

Bombardier Global 6000 OK-GRX

Aircraft Continuous Technical Evaluation

SN: 9799 | **Reg.:** OK-GRX | **Date:** September 2025

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 09.09.2025)	2 494:36	Total Landings (As of 09.09.2025)	1 238
Engine model Rolls-Royce BR700-710A2-20 (As of 09.09.2025)			
Engine 1 S/N	22729	Engine 2 S/N	22728
Engine 1 Total time	2 494:36	Engine 2 Total time	2 494:36
Engine 1 Total cycles	1 238	Engine 2 Total cycles	1 238
APU model RE220[GX] (As of 05.09.2025)			
APU Serial Number	P-927		
APU Total time	1 672	APU Total cycles	2 312

SUPPORT PROGRAM

Airframe: SmartParts Preferred + Landing Gear Overhaul
Engines: RollsRoyce Corp. Care
APU: MSP Gold

LAST PERFORMED MAINTENANCE

15/30 Month Check due 09/2025

OTHERS

- ✦ The aircraft has been operated and maintained in EASA environment.
- ✦ Ka-Band Internet installed
- ✦ The aircraft experienced RG winglet damage in 05/2025. Released under WO: OKGRX-12-2025 R1
- ✦ 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.

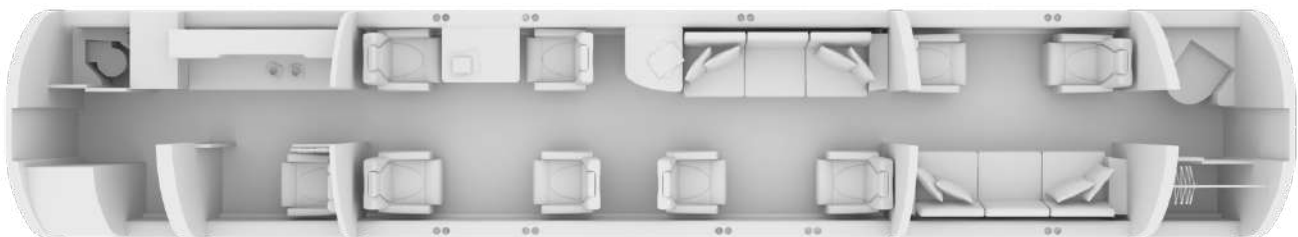
Launched in 2012, the Global 6000 quickly established itself as one of the most advanced business jets in the world. It was designed to provide intercontinental range with unmatched comfort and versatility, making it ideal for executives, government officials, and high-net-worth individuals who demand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

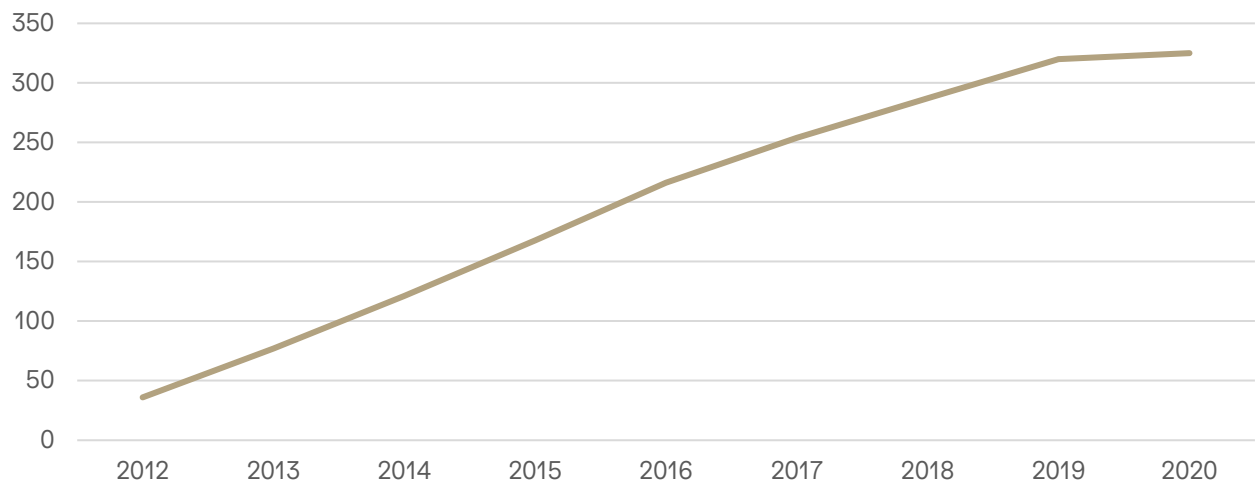
The cabin of the Global 6000 is a benchmark for luxury and comfort. It can accommodate up to 19 passengers, depending on the configuration, and offers a spacious and quiet environment for work or relaxation. The cabin is divided into three distinct zones, providing a high degree of flexibility for passengers. 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.

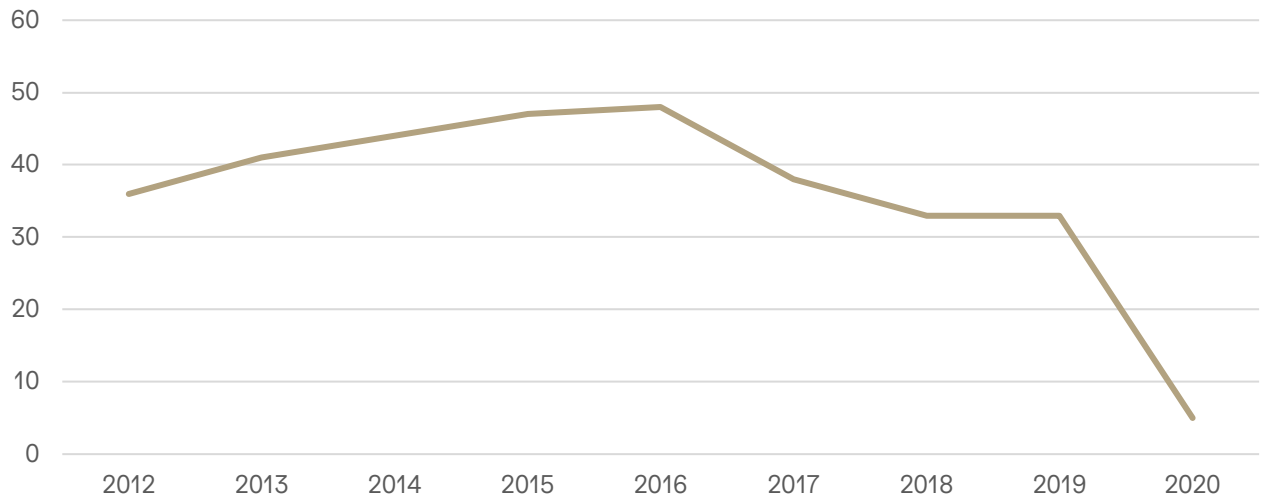


Bombardier Global 6000 deliveries



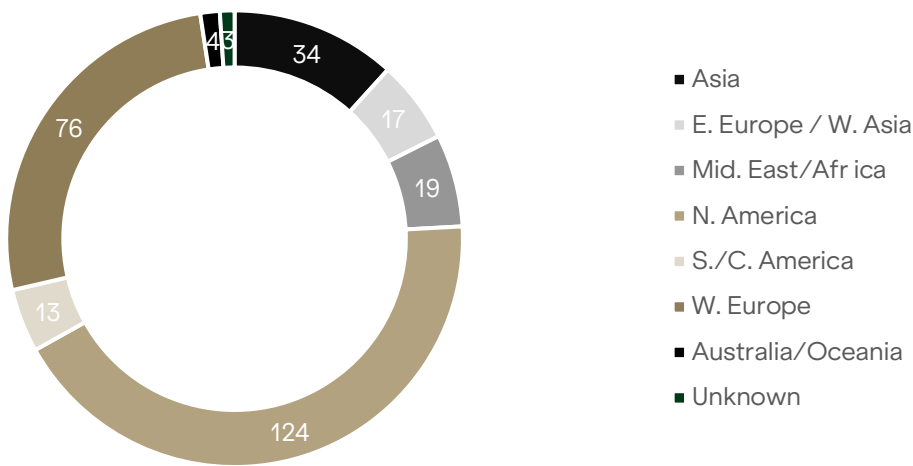
A total of 327 Global 6000 aircraft have been produced so far with 313 in active operation.

Global 6000- Deliveries throughout the years



Most of the Global 6000s are currently located in North America (124), 34 units in Asia, 17 in Eastern Europe/Western Asia, 19 in Middle East/Africa, 13 units in South America and 76 units in Western Europe and, 4 units in Australia/Oceania a 3 in unknown location.

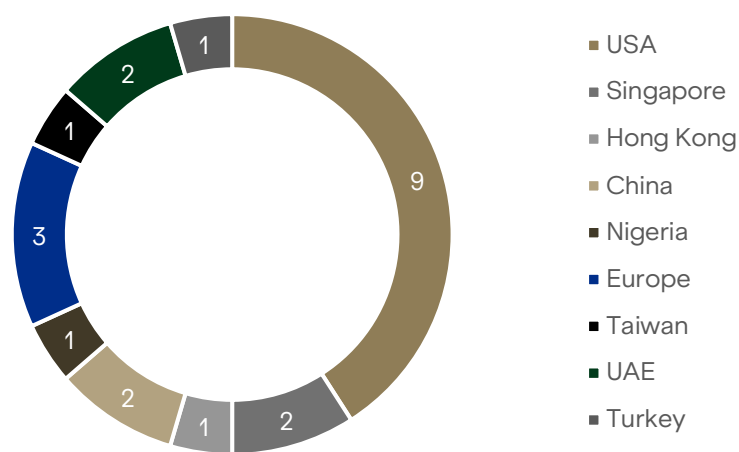
Global 6000 Distribution by Geography



General Market Statistics

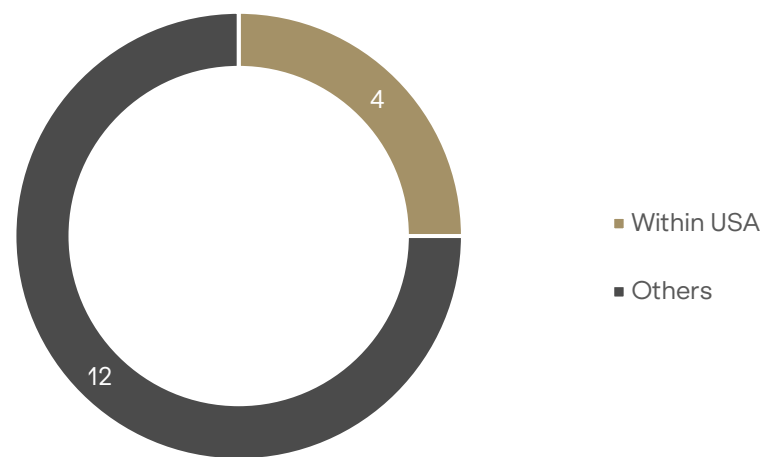
There are currently 11 Bombardier Global 6000s available for sale on the open market. Another 11 units are currently being offered “Off market”. This number represents 6,75% of all actively flying Global 6000s worldwide. A healthy pre-owned market typically offers 10% or more of all units in the active fleet, indicating that the Global 6000 market is still in the seller’s favor. 9 units are being offered in USA, 3 units are available for sale in Europe and 6 units in Asia, 1 in Turkey, 2 in Middle East and 1 in Africa.

Global 6000 for sale worldwide



16 units were sold on the pre-owned market so far this year. Last year, 30 Global 6000s were sold. This year, 4 transaction took place within USA, 1x within Russia, 1x within Canada, 1x within India, 1x within BVI, 1x within Taiwan, 1x form USA to Turkey, 1x South Africa to Russia, 1x from England to India, 1x from

Global 6000 transactions in 2025



Cayman Islands to Russia, 1x from Austria to BVI, 1x from unknown seller to India, and 1x from Denmark to Morocco.

How OK-GRX / 9799 relates to other available aircraft

If OK-GRX were to enter the pre-owned market now, it would be the second youngest Global 6000 currently available. With little almost 2,500 hours it would be approximately 500 hours below the on-market average.

With 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 \$
9442	N112MY	USA	2012	5,522	JSSI Platinum	SmartParts+	JSSI Platinum	Make Offer
9467	TC-GLB	Turkey	2012	4,480	None	SmartParts+	JSSI	Make Offer
9487	D-AGJP	Germany	2012	5,600	RRCC	Smart Parts	Yes	around \$24m plus
9493	N165VT	USA	2013	664	None	None	None	22,900,000
9507	VP-BXV	China	2013	2,094	RRCC	None	MSP Gold	Above \$21m
9535	9H-CIO	Malta	2013	7,223	None	None	None	21,000,000
9537	9H-ANS	Malta	2014	4,239	RRCC	SmartParts Preferred	MSP Gold	26,000,000
9540	VP-CZL	USA	2014	3,182	RRCC	None	MSP	23,495,000
9546	T7-RIC	Singapore	2013	3,022	RRCC	Smart Parts Preferred	MSP	22,850,000
9637	N99LE	Canada	2016	2,263	RRCC Enhanced	SmartParts	MSP Gold	30 500 000
9673	B-96999	Taiwan	2015	2,206	RRCC	SmartParts	MSP	mid to high \$26m
9675	N529DB	USA	2015	1,620	RRCC	None	None	25,000,000
9688	T7-DAL	Singapore	2015	5,977	JSSI Essential + (Pro Rata)	JSSI Parts	JSSI+	mid-low 19 mil.
9701	9H-GFI	UAE	2015	1,411	None	SmartParts Plus	None	soft guidance \$26m
9751	N18CZ	USA	2016	3,425	RRCC	None	MSP Gold	27,500,000
9754	N96AP	USA	2017	2,438	RRCC Enhanced	None	MSP Gold	28,700,000
9760	VP-CEJ	Hong Kong	2017	2,273	RRCC Enhanced	SmartParts Plus	MSP Gold	25,500,000
9766	9H-TOP	UAE	2017	3,587	RRCC	None	MSP	32,000,000
9779	N66866	China	2018	1,093	JSSI	None	JSSI	32,700,000

9785	N711WK	USA	2017	1,954	RRCC	None	MSP Gold	Make Offer
9793	T7-XAN	Nigeria	2017	1,939	RRCC	SmartParts	MSP	33,000,000
9841	N921MT	USA	2019	1,651	None	None	MSP	Low 30m

Serial number 9754

This is a 2017 YOM unit based in USA. It has 2 438 hours total time, RRCC Enhanced engines program, MSP Gold APU program and no airframe program. 12/13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. 30M Insp. performed c/w 08/2024. Starlink Internet. Asking price: \$28,700,000. The aircraft is being offered Off Market and already Under contract for \$27,500,000.

Serial number 9766

This is a 2017 YOM unit based in UAE. It has 3 587 hours total time, RRCC engines program, MSP APU program and no airframe program. 12/13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. 30M Insp. performed c/w 02/2025. KA-Band Internet. Asking price: \$32,000,000. The aircraft is being offered Off Market.

Serial number 9779

This is a 2018 YOM unit based in China. It has 1 093 hours total time, JSSI engines program, JSSI APU program and no airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. 30M Insp. performed due 10/2025. KA-Band Internet. Asking price: \$32,700,000. The aircraft is currently Under Contract.

Serial number 9785

This is a 2017 YOM unit based in USA. It has 1 954 hours total time, RRCC engines program, MSP Gold APU program and no airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. New interior in 2025. 30M Insp. performed in 06/2025. Starlink Internet. Asking price: Make Offer.

Serial number 9793

This is a 2017 YOM unit based in Nigeria. It has 1 939 hours total time, RRCC engines program, MSP APU program and SmartParts airframe program. 15 Pax Interior with only one divan and 2 opposite club seats at the aft cabin, one divan opposite a dining group in mid cabin. 60M Insp. performed in 01/2023. SBB Internet. Asking price: "in \$33mil". The aircraft is being offered Off Market.

Serial number 9941

This is a 2019 YOM unit based in USA. It has 1 651 hours total time, No 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. 60M Insp. performed in 2024. GoGo Avance L5 Wi-Fi. Asking price: Make Offer.

The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	Airframe Program	APU Plan	Asking Price \$	Sold Price \$
9437	9H-AMF	Malta	2012	4,299	RRCC	None	JSSI	23,900,000	20,500,000
9524	N199LA	USA	2012	5,030	RRCC	None	None	Make Offer	23,300,000
9583	M-LWSG	England	2014	4,721	RRCC	SmartParts Plus	MSP	25,900,000	24,600,000
9587	N99ZM	USA	2014	3,667	RRCC	SmartParts Plus	MSP Gold	Make Offer	25,500,000
9760	VP-CEJ	Hong Kong	2017	1,950	RRCC	SmartParts Plus	MSP Gold	25,900,000	24,000,000
9765	D-AIFL	Germany	2017	1,780	RRCC	SmartParts Preferred	MSP Gold	close to 30m	29,500,000
9771	LX-IXI	Luxembourg	2018	2,536	RRCC	SmartParts Plus	MSP Gold	32,500,00	30,000,000
9785	N711WK	USA	2017	1,801	RRCC	SmartParts Preferred	MSP Gold	Make Offer	26,750,000
9851	OE-IMB	Austria	2019	1,710	JSSI	None	JSSI	33,500,000	32-33mil range

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 SmartParts Preferred airframe program. 13 Pax Interior with only one divan and 2 opposite club seats at the aft cabin. 30M inspection performed in 10/2024. SBB Internet. Asking price was in “close to 30mil. range”. The aircraft was sold in 03/2025 for \$29,500,000.

Serial number 9771

This is a 2018 YOM unit based in Luxembourg. It has 2 536 hours total time, RRCC engines program, MSP Gold APU program and SmartParts Plus airframe program. 14 Pax Interior non-standard configuration with single seat opposite a dinning group in mid cabin. 60M inspection performed in 05/2023. KA-Band Internet. Asking price was \$32,500,000. The aircraft was sold in 08/2025 for \$30,000,000.

Serial number 9785

This is a 2017 YOM unit based in USA. It has 1 801 hours total time, RRCC engines program, MSP Gold APU program and SmartParts Preferred airframe program. 13 Pax Interior with dual divan at the aft cabin. 60M inspection performed in 2024. KA-Band Internet. Asking price was Make Offer. The aircraft was sold in 03/2025 for \$26,750,000.

Serial number 9851

This is a 2019 YOM unit based in Austria. It has 1 710 hours total time, JSSI engines program, JSSI APU program and no airframe program. 13 Pax Interior with dual divan at the aft cabin. 60M inspection performed in 2024. KA-Band Internet. Asking price was \$33 500 000. The aircraft was sold in 05/2025 in \$32-33 mil. range.

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 SN9765

The aircraft was sold in 3/2025 for \$29,500,000

$29,500,000 + 1,000,000 \text{ /for vintage difference/} - 600 * (2,495 - 1,780) \text{ /for Total Time difference/} = 30,071,000.$

30,071,000 USD would be the fair market value when compared to SN9765.

When compared to SN9771

The aircraft was sold in 8/2025 for \$30,000,000

$30,000,000 + 600 * (2,536 - 2,495) \text{ /for Total Time difference/} = 30,024,600.$

30,024,600 USD would be the fair market value when compared to SN9771.

When compared to SN9785

The aircraft was sold in 3/2025 for \$26,750,000

$26,750,000 + 1,000,000$ /for vintage difference/ - $600 * (2,495 - 1,801)$ /for Total Time difference/ =
27,333,600.

27,333,600 USD would be the fair market value when compared to SN9785.

When compared to SN9851

The aircraft was sold in 5/2025 in \$32-33 mil. range.

$32,500,000 - 1,000,000$ /for vintage difference/ - $600 * (2,495 - 1,710)$ /for Total Time difference/ =
31,029,000.

31,029,000 USD would be the fair market value when compared to SN9851.

**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
29,500,000 - 30,500,000 USD.**

Aircraft Records Review

September 2025

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, no detailed inspection, and no system tests were performed.

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 y2018.

AIRCRAFT INFORMATION

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
OPERATOR	Eclair Aviation s.r.o, Dědinská 29, 161 00, Praha 6

AIRCRAFT MAIN ASSY INFORMATION

ITEM	STATUS NOTE
Current times as of 16-SEP-2025	
AIRFRAME	BOMBARDIER BD-710-1A10 (GLOBAL 6000)
AIRCRAFT TOTAL FH	2498:40
AIRCRAFT TOTAL FC (AFL)	1242
LH ENGINE	ROLLS-ROYCE P/N BR700-710A2-20 S/N 22729
LH ENGINE - TOTAL FH (TSN)	2498:40
LH ENGINE – TOTAL FC (CSN)	1242
LH ENGINE – FH SINCE OVH (TSO)	N/A
RH ENGINE	ROLLS-ROYCE P/N BR700-710A2-20 S/N 22728
RH ENGINE - TOTAL FH (TSN)	2498:40
RH ENGINE – TOTAL FC (CSN)	1242
RH ENGINE – FH SINCE OVH (TSO)	N/A
APU	HONEYWELL P/N RE220 (BX) S/N P-927
LH - TOTAL FH (APUH)	1672
APU – TOTAL FC (APUS)	2312

AIRCRAFT TECHNICAL EVALUATION

AIRCRAFT: Global 6000, registration OK-GRX. Previously registered in Canada, the aircraft has been registered and operated in the Czech Republic since 2021. It is fully compliant with EASA regulations.

EXTERIOR

The paint is in very good condition — well-maintained and clean, with no signs of stripping. The windshields and windows are free of visible scratches. The wings, antenna surfaces, seals, and labels are clean, polished, and show no issues.

INTERIOR

The interior is in very good condition. The cabin is configured for 14 passengers. The seat upholstery shows no damage or scratches, though the seat cushions display slight signs of aging. The galley and entry area have a few minor scratches but remain in excellent condition. Cockpit seats are in excellent shape, and all instruments and screens are fully functional with no issues. Both the forward and rear lavatories are clean, with no damage or visible signs of wear. Overall, the interior is in very good condition with no significant findings.

ENGINES

The engines are maintained in accordance with the Rolls-Royce program, with no significant findings or records of concern. Inlets and outlets are clean.

DOCUMENTATION

Documentation is well-managed, and the operator uses an Electronic Flight Bag (EFB), where the majority of onboard manuals are available. All manuals and onboard documents are up to date and valid. Maintenance records and full maintenance history are available from the aircraft's entry into service ("birth"). Release documents are available in both hard copy and electronic format.

MODIFICATIONS

There are two STCs that were performed by the manufacturer, and no additional modifications have been made since the last inspection.

ITEMS FOR CONSIDERATION

8M, 15M, 30M Various Inspections are DUE but within its tolerance

REPAIRS

Since the last period, one incident was recorded. Previously, the following repairs were carried out:

Repair – RH Winglet Trailing Edge: Repaired by component replacement and trimming in accordance with the Structural Repair Manual (SRM). Released with a Certificate of Release to Service (CRS) on 23 July 2025.

Repair – Bird Strike: Documentation available. Damage was fully rectified.

CONCLUSIONS

The aircraft is well-maintained, clean, and well-managed, remaining within the scope of tolerance with no open maintenance tasks. Its documentation is traceable back to birth, and the interior is in good condition. All recorded incidents have been properly resolved, with supporting documentation available.

Overall, the aircraft can be evaluated as being in *very good to excellent condition*.

JETRON

[illegible]

patent 1.2.2025

MAINTENANCE REVIEW

SELECTED MAINTENANCE

ENGINE INSPECTION

500 EFH	DUE 2 959:04 EFH
1 000 EFH	DUE 3 000:00 EFH
2 000 EFH	DUE 4 000 EFH
3 000 EFH	DUE 3 000:00 EFH
3 500 EFH	DUE 3 500:00 EFH
5 000 EFH	DUE 5 000 EFH
8M	DUE 20.JAN.2026

APU INSPECTION

750 APUH	DUE 2069 APUH
1000 APUH	DUE 2000 APUH
1500 APUH	DUE 2869 APUH
2 000 APUH	DUE 2 000 APUH
2250 APUH	DUE 2250 APUH
20 000 APUS	DUE 20 000 APUS
30M	DUE 31.AUG.2025) WITHIN TOLERANCE +- 3M

SCHEDULED INSPECTION INTERVALS

MPD INTERVALS	
500 FH	DUE 2909:04
1000 FH	DUE 2968 :58 FH
1500 FH	DUE 3000:00 FH
2250 FH	DUE 4500:00 FH
3000 FH	DUE 3000:00 FH
3750 FH	DUE 3750:00 FH
4500 FH	DUE 4500 FH
5000 FH	DUE 5000 FH
7500 FH	DUE 7500 FH
8000 FH	DUE 8000 FH
9600 FH	DUE 9600 FH
15000FH	DUE 15000 FH

TIME INTERVAL

15M	DUE 21.SEP.2025 WITHIN TOLERANCE +- 3M
24M	DUE 30.JAN.2026
30M	DUE 31.AUG.2025) WITHIN TOLERANCE +- 3M
45M	DUE 01.SEP.2025 WITHIN TOLERANCE +- 3M
60M	DUE 02.MAR.2028
120M	DUE 02.MAR.2028
180M	DUE 02.MAR.2033
240M	DUE 02.MAR.2038

FLIGHT CYCLES INTERVAL

450 FC	DUE 1 350 FC
650 FC	DUE 1 834 FC
850 FC	DUE 1 966 FC
900 FC	DUE 1 757 FC
950 FC	DUE 1857
1800 FC	DUE 1 800 FC
1875 FC	DUE 1 875 FC
3666 FC	DUE 3 666FC
3750 FC	DUE 3 750 FC
3808 FC	DUE 3 808 FC
4823 FC	DUE 4 823 FC
5816 FC	DUE 5 816 FC
5848 FC	DUE 5 848 FC
6250 FC	DUE 6 250 FC
6620 FC	DUE 6 620 FC
6232 FC	DUE 6 232 FC
6639 FC	DUE 6 639 FC
7400 FC	DUE 7 400 FC
7450 FC	DUE 7 450 FC
7500 FC	DUE 7 500 FC
8366 FC	DUE 8 366 FC
8863 FC	DUE 8 863 FC
10999 FC	DUE 10 999 FC
11168 FC	DUE 11 168 FC
11190 FC	DUE 11 190 FC
11220 FC	DUE 11 220 FC
11295 FC	DUE 11 295 FC
11271 FC	DUE 11 271 FC
11 505 FC	DUE 11 505 FC
11 520 FC	DUE 11 520 FC
11 565 FC	DUE 11 565 FC
12 540 FC	DUE 12 540 FC
15 000 FC	DUE 15 000 FC
20000 FC	DUE 20 000 FC
25000 FC	DUE 25 000FC

AD CROSSCHECK

PERFORMED CROSSCHECK CAN, FAA, EASA	NO FINDINGS
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SB CROSSCHECK

ENGINE AND AIRFRAME SB CROSCHECK	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 28.02.2026 (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	#DUE 22.SEP.2025 NOT AVAILABLE
INSURANCE CERTIFICATE	#R01649 VALID THRU 28.01.2026
LOPA – EMERG. EQUIPMENT LOCATION	#CL49R02 23.08.2023
MEL	FIGHT BAG NOT PROVIDED
HIL/STATUS/DEFFERED ITEMS LIST	HIL PROVIDED ITEM #1 RECTIFIED
INCIDENT ACCIDENT STATUS	- INCIDENT BIRD STRIKE RECORDED (DOCUMENTS AVAILABLE-DAMAGE RECTIFIED)
	- INCIDENT RH WINGLET TRAILING EDGE HITTED (DOCUMENTS AVAILABLE – DAMAGE RECTIFIED)
AMP – MAINTENANCE PROGRAM APPROVAL	E-MP-GL6000 R13 15.01.2024
DENT&BUCKLE CHART	NOT AVAILABLE
AFM (CREW OPERATING MANUAL)	AFM CSP-700-1V Rev. 51
AFM SUPPLEMENTS REFERENCE	AFM SUPPLEMENTS 07-00-00-1 CSP 700-1V
FLIGHT MANUAL SUPPLEMENTS	CSP-700-1V
AFM W&B REPORT	#182958 22.SEP.2022 PROVIDED
AFM ACCEPTANCE PAGE	01.03.2018 AFM CSP-700-1V
RVSM APPROVAL CERT	AVAILABLE
ENGINE No. 1 LOGBOOK	# 22729
ENGINE No. 2 LOGBOOK	# 22728
AIRCRAFT LOGBOOK	# 1 ISSUED BY CZ CAA 01.MAR.2018
AIRCRAFT TECHNICAL BOOK	LOG #00905 14.SEP.2025
PILOTS GUIDE (FMS, MFDS)	FCOM VOLUME #1 AND #2
PILOT QRH	PROVIDED VOLUME #1 AND VOLUME #2
CHECKLIST EMERGENCY	FLIGHT BAG
ABNORMAL/PROCEDURE	
LAST CRS	CRS #25-9072 ACC COLUMBIA 08.AUG.2025
LAST ENGINE INSPECTION	25-9072 ACC COLUMBIA 08.AUG.2025
MAINTENANCE STATUS	PROVIDED 09.SEP.2024
AD STATUS	PROVIDED
SB STATUS	PROVIDED
STC STATUS	PROVIDED
LLP STATUS	PROVIDED
MAINTENANCE RECORDS	PROVIDED LAST MAINT 08.AUG.2025
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



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Aft Fuselage and Tailcone



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Wings



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Winglets



Flaps, Spoilers and Ailerons



Vertical & Horizontal Stabilizer

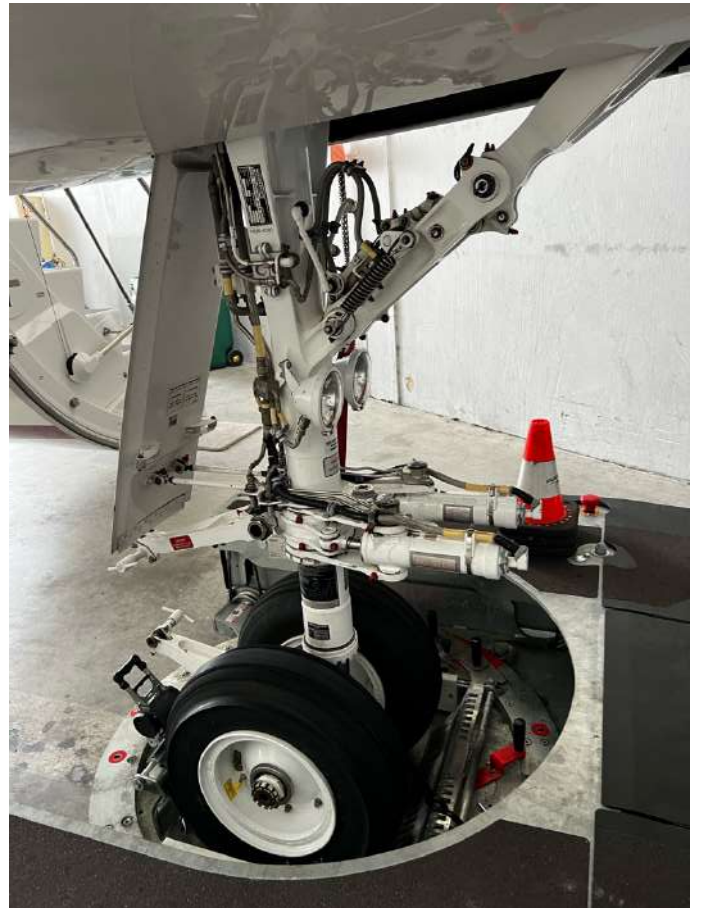


Windows



JETRON

Landing Gear, Wheels



JETRON

Engines



JETRON

Antennas



JETRON

Lights



JETRON

Interior

Cockpit



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Entry Area



JETRON

Galley



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Passenger Cabin



JETRON

Aft Lavatory



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