



AIRCRAFT SALES & ACQUISITION · BUY-SIDE / SELL-SIDE REPRESENTATION · WORLDWIDE



GULFSTREAM G700

MARKET REPORT

AUGUST 2026 · DATA AS AT 18 AUGUST 2026

105

AIRCRAFT IN OPERATION
GUARDIAN JET · 18 AUG 2026

3

AIRCRAFT ON MARKET
2.9% OF FLEET

\$84–91M

PUBLISHED ASK RANGE
THREE DISCLOSED ASKS

1

PRE-OWNED TRANSACTIONS
MODEL LIFETIME TO DATE

26 Mo

TIME FROM EIS TO
100TH DELIVERY

01 / THE AIRCRAFT

MARKET OUTLOOK

Certified by the FAA on **29 March 2024** and entering service on **23 April 2024**, the Gulfstream G700 is the flagship of the Gulfstream fleet and the largest-cabin aircraft the manufacturer has built. It flies **7,750 nm at Mach 0.85** and **6,650 nm at Mach 0.90**, with a maximum operating speed of **Mach 0.935** and a maximum cruise altitude of 51,000 ft. Two Rolls-Royce Pearl 700 engines each deliver 18,250 lb of takeoff thrust. The **2,603 cu ft** cabin measures 56 ft 11 in long, 8 ft 2 in wide and 6 ft 3 in high, supports up to five living areas, seats up to 19 and sleeps up to 13, with 20 panoramic oval windows and a cabin altitude of 2,840 ft at FL410. Balanced field length is 5,995 ft. The type flies behind Gulfstream's Symmetry Flight Deck — fully fly-by-wire, with active control sidesticks.

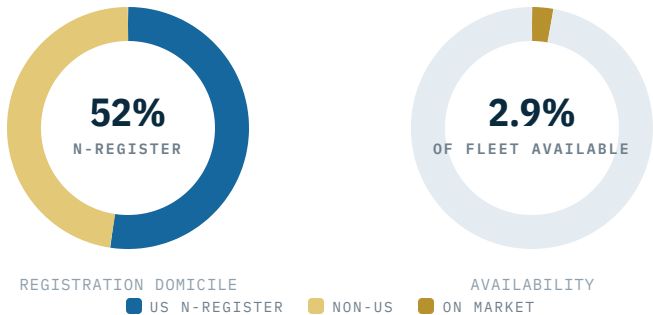
Twenty-six months after entry into service Gulfstream delivered the **100th G700** and recorded the type's **100th city-pair speed record** on the same day (10 June 2026). The G700 is now approved in more than twenty countries, and more than 700 pilots hold the type rating. Against that ramp, the pre-owned market has produced **a single recorded resale in the model's history** — the defining fact of this report.

READING THIS REPORT

The G700 has no transparent secondary market. There is no published closed-sale price, no measurable days-on-market and no ask-to-sale deviation for this type. Every figure below is attributed to a named public source and dated; derived figures are labelled. Where two reputable sources disagree, both are printed. Nothing here is modelled, estimated or inferred without saying so.

02 / FLEET & AVAILABILITY

GEOGRAPHIC CONCENTRATION



The FAA registry carries **113** aircraft on the GVIII-G700 type code, of which **58 are domiciled in Georgia** — Gulfstream's Savannah campus, i.e. airframes in production, completion or awaiting delivery. Netting those out leaves **55 owner-domiciled US registrations**, roughly 52% of the 105-aircraft in-service fleet. **27 of the 55 sit in Utah**, the standard owner-trustee structure used by non-US beneficial owners to hold N-registration — so genuine US ownership is materially below 52%.

Approximately **20% of the in-service fleet is based in the Middle East** (AIN, Nov 2025). Q1 2026 outbound movements ranked the United States (874), the United Kingdom (88) and China (86), with Korea, the UAE and Italy also prominent.

Registration split is a GEMCAN derivation: FAA Aircraft Registry query, 18 Aug 2026, less Georgia-domiciled records, against the Guardian Jet 105-aircraft fleet count. Registration domicile is not beneficial ownership.

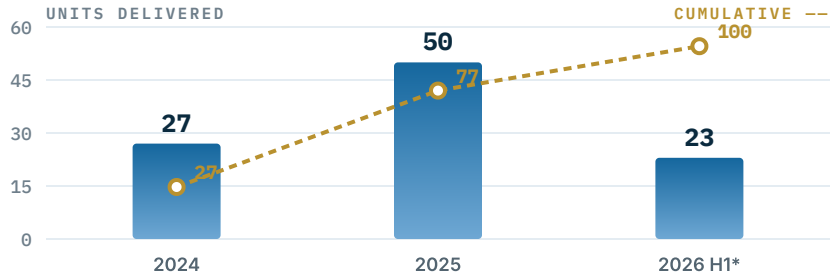
SPECIFICATION SNAPSHOT · GULFSTREAM PUBLISHED DATA, ACCESSED 18 AUGUST 2026

7,750 nm RANGE @ MACH 0.85	6,650 nm RANGE @ MACH 0.90	Mach 0.935 MAX OPERATING SPEED	51,000 ft MAX CRUISE ALTITUDE	2,603 cu ft CABIN VOLUME	56 ft 11 in CABIN LENGTH
19 / 13 PASSENGERS / SLEEPS	2,840 ft CABIN ALTITUDE @ FL410	18,250 lb THRUST PER ENGINE · RR PEARL 700	107,600 lb MAX TAKEOFF WEIGHT	5,995 ft BALANCED FIELD LENGTH	Symmetry FLY-BY-WIRE FLIGHT DECK

Landing distance 3,150 ft and 20 panoramic oval windows per General Dynamics, 29 March 2024. FAA type designation GVIII-G700; FAA TCDS T00015AT. Certificated in more than twenty countries; more than 700 pilots type-rated as at June 2026.

03 / SUPPLY FORMATION

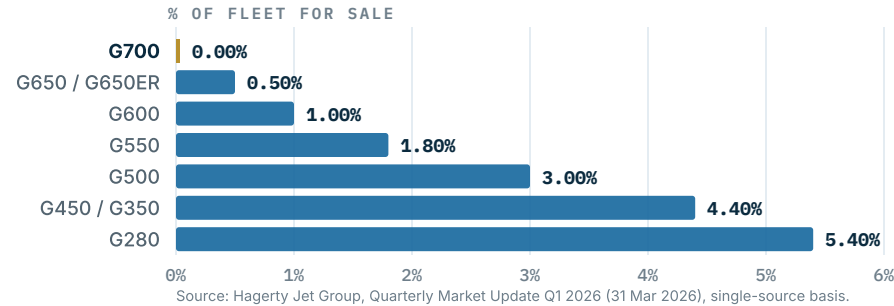
DELIVERY RAMP — THE ONLY SOURCE OF SUPPLY



*through 10 Jun 2026 (100th delivery). Sources: Hagerty Jet Group Q4-2025 QMU; Gulfstream/GlobalAir 11 Jun 2026.

04 / RELATIVE SCARCITY

GULFSTREAM AVAILABILITY BY MODEL



0.0–2.9%

G700 INVENTORY AS % OF FLEET
SOURCE-DEPENDENT · SEE NOTE

54 Days

MARKET DURATION, AIRCRAFT
AGED 0–5 YRS
JETNET · JUN-26 TTM · ALL
TYPES

+43.8%

HEAVY-JET TRANSACTIONS, Q2
2026 YOY
AMSTAT · STRONGEST OF ANY
CLASS

2.74

IADA BUYER-SELLER INDEX, H1
2026
LOWEST IN 2.5 YEARS

Mid-2028

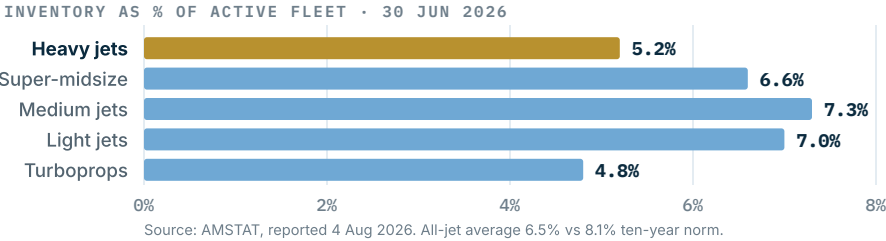
NEXT NEW-BUILD DELIVERY
POSITION
HAGERTY JET GROUP · Q4 2025

MARKET SYNOPSIS

The G700 market is not tight — it is **closed**. Two independent authorities recorded **zero** pre-owned G700s available: Hagerty Jet Group on 31 March 2026 and JETNET on 1 August 2026. Guardian Jet's aggregated dealer database showed **3 for sale** — **2.9% of a 105-aircraft fleet** — at a published ask of **\$90,995,000** on 18 August 2026, and GEMCAN independently identified three dealer-direct offerings. None of them is carried on a public listing service: Controller, AvBuyer, GlobalAir and AircraftExchange all returned zero on 18 August 2026. **What supply exists moves privately.**

With one lifetime resale, an absorption rate and an ask-to-sale deviation cannot be computed for this type — any broker publishing one is modelling, not measuring. The meaningful comparison is the new-build alternative: the order book runs into **mid-2028**, so asks of **\$84–91 million sit at or above the \$80–85 million new-build range**. The premium is not for the aircraft; it is for the delivery date.

INVENTORY BY AIRCRAFT CLASS



CONFLICT ON THE RECORD

JETNET (1 Aug 2026, via AvBuyer) reports **0 G700 for sale, 0.00% of a 104-aircraft fleet**. Guardian Jet (18 Aug 2026) reports **3 for sale, 3% of a 105-aircraft fleet**. Hagerty Jet Group (31 Mar 2026) reports **0 for sale**. GEMCAN prints all three. The differences are methodological — public-listing coverage versus dealer-network aggregation — not errors.

The backdrop reinforces it. Heavy-jet inventory was **5.2% of the active fleet** at 30 June 2026 — tightest of any class — with heavy-jet transactions **+43.8% year-over-year**. IADA dealers closed 746 transactions in H1 2026, up 21%, with the fewest price reductions since tracking began, and Gulfstream booked a **1.5x book-to-bill** in Q2 2026 on a record \$136.5 billion backlog. Relief is not coming from the factory.

05 / ON MARKET

EVERY IDENTIFIED OFFERING, WORLDWIDE

Compiled 18 August 2026 from public dealer inventories and aggregators. **No G700 offering anywhere in public discloses a serial number or registration** — every listing shows “TBA”, redacts the field, or omits it. Aircraft may be double-counted across the Guardian Jet aggregate and the named dealer listings; GEMCAN does not treat these as five distinct airframes.

SOURCE / DEALER	YR	MSN / REG.	BASE	ASK	TIME	ENGINE	PROG.	PAX	CONNECTIVITY	STATUS
Freestream Aircraft	2025	Not disclosed	Not disclosed	On application	Delivery hrs only	Not disclosed		19	Jet ConneX Ka + Starlink	DEALER-DIRECT
JetHunter	2025	TBA	UAE · Dubai	\$88,000,000	100 h / 35 ldg	RR CorporateCare Enh.		15	Starlink + Ka	AVAILABLE
JetHunter	2024	TBA	USA · Morristown NJ	\$84,000,000	Eng. 1,000 h / 350 c	RR CorporateCare Enh.		15	Starlink + Ka	AVAILABLE
Guardian Jet (aggregated)	2024–2026	—	Not disclosed	\$90,995,000	50–675 hrs (range)	Not disclosed		—	—	3 UNITS · 2.9%
ASO.com (listing 198380)	2024	Not disclosed	Not disclosed	Not disclosed	Not disclosed	Not disclosed		—	—	PAGE UNREACHABLE

06 / VERIFIED NEGATIVES

WHERE THE G700 DOES NOT APPEAR

MARKETPLACE / DATA HOUSE	RESULT	OBSERVED
Controller.com	0 – 0 of 0 listings	18 Aug 2026
AvBuyer	No results returned	18 Aug 2026
GlobalAir	Aircraft unavailable	18 Aug 2026
AircraftExchange (IADA)	Full Gulfstream inventory shown — no G700	18 Aug 2026
JETNET (via AvBuyer)	0 for sale · 0.00% of 104-aircraft fleet	1 Aug 2026
Hagerty Jet Group	“There are no Pre-owned G700 or G800 models for sale at this time.”	31 Mar 2026

Trade-A-Plane and PlaneCheck returned HTTP errors and could not be checked. AvPro, QS Partners, The Jet Business, Jetcraft, Duncan Aviation, Mesinger and Hagerty Jet Group show no G700 in their published inventories. **Caution on the Freestream listing:** the dealer's page remains live, but the same listing identifier returns HTTP 410 on Controller and is marked “not for sale” on a mirror site — it may be sold or withdrawn behind a stale page. Treat as unconfirmed until re-canvassed.

07 / PRICE POSITIONING

PRE-OWNED ASK VS. NEW-BUILD

The mean of the three disclosed asks is **\$87.66M** (GEMCAN calculation: \$84.0M, \$88.0M and \$90.995M ÷ 3) — approximately **6% above the \$82.5M midpoint** of the \$80–85M new-build range. The highest disclosed ask, \$90,995,000, sits **13.7% above the range's \$80M floor**. Hagerty Jet Group's independent estimate for a G700 resale is “**\$90M+**”. A pre-owned G700 is therefore not a discount to a new one; it is a premium paid to skip a delivery queue running into mid-2028.

WHAT A BUYER SHOULD DISCOUNT FOR

FAA Emergency AD **2026-13-51** (effective 17 July 2026) requires inspection of the engine-mount thrust-strut pin caps and sleeve bushings. Applicability is G700 serials **87002–87049, 87053 and 87076** plus G800 serials 88002–88014; the FAA estimated **37 US-registered aircraft across both types**, at roughly \$1,700 per airframe. Confirm compliance in records review. It is an inspection AD, not a design change, and should not move value on a compliant airframe.

A / WHERE SUPPLY COMES FROM NEXT
THE 2027–28 WINDOW

First-generation G700s — 2024 airframes now approaching their third year, plus early fractional and management-fleet tails — are the only realistic source of secondary supply. On the delivery curve (27 units in 2024, 50 in 2025), a meaningful pre-owned cohort should not form before 2027. Until then every incremental buyer competes for a queue position.

B / HOW A G700 IS BOUGHT TODAY
THREE CHANNELS, NONE PUBLIC

- **Dealer-direct inventory** — aircraft held or represented off-market, never posted to a listing service.
- **Owner approach** — an unlisted owner canvassed directly; the one recorded resale was sold this way.
- **Delivery-position transfer** — a contracted 2027–28 slot assigned to a new buyer, typically at a premium.

C / RECORDS TO DEMAND BEFORE LOI
DILIGENCE CHECKLIST

- AD 2026-13-51 compliance and Alert Customer Bulletin sign-off.
- Rolls-Royce CorporateCare enrolment and transferability.
- Provenance of “delivery hours only” — ferry and demo usage.
- Ka-band service contract versus Starlink provision-only wiring.
- Warranty balance and completion-centre interior records.

08 / TRANSACTION RECORD

ONE RESALE IN TWENTY-EIGHT MONTHS

Hagerty Jet Group, 31 March 2026: “Only 1 preowned G700 has transacted in the history of the model. Prices would be in the \$90M+ range.” AIN repeated the finding on 2 April 2026. GEMCAN identified the aircraft that almost certainly corresponds to it.

AIRCRAFT	TOTAL TIME	REGISTRY	CONFIGURATION	OFFERED	CHANNEL	PRICE	STATUS
2024 Gulfstream G700 · Aviatrade Inc.	46.7 hrs	United States	19 seats · berthing for 8	6 Jan 2025	Off-market · direct from owner	Never disclosed	SOLD

Aviatrade's inventory index now lists the aircraft as “Sold”. No source explicitly links it to the Hagerty count; the serial, registration and price have never been published. Mesinger Jet Sales separately records one G700 bought for a client, without date or price.

09 / THE REAL COMPARABLE

NEW-BUILD PIPELINE

METRIC	VALUE	AS AT
G700 deliveries, 2024	27	FY2024
G700 deliveries, 2025	50	FY2025
Cumulative G700 deliveries	100	10 Jun 2026
Gulfstream deliveries, Q2 2026	41 (35 large-cabin)	30 Jun 2026
Gulfstream deliveries, FY2025	158	31 Dec 2025
FY2026 delivery guidance	≈160	29 Jul 2026
GD Aerospace backlog	\$23.98 bn	30 Jun 2026
Aerospace book-to-bill, Q2 2026	1.5x	30 Jun 2026
General Dynamics total backlog	\$136.50 bn – record	30 Jun 2026
Next available G700 position	Mid-2028	Q4 2025 report
New-build price range	\$80–85 M	Q4 2025 report

Conflict: AIN reported 30 G700 deliveries in 2024 against a plan of 50 (29 Jan 2025); Hagerty reported 27 (5 Jan 2026). Neither General Dynamics nor GAMA breaks the G700 out of large-cabin totals, so the series cannot be reconciled from primary filings.

RESIDUAL VALUE – READ-ACROSS, BECAUSE NO G700 CURVE EXISTS

PHASE 1 · YEARS 0–4 – NO MARKET

Where the G700 sits today. Zero public listings, a handful of private offerings, asks at or above new-build. Price discovery cannot begin on a sample of one.

PHASE 2 · THE GLOBAL 7500 ANALOGUE

In service since December 2018, the Global 7500 shows **5 for sale — 2.04% of a 245-aircraft fleet**. Even at seven years post-EIS the type stays illiquid: the buyer pool is small and aircraft clear far slower than the 54-day market average.

PHASE 3 · THE G650ER PRECEDENT

Production ended February 2025; the G650ER shows **595 in service against 2 net for sale and 5 pending — 0.50% available**. The top of this segment does not flood, it dries up. Successor risk is weak: the G800 is a shorter-cabin sibling; the Falcon 10X slipped to 2029.

No appraiser publishes a G700 residual curve and GEMCAN does not model one — the phases above are observed inventory ratios for comparable types, sourced as dated elsewhere in this report.

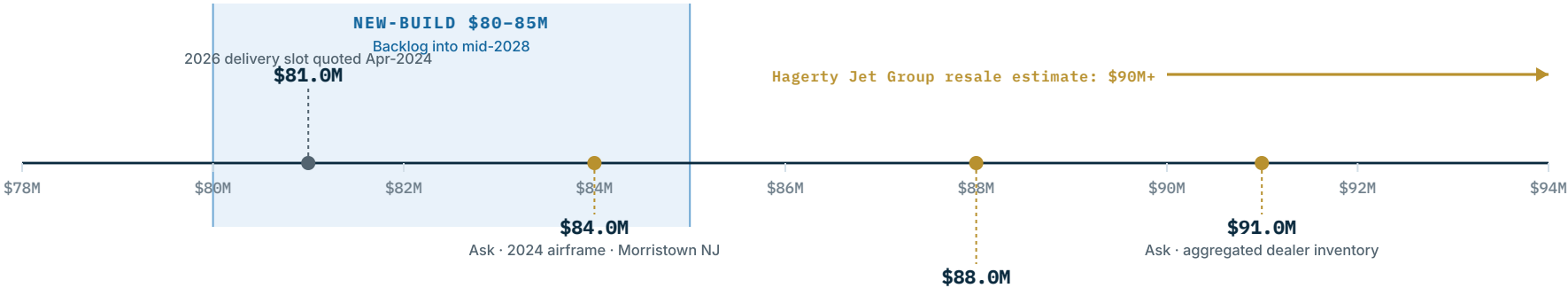
10 / SEGMENT CONDITIONS

LARGE-CABIN MARKET, MID-2026

- **Heavy-jet inventory 5.2% of the active fleet** at 30 June 2026 — tightest of any class; all jets 6.5% against an 8.1% ten-year norm [AMSTAT](#)
- **Heavy-jet transactions +43.8% YoY in Q2 2026**, the strongest showing of any category; all transactions +11.2% and 14% above the ten-year average [AMSTAT](#)
- **Large jets were the only cabin class to grow in H1 2026** — 332 transactions, +3.8%, against a total market down 10.8% [JETNET](#)
- **Ultra-long-range fleet-for-sale ratio 3.88%** in Q1 2026, down from 5.36%; 70 ULR resales, the best first quarter on record [Jet Match](#)
- **Aircraft aged 0–5 years sell in 54 days** against a 98-day market average [JETNET](#)
- **IADA: 746 transactions in H1 2026, +21%**; 67 price reductions, the fewest since tracking began; dealer inventory purchases +87%; ~two thirds of dealers expect further large-jet price increases [IADA](#)
- **Median transaction values +5% YoY** even as average asking prices fell — a mix effect, as 74% of listed inventory is now 16 years or older [AMSTAT](#) · [JETNET](#)
- **G650/G650ER production ended February 2025**; 595 in service with only 2 net for sale (0.50%) — there is no second-hand relief valve above the G600 [Hagerty](#)

11 / PRICING

WHERE THE G700 ACTUALLY TRADES



Sources — \$81M for a 2026 delivery slot: Business Jet Traveler, 23 Apr 2024. New-build \$80–85M and mid-2028 backlog: Hagerty Jet Group Q4 2025 QMU, 5 Jan 2026. Asks: JetHunter (27 Jul 2026 / 14 Aug 2026) and Guardian Jet (18 Aug 2026). Gulfstream does not publish a list price.

12 / COMPETITIVE SET

ULTRA-LONG-RANGE, LARGE-CABIN

	GULFSTREAM G700	GULFSTREAM G800	GULFSTREAM G650ER	BOMBARDIER GLOBAL 7500	BOMBARDIER GLOBAL 8000	DASSAULT FALCON 10X
Range @ M0.85	7,750 nm	8,200 nm	7,500 nm	7,700 nm	8,000 nm	7,500 nm (8 pax)
Range @ M0.90	6,650 nm	7,000 nm	—	—	—	—
Mmo	Mach 0.935	Mach 0.935	Mach 0.925	Mach 0.925	Mach 0.95	Mach 0.925
Cabin length	56 ft 11 in	46 ft 10 in	—	54 ft 5 in	54 ft 5 in	53 ft 10 in
Cabin volume	2,603 cu ft	2,138 cu ft	—	—	—	2,780 cu ft
Max passengers	19	19	19	19	19	19
Sleeps	13	10	—	—	—	—
Engines	2 × RR Pearl 700	2 × RR Pearl 700	2 × RR BR725	2 × GE Passport 20	2 × GE Passport 20	2 × RR Pearl 10X
Thrust each	18,250 lb	18,250 lb	—	18,920 lb	18,920 lb	>18,000 lb
MTOW	107,600 lb	105,600 lb	—	114,850 lb	—	—
Certified	FAA 29 Mar 2024	FAA/EASA Apr 2025	2014	FAA Nov 2018	FAA 19 Dec 2025	Not certified
Entry into service	23 Apr 2024	Late Aug 2025	2014	20 Dec 2018	8 Dec 2025	2029 (Dassault)
Status	In production	In production	Out of production Feb 2025	In production	In production	First flight 19 Jun 2026
Fleet / delivered	100 (10 Jun 2026)	12 (31 Dec 2025)	595 in service	245 in operation	Not disclosed	0
Pre-owned for sale	0–3	0	2 net · 0.50%	5 · 2.04%	0	—
Indicative new price	\$80–85 M	\$80–85 M	\$70.5 M (2023 list)	\$78 M (2023 list)	\$81 M (2023 list)	\$75 M

Read-across. The G700's only cabin-volume rival, the Falcon 10X at 2,780 cu ft, confirmed a 2029 service entry in Dassault's H1 2026 release — removing the one credible cabin-size challenger for the rest of the decade. The G800 is a shorter-cabin, longer-legged sibling, not a replacement. The Global 8000 is the genuine competitor on speed and range at a comparable price, but with only a handful delivered it supplies no secondary-market alternative either. For a buyer who needs a delivered ultra-long-range large-cabin aircraft in 2026, the addressable pre-owned universe across all six types is fewer than ten airframes.

13 / REPRESENTATION

MORE THAN A MARKET REPORT.

A market with three airframes, no published serials and no recorded pricing is not researched from a listing screen — it is worked through relationships. GEMCAN GROUP holds no inventory and trades no aircraft of its own. We are paid to get you the right tail at the right number, on your side of the table, from first valuation to final delivery.

01 MANDATE

We agree the aircraft, the target price and the timeline — acquisition or sale — and we represent one side of the table only.

ON YOUR SIDE, BY DESIGN

A broker, not a dealer trading its own stock. Nothing to offload, no inventory to push.

02 SOURCE & VALUE

On- and off-market sourcing, valued against true comparables. In a market of three airframes, off-market access is the entire deal.

DISCRETION AS STANDARD

Off-market sourcing and confidential sales. Your name, your aircraft and your numbers stay between us.

03 INSPECT & NEGOTIATE

Pre-purchase inspection and records review — including AD 2026-13-51 compliance — letter of intent, price and terms.

04 CLOSE & DELIVER

Escrow, technical acceptance, registration and de-registration, import and export, delivery — coordinated to handover.

IN ALLIANCE WITH AERIAN

Buy-side decision design and market intelligence by AERIAN; full transaction execution by GEMCAN GROUP.

0%

AIRCRAFT GEMCAN OWNS
NO INVENTORY · NO SELLER BIAS

Both

CORPORATE JETS & COMMERCIAL AIRCRAFT
BUY-SIDE AND SELL-SIDE

1

POINT OF CONTACT
MANDATE THROUGH DELIVERY

Global

MARKET ACCESS
CANADA · WORLDWIDE REACH

"An aircraft has one honest price. You only find it when your broker has nothing else to sell." · Ilya Filippin, Founder & CEO

14 / METHOD

HOW THIS REPORT WAS BUILT

Serial-level business-jet market reports of the kind published by boutique brokerages are normally produced from a paid subscription — JETNET Marketplace with the Values add-on, or AMSTAT Premier — which supply listing dates, days on market, engine-programme status, interior and paint years, inspection status and, critically, **reported closed sale prices**. Those sale prices are not public records: they come from the vendors' confidential reporting networks of aviation professionals. FAA bills of sale carry only nominal consideration, and escrow and title agents hold real numbers under confidentiality.

GEMCAN has built this report entirely from **publicly verifiable sources**, each named and dated below. That has one consequence worth stating plainly: **we do not print a closed sale price, a days-on-market figure or an ask-to-sale deviation for the G700, because none exists in public** — and for a type with one lifetime resale, none would be statistically meaningful even if it did. Every other broker report on this model faces the same constraint.

LIMITATIONS — STATED, NOT BURIED

- 1. No G700 offering in public discloses a serial number or registration; the current-market table cannot be de-duplicated to individual airframes.
- 2. No G700 resale price has ever been published.
- 3. Days on market, absorption rate and ask-to-sale deviation are not computable for this type.
- 4. G700-only delivery counts after 10 June 2026 are not published; neither General Dynamics nor GAMA breaks the model out.
- 5. Non-US registry counts could not be obtained; the registration split is derived from the FAA registry only.
- 6. Gulfstream publishes no list price; new-build pricing is third-party.

CONFLICTS CARRIED ON THE RECORD

- **G700 units for sale:** 0 (JETNET, 1 Aug 2026; Hagerty, 31 Mar 2026) vs 3 (Guardian Jet, 18 Aug 2026).
- **2024 deliveries:** 30 (AIN, 29 Jan 2025) vs 27 (Hagerty, 5 Jan 2026).
- **Fleet size:** 104 in operation (JETNET, 1 Aug 2026) vs 105 (Guardian Jet, 18 Aug 2026) vs 100 confirmed deliveries (Gulfstream, 10 Jun 2026).
- **H1 2026 transaction direction:** -10.8% (JETNET) vs +7% (AMSTAT) vs +21% (IADA) — different universes and different bases.
- **Large-cabin pricing:** average asking price -15.7% YoY (JETNET) vs median transaction value +5% YoY (AMSTAT). Both are correct; the first is a mix effect.

WHAT WOULD CHANGE THE CONCLUSION

A step-change in G700 production, a cluster of early fractional aircraft returning to market, or a Global 8000 ramp that pulls buyers out of the Gulfstream queue. None is visible in the data as at August 2026. GEMCAN refreshes this analysis against a live mandate, including serial-specific valuation and off-market canvassing no published report can cover.

15 / SOURCES

EVERY FIGURE, ATTRIBUTED

GULFSTREAM	Official G700 and G800 specification pages, gulfstream.com — accessed 18 Aug 2026. All aircraft performance, cabin, weight and engine figures.
GENERAL DYNAMICS	Q2 2026 results, 29 Jul 2026 — Aerospace revenue, deliveries, backlog, book-to-bill. FY2025 results, 28 Jan 2026. G700 FAA certification release, 29 Mar 2024.
EASA / FAA	EASA TCDS EASA.IM.A.169; FAA TCDS T00015AT; FAA Emergency AD 2026-13-51, Federal Register, 2 Jul 2026.
FAA REGISTRY	registry.faa.gov Make/Model inquiry, GVIII-G700 (code 3980221) — 113 records with state breakdown, queried 18 Aug 2026.
HAGERTY JET GROUP	Quarterly Market Update Q1 2026 (31 Mar 2026) and Q4 2025 (5 Jan 2026) — Gulfstream fleet, for-sale counts, transactions, delivery counts, new pricing, backlog.
JETNET	Mid-2026 market snapshot / JIQ Market Barometer, 29 Jul 2026 — inventory %, days on market, transactions and asking prices by cabin class. G700 and Global 7500 fleet counts via AvBuyer, 1 Aug 2026.
AMSTAT	Q2 2026 / H1 2026 data as reported by GlobalAir (4 Aug 2026) and SherpaReport (30 Jul 2026) — inventory as % of active fleet by class, transaction growth, values.
IADA	H1 2026 dealer report via Business Airport International, 4 Aug 2026 — transactions, buyer-seller index, price reductions, dealer sentiment.
GUARDIAN JET	Public aircraft market brochure tool, Gulfstream G700 — fleet 105, 3 for sale, 3% of fleet, ask \$90,995,000, MY 2024–2026, TT 50–675 hrs. Observed 18 Aug 2026.
JET MATCH	Business jet market, Q1 2026, 2 Jun 2026 — ultra-long-range fleet-for-sale ratio and transaction counts.
DEALER LISTINGS	Freestream Aircraft (2025 G700); JetHunter (2024 and 2025 G700, modified 27 Jul and 14 Aug 2026); Aviatrade Inc. (2024 G700, published 6 Jan 2025, now marked Sold); ASO listing 198380 (indexed, unreachable).
MARKETPLACES	Controller.com, AvBuyer, GlobalAir, AircraftExchange (IADA), AvPay, Jetcraft, Duncan Aviation, Mesinger — all checked 18 Aug 2026, all returning zero G700 listings.
TRADE PRESS	AIN (2 Apr 2026; 10 Jun 2026; 17 Nov 2025), GlobalAir (11 Jun 2026; 29 Jul 2026; 4 Aug 2026), Business Jet Traveler (23 Apr 2024), FlightGlobal, AeroTime, Aero Crew News (10 Jun 2026).
COMPETITIVE SET	Gulfstream G800 official specs; Bombardier Global 7500 / 8000 published type data and certification reporting (Dec 2025 – Jan 2026); Dassault Falcon 10X official specs and Dassault Aviation H1 2026 results, 22 Jul 2026.
FLIGHT ACTIVITY	VOLO Aviation ADS-B analysis, 10 May 2026 — Q1 2026 G700/G800 outbound movements by country. Note the source's combined-type basis.

Disclaimer. This report is provided for information only. It is not an offer, a solicitation, an appraisal, or advice on the value of any specific aircraft. Figures are drawn from third-party sources believed reliable but not independently audited by GEMCAN GROUP, and market conditions change without notice. Any transaction should be supported by a serial-specific valuation, a records review and a pre-purchase inspection. © 2026 GEMCAN GROUP. Strictly private and confidential — not for distribution.

THANK YOU FROM



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GEMCAN GROUP is an independent aircraft brokerage representing corporate jet and commercial aircraft buyers and sellers worldwide. We hold no inventory and we answer to no seller. From sourcing an off-market G700 to running the pre-purchase inspection, the letter of intent, escrow, registration and delivery, one point of contact runs the transaction end to end — on your side of the table, and nowhere else.

ACQUISITION · SALES & BROKERAGE · VALUATION & MARKET INTELLIGENCE · TRANSACTION MANAGEMENT
