auxiliary power unit (APU) enables cabin cooling, heating, and electrical power on the ground without requiring the main engines to operate.

The Gulfstream G500 entered service in 2018 following FAA and EASA certification. Since then, it has become one of the most successful aircraft in the super-midsize/large-cabin business jet market, with 227 aircraft delivered worldwide and 186 aircraft remaining in active operation.

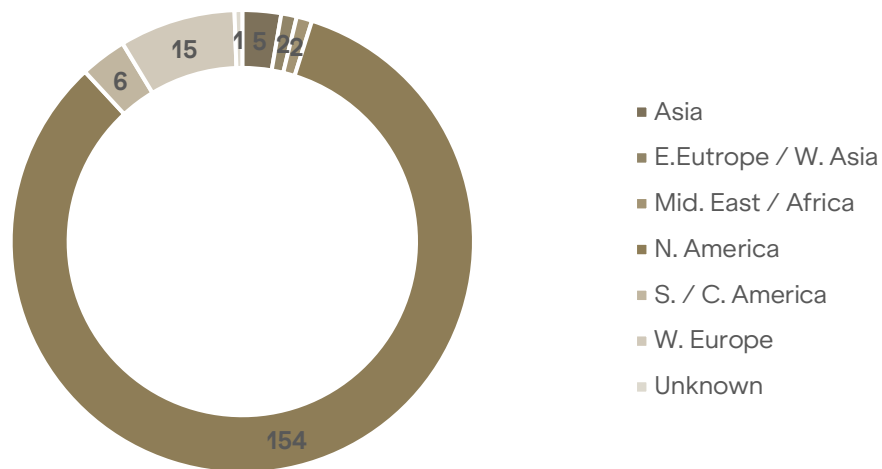
Gulfstream G500 Deliveries



G500 GVII - Deliveries throughout the years



G500 GVII Distribution by Geography



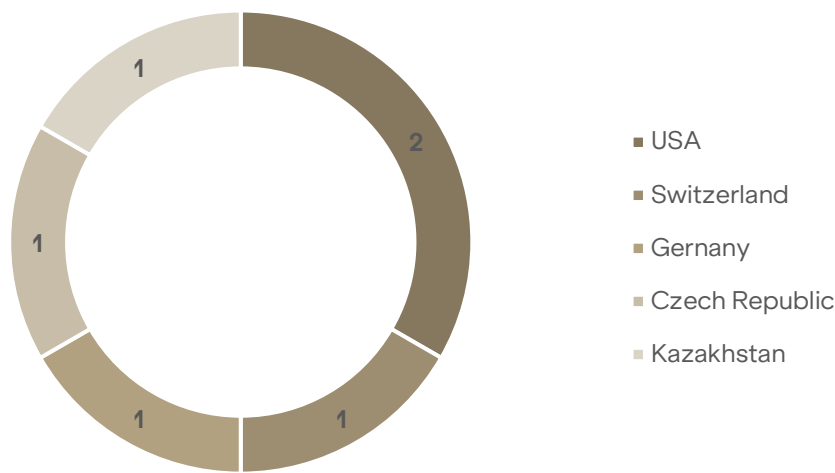
Most of the G500s are currently located in North America (154), 5 units in Asia, 2 in Eastern Europe/Western Asia, 2 in Middle East/Africa, 6 units in South America and 15 units in Western Europe.

General Market Statistics

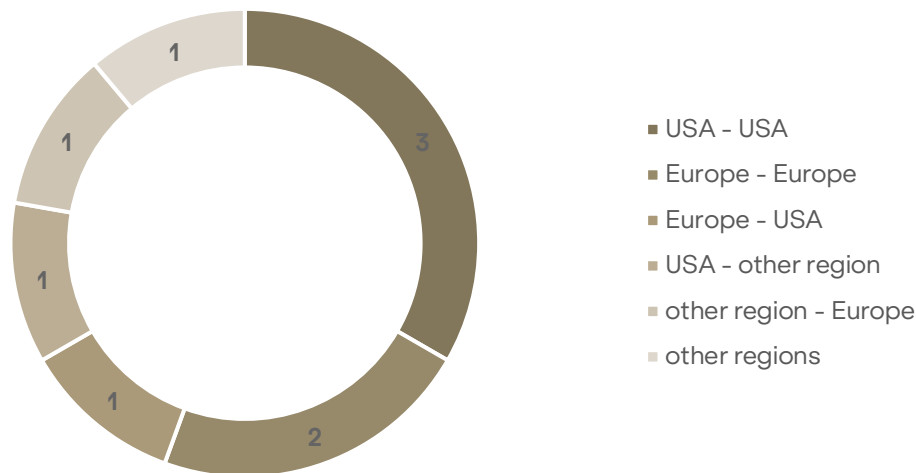
There are currently 6 Gulfstream G500s on the open market, one of them is however offered “Off Market”. This number represents just 3,19% from all actively flying G500s worldwide (188). A healthy pre-owned market usually offers 10% and more from all units in active fleet, indicating that the G500 market is still in favor of seller.

This year there were 9 transactions on the pre-owned market with G500s. Geographically the transactions were dominant in North America: 3x USA to USA, 1x Canada to Canada, 1X USA to Pakistan, 1x Bermuda to Isle of Man, 1x Poland to Isle of Man, 1x Malta to Malta, 1x Isle of Man to USA.

G500 GVII for sale on the market



G500 GVII this year's transactions



How OK-HUB / 72113 relates to other available aircraft

If OK-HUB were to enter the pre-owned market now, it would be the youngest G500 available on the pre-owned market. It would be the second G500 based in Czech Republic alongside SN 72090 OK-VOS.

The airplane is enrolled on programs for engines and APU, which is a large benefit for many potential buyers.

The aircraft interior is equipped two opposite placed divans in aft cabin which is the most preferred configuration on this type.

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 excellent, 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	APU Program	PAX	Asking Price \$
72003	N142JS	USA	2021	2 209	JSSI	JSSI	13	34,950,000
72033	N533WE	USA	2019	1 783	ESP – PP Premium	MSP Gold	14	40,000,000
72036	OE-LVA	Switzerland	2020	2 181	JSSI	JSSI	13	40,500,000
72039	P4-PLG	Kazakhstan	2019	333	None	None	14	37,000,000
72041	T7-AVN	Germany	2020	453	None	None	13	43,900,000
72090	OK-VOS	Czech Republic	2022	1 702	ESP	MSP	14	42,000,000

Serial number 72033

This is a 2019 YOM unit based in USA. It has 1 783 hours of total time, ESP-PP Premium program on engines and MSP Gold on APU. Aircraft is equipped with FANSA 1/A+, HUD, EVS and KA-Band Internet. 14PAX layout with double divan in the Aft cabin, original interior and exterior paint. 6C Check c/w in October 2025. Asking price: \$40,000,000.

Serial number 72039

This is a 2019 YOM unit based in Kazakhstan, potentially sanctioned owner. It has 333 hours of total time; aircraft is not enrolled in any programs. Aircraft is equipped with Wi-Fi. 14PAX layout with single divan and opposite two single club seats in the Aft cabin, original interior and exterior paint. 8C Check due in December 2027. Asking price: \$37,000,000.

Serial number 72041

This is a 2020 YOM unit based in Germany, potentially sanctioned owner. It has 453 hours of total time; aircraft is not enrolled in any programs. Aircraft is equipped with FANSA 1/A, HUD, EVS and KA-Band Internet. 13PAX layout with single divan and opposite two single club seats in the Aft cabin, original interior and exterior paint. 8C Check due in February 2028. Asking price: \$43,900,000.

Serial number 72090

This is a 2020 YOM unit based in Czech Republic. It has 1 702 hours of total time; ESP program on engines and MSP on APU. Aircraft is equipped with FANSA 1/A, HUD, EVS and KA-Band Internet. 14PAX layout

double divan Aft cabin, original interior and exterior paint – owner offers repaint and interior rework in price. 8C Check due in March 2030. Asking price: \$42,000,000.

The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	APU Program	PAX	Asking Price \$	Sold Price \$
72044	9H-OST	Malta	2020	457	ESP - PP	None	16	Make Offer	38,950,000
72047	9H-NATE	Europe	2020	1568	ESP - PP	MSP Gold	14	41,500,000	Not disclosed
72056	N50PH	USA	2020	903	JSSI	JSSI	15	42,000,000	41,100,000
72057	OE-IPM	Austria	2020	731	JSSI	JSSI	14	42,500,000	Above 42m
72060	N504WV	USA	2020	1750	ESP	None	13	42,900,000	41,400,000
72087	N968UD	USA	2022	729	ESP - PP	None	13	Make Offer	43 850 000
72093	SP-MBW	Poland	2022	450	ESP - PP	MSP	13	43,950,000	Not disclosed
72130	N48PW	USA	2024	449	ESP – PP	MSP Gold	14	47,950,000	47,600,000

Serial number 72044

This is a 2020 YOM unit based in Malta. It has 457 hours total time, ESP-PP program on engines, no airframe program and no APU program. 16PAX layout and forward galley. The aircraft has original interior and exterior paint. 5C Inspection c/w 5/2025. Equipped with KA Band Internet and FANS1/A+. Aft cabin is equipped with two three-place divans. Asking price was: “Make Offer”. The aircraft was sold in November 2025 for \$38,950,000.

Serial number 72047

This is a 2020 YOM unit based in Europe. It has 1568 hours total time, ESP-PP program on engines, no airframe program and MSP Gold APU program. 14PAX layout and forward galley. The aircraft has original interior and exterior paint. 5C Inspection c/w 6/2025. Equipped with KA Band Internet and FANS1/A+. Aft cabin is equipped with two three-place divans. Asking price was: \$41,500,000. The aircraft sold is not disclosed.

Serial number 72056

This is a 2020 YOM unit based in USA. It has 903 hours total time, JSSI program on engines, no airframe program and JSSI APU program. 15PAX layout with forward galley. The aircraft has original interior and exterior paint. Equipped with KA Band Internet and FANS1/A+. Aft cabin is equipped with 4-Place conference group and 2-place club seating. Aircraft was delivered with fresh 5C Inspection. Asking price was: \$42,000,000. The aircraft was sold in November 2025 for \$41,100,000.

Serial number 72057

This is a 2020 YOM unit based in Austria. It has 731 hours total time, JSSI program on engines, no airframe program and JSSI APU program. 14PAX layout with forward galley. The aircraft has original interior and exterior paint. Equipped with SBB Internet and FANS1/A. Aft cabin is equipped with two three-place

divans. 8C Inspections is due in 2028. Asking price was: \$42,500,000. The aircraft was sold in June 2026 for “above \$42 million”.

Serial number 72087

This is a 2022 YOM unit based in USA. It has 729 hours total time, ESP-PP program on engines, no airframe program and no APU program. 13PAX layout with forward galley. The aircraft has original interior and exterior paint. Equipped with KA Band Internet and FANS1/A+. Aft cabin is equipped with one three-place divan with opposite 2-place club seating. 8C Inspection due 5/2030. Asking price was: “Make Offer”. The aircraft was sold in July 2025 for \$43,850,000.

Serial number 72093

This is a 2022 YOM unit based in Poland. It has 450 hours total time, ESP program on engines, no airframe program and MSP APU program. 13PAX layout with forward galley. The aircraft has original interior and exterior paint. Equipped with KA Band Internet and FANS1/A+. Aft cabin is equipped with one three-place divan and credenza. 8C Inspection due 7/2030. Asking price was: \$43,950,000. The aircraft was sold in June 2026. Sold price was not disclosed.

Serial number 72130

This is a 2024 YOM unit based in USA. It has 449 hours total time, ESP-PP program on engines, no airframe program and MSP Gold APU program. 14PAX layout with forward galley. The aircraft has original interior and exterior paint. Equipped with KA Band Internet and FANS1/A+. Aft cabin is equipped with two three-place divans. 8C Inspection due in 3/2032. Asking price was: \$47,950,000. The aircraft was sold in April 2026 for \$47,600,000.

Value Estimate for OK-HUB / 72113

In estimating the value of OK-HUB 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 1,500,000 USD
- ✦ 1 Flight Hour is worth approximately 1,000 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 / Wi-Fi type
- ✦ Airframe & APU Program

When compared to SN72044

$38,950,000 + 4,500,000 \text{ /for vintage difference/} - 1,000 * (591 - 457) \text{ /for Total Time difference/} = 43,316,000$

43,136,000 USD would be the fair market value when compared to SN72044.

When compared to SN72056

$41,100,000 + 4,500,000 \text{ /for vintage difference/} + 1,000 * (903 - 591) \text{ /for Total Time difference/} = 45,912,000.$

45,912,000 USD would be the fair market value when compared to SN72056.

When compared to SN72057

The aircraft was sold for „above \$42M”, for purpose of this valuation we assume the aircraft was sold for \$42,100,000.

$42,100,000 + 4,500,000 \text{ /for vintage difference/} + 1,000 * (731 - 591) \text{ /for Total Time difference/} = 46,740,000.$

46,740,000 USD would be the fair market value when compared to SN72057.

When compared to SN72087

$43,850,000 + 1,500,000 \text{ /for vintage difference/} + 1,000 * (729-591) \text{ /for Total Time difference/} = 45,488,000.$

45,488,000 USD would be the fair market value when compared to SN72087.

When compared to SN72093

The aircraft was offered for sale at an asking price of \$43,950,000. The sole price is usually lower than the initial asking price. For the purpose of this valuation we assume the aircraft was sold for \$43,500,000.

$43,500,000 + 1,500,000 \text{ /for vintage difference/} - 1,000 * (591-450) \text{ /for Total Time difference/} = 44,859,000.$

44,859,000 USD would be the fair market value when compared to SN72093.

When compared to SN72130

$47,600,000 - 1,500,000 \text{ /for vintage difference/} - 1,000 * (591 - 449) \text{ /for Total Time difference/} = 46,529,000$

45,958,000 USD would be the fair market value when compared to SN72130.

With the above references to current offerings and real world trading conditions as a guideline, we believe that OK-HUB / 72113 has a retail value in today's market of approximately 45,350,000 – 45,850,000 USD.

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 Records Review

Prague Airport LKPR – 30.06.2026

INTRODUCTION

Following report provides information about aircraft and its maintenance status based on documentation review and quick aircraft visual walkaround. The inspection was limited to visual evidence, and no acceptance or detailed inspection nor flight was performed

The aircraft GULFSTREAM (GVII-G500) was manufactured 12.MAY.2023 by Gulfstream Aerospace Corporation 500 Gulfstream Rd. Savannah, GA, 31408 USA with EASA TCDS IM.A.595 delivered directly into Czech and has been managed and operated by ABS Jets a.s. since since that time

AIRCRAFT INFORMATION

ITEM	STATUS NOTE
REGISTRATION	OK-HUB
PREVIOUS	N513GD
AIRCRAFT TYPE	GVII (G500)
AIRCRAFT SERIAL	72113
AIRCRAFT OWNER	RBI Leasing GmbH, reg FN373513i, Mooslackengasse 12, 1190 Wien, Austria
OPERATOR/CAMO	ABS Jets a.s., K Letiště – Hangár C, 161 00 Praha 6 Ruzyně
MFG. DATE	27.FEB.2023
FIRST REGISTRATION (EXPORT CERT)	12.MAY.2023

AIRCRAFT MAIN ASSY INFORMATION

ITEM	STATUS NOTE
Actuals as of 24.JUN.2026	
AIRFRAME	Gulfstream Aerospace Corporation GVII-G500
AIRCRAFT TOTAL FH	590.9 AFH
AIRCRAFT TOTAL FC (AFL)	409 AFC
LH ENGINE	PRATT&WHITNEY CANADA CORP. PW814GA, PCE-GA0486
LH ENGINE - TOTAL FH (TSN)	590.9 EFH
LH ENGINE – TOTAL FC (CSN)	409 EFC
LH ENGINE – FH SINCE OVH (TSO)	N/A
LH ENGINE – FC SINCE OVH (CSO)	N/A
RH ENGINE	PRATT&WHITNEY CANADA CORP. PW814GA, PCE-GA0487
RH ENGINE - TOTAL FH (TSN)	590.9 EFH
RH ENGINE – TOTAL FC (CSN)	409 EFC
RH ENGINE – FH SINCE OVH (TSO)	N/A
LH ENGINE – FC SINCE OVH (CSO)	N/A
APU (APU Actuals 07.JAN.2026)	HONEYWELL HGT400(G) S/N P-327
APU – TOTAL FH	673 APUH
APU – TOTAL FC	5 – Not tracked

AIRCRAFT TECHNICAL EVALUATION

GULFSTREAM GVII-G500 REG: OK-HUB was delivered directly to the Czech Republic in configuration fully compliant with the EASA requirements for its operation
Annual utilization is less than 200 FH, and Utilization Ratio is 1.44 which is very low for the aircraft of this category.

EXTERIOR

Paint – Last exterior paint records found at Manufacture 2023 – the paint quality is very good and corresponds to the aircraft age.

Pax Windows – in excellent good condition

Windshields - and Cockpit Side Windows in excellent condition

Antennas – paint and its seals in excellent condition

Wheels – excellent condition

Wings – Leading edges requires polishing but in overall the condition of wings, leading edges, trailing edges can be considered very good condition

Entry door and stairs – Doors, stairs, gasket, paint and mechanism in excellent condition with appropriate labels

INTERIOR

Interior STC ST04310AT-D Installed at manufacture with max 16 pax configuration

Pax Seats and Divan – excellent status – treated well

Seat harnesses - in excellent condition

Sidewall Panels – clean excellent condition

Ceilings – clean and excellent condition

Carpet – excellent condition

Window shades – functional excellent condition

Aft Lavatory and sink – functional and excellent condition

Fwd Lavatory – excellent condition

FWD/AFT Dividers – in functional in excellent condition

Galley and storage – excellent condition

Cockpit, screens and equipment – excellent condition

FO Seat and Harnesses – excellent condition

CPT Seats and Harnesses - excellent condition

Avionics and Avionics Panels and switches- excellent condition

Emergency equipment – No visible issue or expiration found,

Baggage compartment – very good shape

ENGINES

Two engines PW814GA with very low utilization – no issue or mid-life major maintenance recorded on those engines yet.

Engine Inlets and exhaust clear of any damages in good shape

AVIONICS

The aircraft is equipped with Avionics Honeywell Primus Epic integrated with Gulfstream Symmetry Flight Deck with complies with newest EASA requirements.

DOCUMENTATION

Documentation is available back to birth.

Required documentation managed in good matter, work packs and CRS available, no open items in HIL.

MODIFICATIONS

3 STCs installed at aircraft production, STCs are incorporated into FMC and original mfg documentation

REPAIRS/INCIDENTS

No recorded repair found

MAINTENANCE

Well managed

Upcoming Inspection in 2027 is 4c the first quite complex inspection

EVALUATION CHART

AREA	CONDITION	COMMENTS
EXTERIOR	Excellent	
INTERIOR	Excellent	
ENGINES	Excellent	
AVIONICS	Excellent	
DOCUMENTS	Excellent	
MODIFICATION	Excellent	
REPAIRS	None	
MAINTENANCE	Excellent	

CONCLUSION

Aircraft is approximately 3 y. old. Both exterior and interior are in excellent condition and consistent with the aircraft's age. No significant defects or discrepancies were identified.

The aircraft has very low utilization, with utilization ratio of 1.44, which is exceptionally low for an aircraft of this category.

Based on the physical inspection and the documentation reviewed, the aircraft is in excellent overall condition. All required maintenance has been performed, and the relevant maintenance documentation has been provided. The operator has approved the use of an Electronic Flight Bag (EFB).

The aircraft is fully compliant with EASA regulations.

Overall, the aircraft may be assessed as being in **Excellent** condition.

SELECTED MAINTENANCE

Note: inspection marked orange will come due within upcoming year. Inspection marked red are overdue at time of inspection.

ENGINE	
ITEM	STATUS NOTE
IBR Stage 1 to 7 Airfoils (Borescope) - Special Detailed Inspection (Interval 6950)	DUE 6950 EFH
HPC Blade Stage 8 Airfoils - Special Detailed Inspection (INTERVAL 6950 FH)	DUE 6950 EFH
HP Compressor Case - Special Detailed Inspection (Interval 30 000 FH)	DUE 30 000 EFH
High Pressure Compressor (HPC) IBR 2nd Stage Airfoil Root Radius and Blade Platform - Special Detailed Inspection (Interval 4 800 EFC)	DUE 4 800 EFC
Combustion Chamber (Borescope) - Special Detailed Inspection (Interval 1 500 EFH / 1 600 EFC)	DUE 1 500 EFH / 1 600 EFC
HPT 1st Stage Vane - Special Detailed Inspection	DUE 2 250 EFH
High Pressure Turbine - Special Detailed Inspection	DUE 2 250 EFH
High Pressure Turbine (HPT) 2nd Stage Vanes - Special Detailed Inspection	DUE 2 250 EFH
LP Turbine Case - Special Detailed Inspection	DUE 30 000 EFH
Low Pressure Turbine (LPT) (Borescope) - Special Detailed Inspection	DUE 9 750 EFH
Mid Turbine Frame (MTF) (Borescope) - Special Detailed Inspection	DUE 7 500 EFH
Engine Rear Mount Bracket - General Visual Inspection	DUE 30 000 EFH
Active Clearance Control Valve - Operational Check	DUE 2 400 EFH
Jet Pipe Structure Assembly Bulkhead, Forward and Aft Faces -Detailed Inspection (Interval 2000 EFH / 72M)	DUE 2 000 EFH / 31.MAY.2029

APU	
ITEM	STATUS NOTE
APU Compartment FIRE Detection Loop - Operational Check (Cmr)	DUE 31.MAY.2029
APU Isolator Mounts - General Visual Inspection	DUE 15 000 APUH
APU Mount Bracket - General Visual Inspection	DUE 15 000 APUH
APU Pallet Assembly - General Visual Inspection	DUE 15 000 APUH
APU Inlet Door Actuator - Detailed Inspection 4c	DUE 31.MAY.2027
APU Air Intake Ducts and Boots - General Visual Inspection (Interval 108M)	DUE 31.MAY 2032
APU - APU Combustion Chamber (Turbine Plenum) Drain - Operation Check (Interval 15 000 FH)	DUE 15 000 APUH
APU Fuel System - General Visual Inspection (Interval 1 500 FH)	DUE 1 500 APUH
APU Fuel Filter Bypass Valve Indicator - Visual Check (Interval 800 FH)	DUE 1 472 APUH
APU Starter Brush Wear Indicator and Oil Witness Hole - Detailed Inspection (Interval 750 FH)	DUE 1 422 APUH
APU Exhaust Duct Assembly - General Visual Inspection (Interval 1 000 FH)	DUE 2 000 APUH

APU External Plumbing , LRU Components and
Components Interfaces - General Visual
Inspection (Interval 1 500 FH)

DUE 1 500 APUH

SCHEDULED INSPECTION INTERVAL	
ITEM	STATUS NOTE
Msg – 3 Intervals	
1a Check (Interval 750 FH)	DUE 1 340.6 FH
1a/1c Check (Interval 750 FH/12M)	DUE 1 340 FH/ 31 MAY 2027
2a Check (Interval 1 500 Fh)	DUE 1 500 FH
2a/2c Check (Interval 1 500 FH/ 24M)	DUE 1 500 FH/ 31 MAY 2027
2a/4c Check (Interval 1 500 FH/ 48M)	DUE 1 500 FH/ 31 MAY 2027
4a Check (Interval 3 000 Fh)	DUE 3 000 FH
4a/4c Check (Interval 3 000 FH / 48M)	DUE 3 000 FH/ 31 MAY 2027
6a Check (Interval 4 500 Fh)	DUE 4 500 FH
7a Check (Interval 5 250 Fh)	DUE 5 250 FH
8a Check (Interval 6 000 Fh)	DUE 6 000 FH
8a/8c Check (Interval 6 000 Fh/ 96M)	DUE 6 000 FH/ 31 MAY 2033
10a Check (Interval 7 500 Fh)	DUE 7 500 FH
13a Check (Interval 9 750 Fh)	DUE 9 750 FH
16a Check (Interval 12 000 Fh)	DUE 12 000 FH
20a Check (Interval 15 000 FH)	DUE 15 000 FH
1c Check (Interval 12 M)	DUE 30 MAY 2027
2c Check (Interval 24 M)	DUE 31 MAY 2027
3c Check (Interval 36 M)	DUE 31 MAY 2029
4c Check (Interval 48 M)	DUE 31 MAY 2027
5c Check (Interval 60 M)	DUE 31 MAY 2028
6c Check (Interval 72 M)	DUE 31 MAY 2029
8c Check (Interval 96 M)	DUE 31 MAY 2031
10c Check (Interval 120 M)	DUE 31 MAY 2033
10c/6000 FH (Interval 120M/6000 FH)	DUE 31 MAY 2033 / 6000 FH
12c Check (Interval 144 M)	DUE 31 MAY 2035
16c Check (Interval 192 M)	DUE 31 MAY 2039
20c Check (Interval 240 M)	DUE 31 MAY 2043
24 M Scheduled Maintenance	DUE 31 DEC 2027
2 500 FC Scheduled Maintenance	DUE 2 500 FC

FLIGHT CONTROLS SCHEDULED INSPECTION	
ITEM	STATUS NOTE
Horizontal Stabilizer Trim Actuator Ballscrew Assembly - Lubrication (Interval 1 500 FH)	DUE 1899.5 FH
Aileron Actuator Toggle Link - Lubrication (Interval 1 500 FH)	DUE 1899.5 FH
Rudder Actuator Toggle Link - Lubrication (Interval 1 500 FH)	DUE 1899.5 FH
Elevator Actuator Toggle Link - Lubrication (Interval 1 500 FH)	DUE 1899.5 FH
Aileron Hinge Fitting - Lubrication (Interval 1 500 FH)	DUE 1899.5 FH
Rudder Hinge Fitting - Lubrication (Interval 1 500 FH)	DUE 1899.5 FH
Elevator Hinge Fitting - Lubrication (Interval 1 500 FH)	DUE 1899.5 FH

Primary Flight Control Actuation System Suite B Initiated Built-in Test - Operational Check (Interval 6 000 FH / 48 M)	DUE 6000 FH / 31.MAY.2027
Aileron System Free Play Backlash - Functional Check (Interval 3000 FH/120M)	DUE 3 000 FH / 31.MAY.2027
Aileron Actuation System Suite A Initiated Built-in Test - Operational Check (Interval 750 FH/120M)	DUE 1149.5 / 31 MAY.2027
Rudder System Free Play Backlash - Functional Check (Interval 3000 FH/120M)	DUE 3 000 FH / 31 MAY.2033
Rudder Actuation System Suite A Initiated Built-in Test - Operational Check (Interval 750 FH/24M)	DUE 1 149.5 FH/ 31 MAY.2027
Elevator System Free Play Backlash - Functional Check (Interval 3000 FH/120M)	DUE 1149.5 / 31 MAY.2033
Elevator Actuation System Suite A Initiated Built-in Test - Operational Check (Interval 750 FH/24M)	DUE 1 149.5 FH/ 31 MAY.2027
Horizontal Stabilizer Surface Free Play Backlash - Functional Check (Interval 3000 FH/120M)	DUE 3 000 FH / 31 MAY.2033
Horizontal Stabilizer Trim System Initiated Built-in Test - Operational Check (Interval 5 000 FH)	DUE 5 000 FH
Horizontal Stabilizer Trim Actuator and Attaching Hardware - Detailed Inspection (Interval 192M)	DUE 31.MAY.2039
Horizontal Stabilizer Trim Actuator and Attachment Fittings - Detailed Inspection (Interval 4500 FH/48M)	DUE 4 500 FH / 31 MAY.2027
Flap Actuator Force Limiter - Functional Check Interval 4 000FH/240M)	DUE 4 000 FH / 31 MAY.2043
Flap Tracks and Rollers - Detailed Inspection	DUE 800 FH
Flap Actuator No-backs - Functional Check	

LANDING GEAR SCHEDULED INSPECTION

ITEM	STATUS NOTE
Main Landing Gear - Lubrication (Interval 4M)	DUE 30.SEP.2026
Nose Landing Gear - Lubrication (Interval 4M)	DUE 30.SEP.2026
Nose Wheel Steering Collar Assembly - Lubrication (Interval 1 500 FH/ 36M)	DUE 1 899.5 FH / 31 MAY.2028
Main Landing Gear and Doors - Zonal Inspection (Interval 3 750 FH/ 96M)	DUE 3 750 FH / 31 MAY.2031
Nose Landing Gear and Doors - Zonal Inspection (Interval 3 750 FH/ 96M)	DUE 3 750 FH / 31 MAY.2031
Main Landing Gear Axle Nut - Detailed Inspection (Interval 48M)	DUE 30.SEP.2029
Main Landing Gear Structural Attachments (Gear Removed) - Detailed Inspection (Interval 10 000 AFL)	DUE 10 000 AFL
Nose Landing Gear Structural Attachments (Gear Removed) - Detailed Inspection (Interval 10 000 AFL)	DUE 10 000 AFL
Landing Gear Emergency Extension System - Operational Check (Interval 1 600 FH/48M)	DUE 1 600 FH / 31.MAY.2027
Brake System Hydraulic Fuse - Operational Check (Interval 3 000 FH/120M)	DUE 3 000 FH / 31.MAY.2033
Nose Wheel Steering Collar Assembly - Detailed Inspection (Interval 1 500 FH/36M)	DUE 1899.5 FH / 31.MAY.2028
Nose Landing Gear Trunnion Fitting Installation - Detailed Inspection (Interval 144M)	DUE 31.MAY.2035
Main Landing Gear Sponson Beam Installation and Bores - Detailed Inspection (Interval 72M)	DUE 31.MAY.2029

Main Landing Gear Side Brace Fitting Installation and Bores - Detailed Inspection (Interval 72M)	DUE 31.MAY.2029
Main Landing Gear Sponson Bores - Detailed Inspection (Interval 72M)	DUE 31.MAY.2035

WINDOWS INSPECTION	
ITEM	STATUS NOTE
Cockpit Windshield and Side Windows Post and Rails - Detailed Inspection (Interval 192M)	DUE 31.MAY.2039
Cabin Window Interior Surrounds - Detailed Inspection (Interval 192M)	DUE 31.MAY.2039
Cockpit Windshield, Internal Metallic Structure - Detailed Inspection (Interval 192M)	DUE 31.MAY.2039
Cockpit Windshield Weather Seals - Detailed Inspection (Interval 750 FH/ 24M)	DUE 1149.5 FH / 31.MAY.2027
Cockpit Side Window, Internal Metallic Structure - Detailed Inspection (Interval 192M)	DUE 31.MAY.2039
Cabin Window, Internal Metallic Structure - Detailed Inspection (Interval 192M)	DUE 31.MAY.2039
Cabin Window, Internal Nonmetallic Structure - Detailed Inspection (Interval 192M)	DUE 31.MAY.2039

SB STATUS	
ITEM	STATUS NOTE
PERFORMED GULFSTREAM / PW&C and ALERT SBs CHECK	NO ISSUE FOUND

AD STATUS	
ITEM	STATUS NOTE
PERFORMED FAA & EASA AD CHECK	NO ISSUE FOUND

MAJOR MAINTENANCE FORECAST		
TYPE	DUE AT	ESTIMATED COSTS
4C Check	05/2027	EUR 195,000

NOTE: Estimated costs above exclude any component life limits, unscheduled maintenance events, any finding during scheduled inspections, considering program coverage. Prices are excl. VAT

DOCUMENT REVIEW	NOTES
ON-BOARD DOCUMENTS	
C of R	#6878 Issued 17-05-2023
ARC	#6878/1 Valid thru 16-05-2027
C of A	#6878 Issued 17-05-2023
NOISE CERTIFICATE	#2011-23 Issued 17-05-2023
RADIO LICENSE	#308273/LR Valid thru 31-03-2029
W&B FORM	#GC500WR72113 Performed 04 JUL 2023
INSURANCE CERTIFICATE	# 5686504554 Generali Valid thru 31-05-2027
LOPA/EEL – EMERG. EQUIPMENT LOCATION	Provided
MEL	Initial approved page provided
HIL/STATUS/DEFFERED ITEMS LIST	#HIL ABS-FT028/1 – no open items
INCIDENT ACCIDENT STATUS	Provided 24.JUN.2026
AMP – MAINTENANCE PROGRAM APPROVAL	Initial approved page provided
DENT&BUCKLE CHART	#OK-HUB 72113 - EMPTY
AFM	#GAC-AC-GVII-G500-GPS-0002 Rev. 9 March 3, 2026
AFM SUPPLEMENTS REFERENCE	Provided
FLIGHT MANUAL SUPPLEMENTS	GAC-LC-2021-01, GVII-G500 (Issue 1) 2020-04, GVII-G500 (Issue 1)-2020-03, GVII-G500 (Issue 1)-2025-01, GVII-G500(Issue 1)-2022-01
OPERATIONAL SUPPLEMENTS	EFB
AFM W&B REPORT	MFG REPORT 4.JUL.2023
AFM ACCEPTANCE PAGE	#GAC-AC-G500-OPS-0002 Issued 17-05-2023.
W&B MANUAL	GVII-G500 W&B Manual REV. 2 APR 2020
AFM SUPPLEMENT MANUAL	EFB
RVSM APPROVAL CERT	OPERATION SPECIFICATION CZ-8 17-02-2025
ETOPS	NO
STEEP APPROACH APPROVAL CERT	Provided EASA 20.NOV.2025 Rev. 1 (EFB)
EFB APPROVAL	NOT PROVIDED (OS)
ENGINE No. 1 LOGBOOK	PCE-GA0486 (Forms and Records included)
ENGINE No. 2 LOGBOOK	PCE-GA0487 (Forms and Records included)
APU LOG	Provided P-327 (Forms and Records included)
AIRCFRAME LOGBOOK	#1 ISSUED 01.MAY.2024
AIRCRAFT TECHNICAL BOOK (ATL/AFTL)	Provided
WO/WORK REPORTS	Provided (2+3C & 36M Inspection)
PILOTS GUIDE (FMS, MFDS)	NOT AVAILABLE FOR REVIEW – (EFB)
CHECKLIST EMERGENCY	NOT AVAILABLE FOR REVIEW – (EFB)
ABNORMAL/PROCEDURE	
CHECKLIST EMERGENCY	
ABNORMAL/PROCEDURE	NOT AVAILABLE FOR REVIEW – (EFB)
SCHEDULED TASK CRS	
LAST CRS	OKHUB/005 25.JUN.2026
LAST ATL	OKHUB/005 05.JUN.2026
CABIN OPERATING MANUAL	LOG 00357 24.JUN.2026
ENGINE PROGRAMS	NOT PROVIDED
AIRFRAME PROGRAMS	JSSI0089507
	NONE

INITIAL/BUILD DOCUMENTS	
ITEM	STATUS NOTE
Gulfstream Aerospace Statement Of Build Standard Covering Initial Build Information	MAY 12, 2023
STC And Alteration Packages	Provided – (Refer To Mfg Airframe Folder)
Initial Parts Listing	Provided – (Refer To Mfg Airframe Folder)
Intial Aircraft Sb Status	Provided – (Refer To Mfg Airframe Folder)
Intial Aircraft Ad Status	Provided – (Refer To Mfg Airframe Folder)
Intial Aircraft Llp Status	Provided – (Refer To Mfg Airframe Folder)
Intial Aircraft Form 337 And Stc Status	Provided – (Refer To Mfg Airframe Folder)
Initial Engine No.1 And 2 Sb Status	Provided – (Refer To Engine Logs)
TLB/Flight Log	Provided
LIST ALTERATIONS Stcs/FORM 337s	Provided
Maintenance Supplements EMMS	Provided Ica And EMMS
MFG Noise Data Sheet	Provided
EXPORT CofA	Provided
Afm Supplemets	Provided
Interior Configuration Drawing/Seating	Not Provided
Interior Drawings	Not Provided

MAJOR ALTERATIONS & MODS				STATUS NOTE		
MODIFICATION	ICA/AMMS	AFMS	FAA	LEGAL	EASA	CERT
Installation of an airplane Interior	GDL100000007 GDL300005127 GDL300001692	GC71468M001 GVII- G500(Issue 1)- 2020-01	ST04310AT-D 11.APR.2023	STC Gulfstream	10071226	STC Gulfstream GAC SAVANNAH
Installation of Broadband Multi-Link (Ka-Band)	GDL10000020 GDL300005461	GVII-G500 (Issue 1)- 2020-4 GC71468M003 GAC-LC- 2021-01	ST04312AT-D 11.APR.2023	STC Gulfstream	10071229	STC Gulfstream GAC SAVANNAH
Air Ionization System	GDL10000059 GDL300003415	GC71468M001 GVII- G500(Issue 1)- 2020-01	ST0433AT-D 11.APR.2023	STC Gulfstream	10079582	STC Gulfstream GAC SAVANNAH
LIST OF SB MODS AND MAJOR REPAIRS						
NONE						

PHYSICAL REVIEW	
PHYSICAL VISUAL OVERVIEW	STATUS NOTE
INTERIOR FINDINGS	
	no serious finding
Galley Wood negligible scratch	
EXTERIOR FINDINGS	
	no serious findings
LH side Pitot tube sign of Heat	

Aircraft Photo Documentation

Exterior

Forward Fuselage



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Centre Fuselage



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Aft Fuselage



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Wings



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Winglets



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Flaps, Spoilers and Ailerons



Vertical Stabilizer



Horizontal Stabilizer



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Windshields and Side Windows



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Passenger Windows



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Landing Gear, Wheels



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Manufacturer's data plate



Engines



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Engine data plate



Antennas



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Lights



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Interior

Cockpit

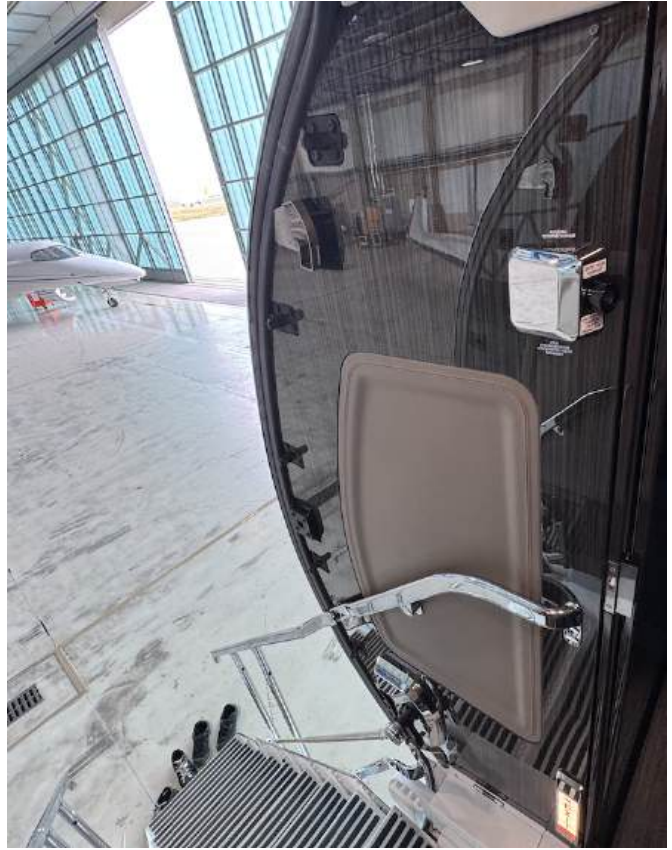


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Entry Area



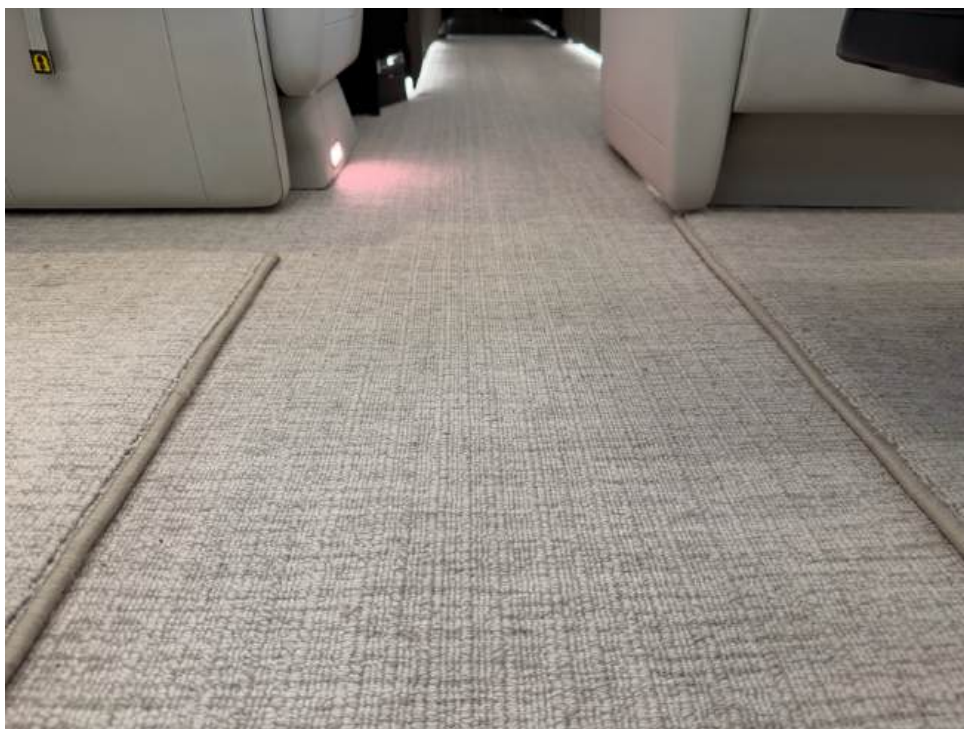
JETRON

Galley



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Carpet



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Passenger Cabin



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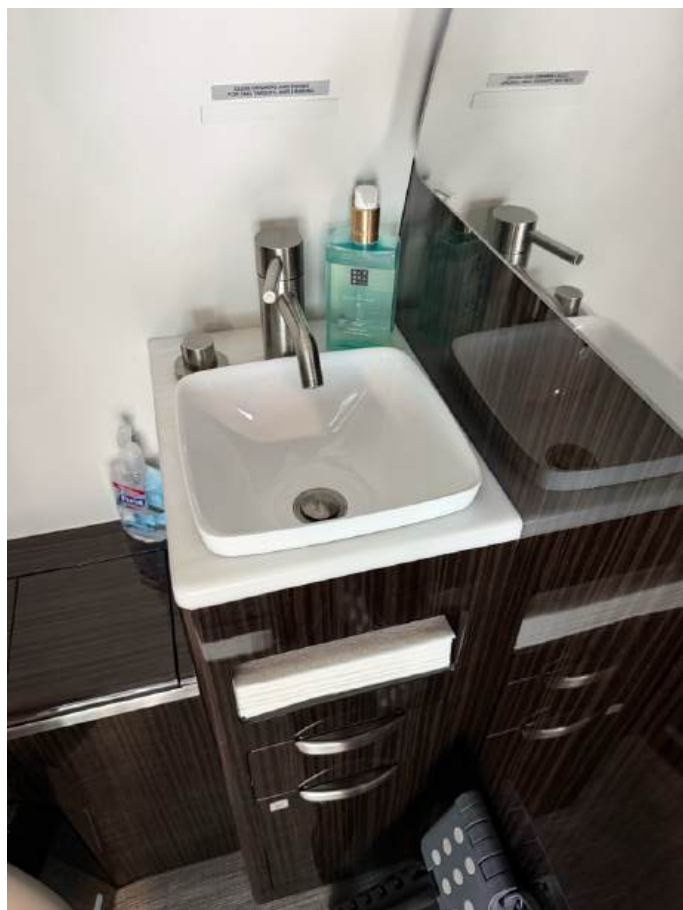


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