COMING SOON

Gulfstream G550

Bamberg, Germany



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LOT	AUCTION	BRAND	CATEGORY
#222	#193	Gulfstream	Aircraft

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DESCRIPTION

The Gulfstream G550 arrived in 2003 as the long-legged, high-altitude expression of the Gulfstream V formula: a large-cabin twinjet built to make eight-passenger intercontinental missions routine rather than heroic. Its reputation rests less on novelty than on how completely it joined range, Mach 0.80 long-range cruise, a 51,000-ft ceiling and a practical executive cabin into one durable operating proposition. It became a familiar sight at major business-aircraft terminals for a reason: it was designed to keep going after many rivals needed to stop. ([forecastinternational.com](https://www.forecastinternational.com/archive/disp_pdf.cfm?DACH_RECNO=1442&utm_source=

Known to the FAA as the GV-SP, the G550 was Gulfstream's substantially improved second-generation GV. The programme had to prove that an already capable ultra-long-range jet could be made more efficient, more aerodynamic and much more capable in the cockpit without abandoning the robust Gulfstream operating philosophy. It did so with revised BR710 engines, reduced cruise drag, a redesigned cabin arrangement and the PlaneView flight deck; FAA approval followed on August 14, 2003. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-overview/gulfstream-g550-0?utm_source=openai))

Gulfstream G550 quick facts

What made the Gulfstream G550 stand out in the ultra-long-range class?

Range was the headline, but the more interesting achievement was the way the G550 made that range usable. A 6,750-nm published range at Mach 0.80, under the stated eight-passenger, four-crew NBAA IFR-reserve assumption, placed serious city-pair capability at the centre of the design. The aircraft was not merely a large jet with extra fuel; it was arranged to carry people in a proper multi-zone cabin while retaining the altitude and speed to make long sectors less dependent on compromise. ([forecastinternational.com](https://www.forecastinternational.com/archive/disp_pdf.cfm?DACH_RECNO=1442&utm_source=

For pilots, the defining difference was PlaneView. The four-display Honeywell Primus Epic-based flight deck brought a more integrated, modern working environment than earlier Gulfstreams, while the enhanced flight vision system gave crews another tool for operating in reduced visibility where approved. The G550 still asks for disciplined two-pilot, transport-category professionalism, but it feels like an airplane designed around workload management rather than an older analogue jet fitted with screens as an afterthought. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-overview/gulfstream-g550-0?utm_source=openai))

Gulfstream G550 powerplant, systems and technical highlights

- Two Rolls-Royce BR710C4-11 turbofans provide 15,385 lbf of thrust apiece. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-overview/gulfstream-g550-0?utm_source=opena
- Published long-range cruise is Mach 0.80, with high-speed cruise at Mach 0.85 and a maximum operating altitude of 51,000 ft. ([faa.gov](https://www.faa.gov/sites/faa.gov/files/PARC-Recs-EoR-Criteria-Phraseology-Harmonization.pdf?utm_source=o
- The GV-SP incorporated aerodynamic changes that reduced drag compared with the earlier GV, contributing to its improved range. ([forecastinternational.com](https://www.forecastinternational.com/archive/disp_pdf.cfm?DACH_RECNO=1442&utm_sourc
- A low, swept wing, rear-mounted engines and retractable tricycle gear keep the classic Gulfstream long-range-jet layout intact.
- PlaneView is based on Honeywell Primus Epic and uses four 14-inch displays; original G550 equipment also included enhanced vision and visual-guidance functions. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-overview/gulfstream-g550-0?utm_source=opena

Gulfstream G550 how it compares

The rival shown is the Bombardier Global 6000. Figures vary by model and engine fitted, and published range depends heavily on payload, reserves, routing and cruise profile. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-overview/aircraft-overview-gulfstream-g550?utm_s

Honest ownership note: The G550 is a mature, well-supported large-cabin business jet, but “mature” should not be confused with inexpensive. Its BR710 engines, high-value avionics and transport-category systems require a maintenance budget suited to an ultra-long-range aircraft; published industry estimates place operating costs near the upper end of the market. A pre-purchase inspection should establish engine programme status or reserve exposure, scheduled inspection position, corrosion and structural condition, avionics and connectivity modification status, cabin-systems function, regulatory compliance and the quality of technical records. Use an independent shop with deep GV/GV-SP experience and involve a specialist operator or type community early; this is no place for cheerful optimism and a flashlight. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-propulsion/20twenty-g550-stretching-good-times?

Gulfstream G550 exterior and cabin

Exterior

- Long, slender circular-section fuselage with a pointed nose and a swept, low-mounted wing.
- Two turbofan nacelles mounted on the aft fuselage, either side of the tailcone.
- T-tail with swept horizontal stabilizer mounted high on the vertical fin.
- Retractable tricycle landing gear; seven large oval passenger windows per side distinguish the cabin profile from the earlier GV. ([aviationweek.com](https://aviationweek.com/sites/default/files/2019-12/BCA_201911.pdf?utm_source=openai))

Cabin and cockpit

- Wide, flat-floored executive cabin arranged in up to four living areas, depending on completion. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-overview/aircraft-overview-gulfstream-g550?utm
- Cabin dimensions of approximately 43 ft 11 in long, 7 ft wide and 6 ft high, excluding the baggage compartment from the length figure. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-overview/aircraft-overview-gulfstream-g550?utm
- Forward two-pilot flight deck with four large landscape-format displays and a prominent head-up-display installation typical of the type. ([aviationweek.com](https://aviationweek.com/business-aviation/aircraft-overview/gulfstream-g550-0?utm_source=opena

Who is the Gulfstream G550 for?

- Corporate flight departments that value proven intercontinental reach and established operating procedures.
- Private owners who need genuine long-range capability more often than they need the newest cabin architecture.
- Charter and management operators able to support a two-pilot, large-cabin aircraft with appropriate maintenance planning.
- Buyers who prefer a familiar, capable flight deck and a worldwide-known Gulfstream operating ecosystem.

The G550 remains compelling because it is not trying to be fashionable. It is a serious, high-altitude, long-range business jet from an era when the brief was to fly far, fly quickly and arrive with a cabin that still felt like somewhere people could work or rest. For the buyer whose missions genuinely justify its scale, that remains a persuasive combination.

SPECIFICATIONS

General Information

Year	2007
Model	Gulfstream G550 (GV-SP)

Engine & Power Systems

Engine Type	Two Rolls-Royce BR710C4-11 turbofans

Avionics & Equipment

Avionics	Gulfstream PlaneView flight deck based on Honeywell Primus Epic

PHOTOGRAPHS

5 of 6 photographs reproduced here. The complete gallery is on the listing page.

EXTERIOR





INTERIOR



MECHANICAL



EXTERIOR


AI Enhanced

HOW TO BID ON THIS LOT

Bidding is online at CollectAirs. Register and complete verification in good time before the lot closes, verification is reviewed by our team rather than granted instantly.

collectairs.com/auctions/gulfstream-g550

Questions about this aircraft, the paperwork or the process can be sent to our team at any hour on WhatsApp, or by email at info@collectairs.com.

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