

PRESENTED BY HOWARTH AVIATION

2000

Gulfstream G200

Super-midsize, transatlantic-capable business jet · 96-month inspection completed September 2026

TOTAL TIME	CYCLES	PASSENGERS	ENGINES
5,954.2 h	3,478	9	2 × PW306A

OVERVIEW

2000 Gulfstream G200, serial number 025, powered by two Pratt & Whitney Canada PW306A turbofans. The G200 pairs a stand-up, nine-passenger cabin with a range of approximately 3,400 nm. Privately owned and professionally operated, with the engines on ESP Gold, the APU on MSP Gold and the avionics on CASP.

- 96-month inspection, September 2026
- Engines on ESP Gold, APU on MSP Gold
- Collins Pro Line 4 five-tube EFIS with three FMS
- ADS-B Out, RVSM and TCAS II Change 7.1
- Nine-passenger cabin with berthable divan
- Gogo ATG-5000 Wi-Fi and Aero I satcom

AIRFRAME

Type: Gulfstream G200

Serial number: 025

Total time: 5,954.2 h

Total cycles: 3,478

Entry into service: 25 December 2001

Year of manufacture: 2000

Registration: N866G (United States)

Certification: FAA Part 91

Location: Madrid, Spain

Times as of: 6 June 2025

MAINTENANCE STATUS

PROGRAMME / INSPECTION	STATUS
96-month inspection	**Completed September 2026** — Gestair Maintenance, Madrid
Engines / APU	**ESP Gold / MSP Gold**
Avionics	CASP
Airframe	MSG-3, Gulfstream CMP, CAMP tracked

WEIGHTS & PERFORMANCE

Engines: 2 × P&WC PW306A, 6,040 lbf each

Max take-off weight: 35,450 lb (16,080 kg)

Max landing weight: 30,000 lb (13,608 kg)

Basic operating weight: 20,842 lb (2016 specification)

Max fuel: approx. 15,015 lb

Range: approx. 3,400 nm

Max operating altitude: 45,000 ft

Max operating speed: Mach 0.85

Weights and performance figures are published data for the Gulfstream G200 and are provided for information purposes only. Actual figures vary with configuration, weight, temperature and altitude; the Aircraft Flight Manual and current weight-and-balance report govern.

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ENGINES

Two Pratt & Whitney Canada PW306A turbofans — 6,040 lbf each, both enrolled on ESP Gold. The Honeywell GTCP36-150 APU is enrolled on MSP Gold. Figures below are times and cycles since new, from the Gulfstream CMP status report of 21 August 2026.

ENGINE 1
5,445.3 h
3,184 cycles since new

ENGINE 2
5,846.3 h
3,408 cycles since new

ENGINE PROGRAMME
ESP Gold
both engines enrolled

APU PROGRAMME
MSP Gold
GTCP36-150, 3,265 h since new

	ENGINE 1	ENGINE 2	APU
Model	PW306A	PW306A	GTCP36-150
Serial number	PCE-CC0151	PCE-CC0046	P-137
Time since new	**5,445.3 h**	**5,846.3 h**	**3,265 h**
Cycles since new	**3,184**	**3,408**	**5,278**
Programme	ESP Gold	ESP Gold	MSP Gold

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AVIONICS

FLIGHT DECK

Collins Pro Line 4 five-tube EFIS with three FMS

Dual Universal UNS-1C+ and a single UNS-1K+ FMS, Honeywell Laseref IV IRS, ADS-B Out and TCAS II Change 7.1.

RVSM · RNP 10

- Five Collins EFD-4077 EFIS / EICAS displays
- Dual Universal UNS-1C+ FMS, single UNS-1K+ FMS
- Dual Collins FCC-4005 autopilot
- Dual Collins ADC-850C ADC and AHC-3000 AHRS
- Dual Collins VHF-4000 COM (8.33 kHz)
- Dual Collins KHF-950 HF COM
- Dual Collins VIR-432 NAV (FM immunity)
- Dual Collins ADF-462, DME-442 and ALT-4000
- Dual Collins TDR-94D transponders (ADS-B Out)
- Dual Collins RTU-4220 radio tuning units
- Collins TTR-921 TCAS II Change 7.1
- Honeywell Mark V EGPWS with windshear
- Collins TWR-850 colour weather radar
- Universal CVR-120 and Allied Signal DFDR
- RNAV 1, RNAV 5 and RNP 10 capable, RVSM compliant

ADDITIONAL EQUIPMENT

- Honeywell Laseref IV inertial reference system
- Thrane & Thrane TT-5000 Aero I satcom
- Gogo ATG-5000 Wi-Fi, text and talk
- BF Goodrich WX-1000 Stormscope
- RosenView LX moving map
- Artex 110-406 ELT
- EVAS, oxygen bottles and baggage shelf
- APU surge valve exhaust mod, lead acid batteries



FLIGHT DECK — COLLINS PRO LINE 4, THREE FMS

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INTERIOR

Interior — Nine-passenger executive cabin: four club seats with pull-out tables forward, two seats opposite a three-place berthable divan aft. Forward galley and aft lavatory.



FORWARD CABIN — CLUB SEATING



AFT CABIN — SEATS AND DIVAN



BERTHABLE DIVAN



GALLEY



LAVATORY

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EXTERIOR

Exterior — Snow White fuselage with Cumulus Grey and Metallic Blue stripes.



SIDE PROFILE



IN THE HANGAR



REAR QUARTER



NOSE AND FLIGHT DECK

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