

Bombardier Challenger 300

Aircraft Continuous Technical Evaluation

SN: 20022 | **Reg.:** OK-RPM | **Date:** January 2025

Client: Raiffeisen Leasing Prague



The Aircraft

Aircraft model Challenger 300			
Aircraft Serial Number	20022	Aircraft Registration No.	OK-RPM
Date of manufacture	July 2004	Date placed in service	October 2004
Total time (As of 28.08.2024)		Total Landings (As of 28.08.2024)	
Engine model Honeywell AS907-1-1A (As of 28.08.2024)			
Engine 1 S/N	P-118159	Engine 2 S/N	P-118160
Engine 1 Total time		Engine 2 Total time	
Engine 1 Total cycles		Engine 2 Total cycles	
APU model GTCP36-150 (As of 02.09.2024)			
APU Serial Number	P-126		
APU Total time		APU Total cycles	

SUPPORT PROGRAM

Airframe:

Engines:

APU:

LAST PERFORMED MAINTENANCE

OTHERS

- The aircraft has been operated and maintained in EASA environment.

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.

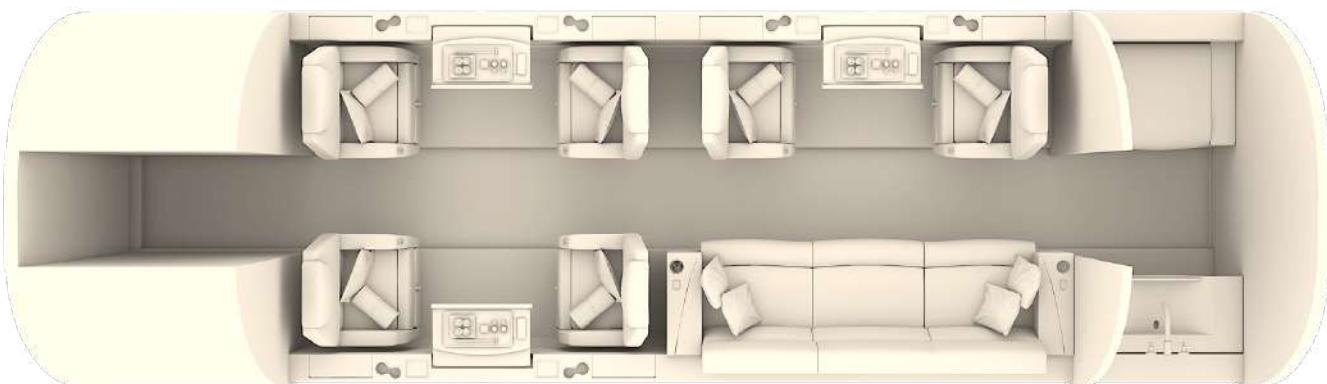
Bombardier Challenger 300

The Bombardier Challenger 300, a business jet developed by Bombardier Aerospace, was first announced in 1999 and made its maiden flight on August 14, 2001. Initially named the "Continental," the aircraft was rebranded as the Challenger 300 in 2002. It received Canadian type certification on May 31, 2003, and entered commercial service the following year in 2004, with Flexjet becoming its launch customer.

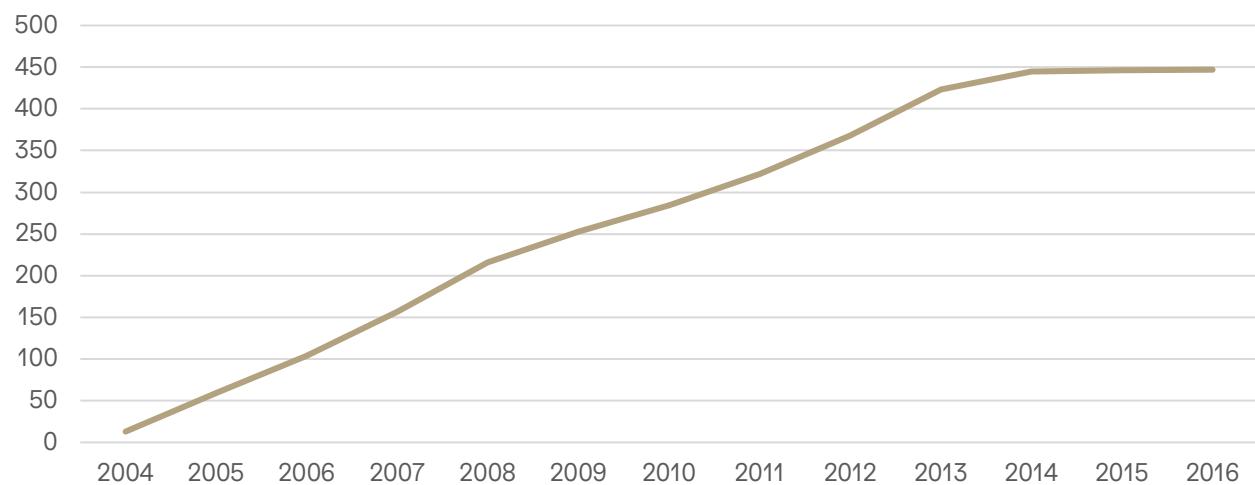
The Challenger 300 boasts advanced supercritical wings with a fixed leading edge and a 27% sweep angle. Its spacious cabin is 39% larger than those of its mid-size competitors, such as the Falcon 50 and Citation X. Powered by two Honeywell HTF 7000 engines, each generating 6,826 pounds of thrust, the aircraft achieves an impressive range of 3,065 nautical miles. It is optimized for comfort, typically seating eight or nine passengers, though it can accommodate up to ten by utilizing the lavatory seat.

Capable of flying direct routes like London to New York, the Challenger 300 offers a top speed of over 476 knots. In 2004, it set a speed record in its class by flying from Carlsbad, California, to Bangor, Maine, in just 4 hours and 41 minutes, averaging 497 knots. The jet is equipped with a Rockwell Collins ProLine 21avionics suite, featuring four LCD displays, an integrated four-tube electronic flight instrumentation system, and a two-tube engine in-flight condition monitoring system.

Production of the Challenger 300 ceased in 2014, with a total of 457 units manufactured. Of these, 448 remain in operation today. Currently, 5.58% of the fleet is listed for sale, spending an average of 189 days on the market. North America dominates the Challenger 300 market, with 88% of the fleet based there.

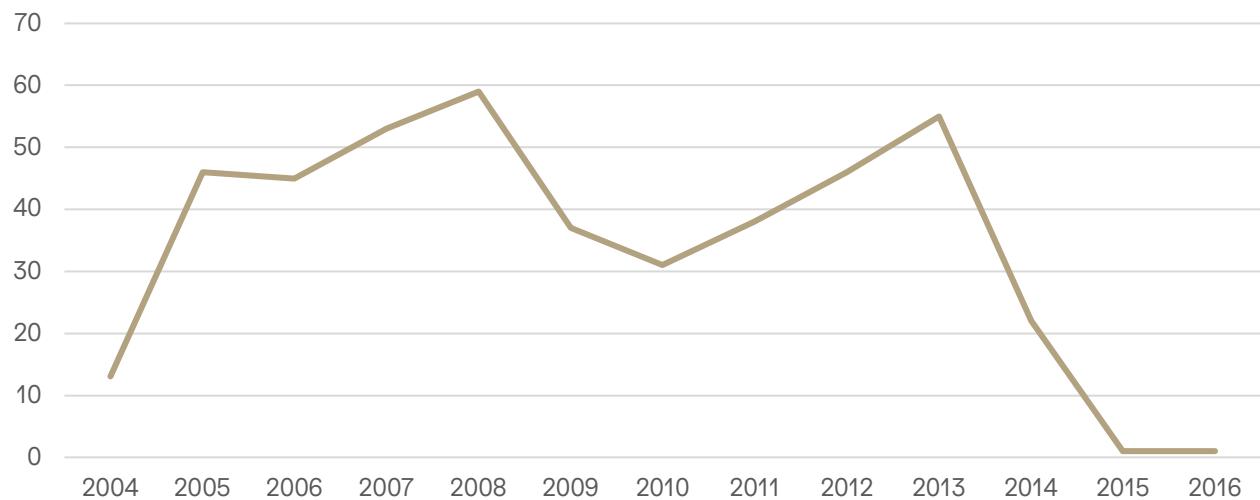


Challenger 300 deliveries



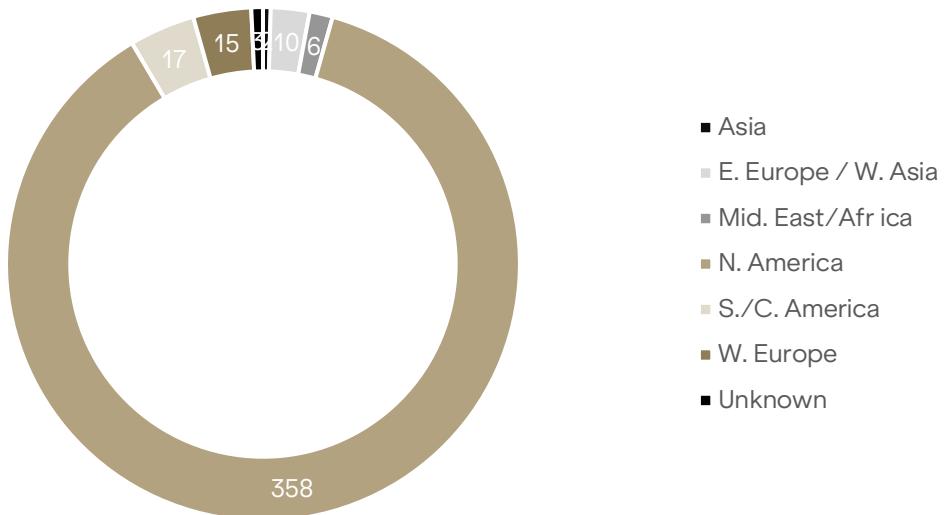
A total of 457 CL300 aircraft have been produced so far with 448 in active operation.

Challenger 300- Deliveries throughout the years



Most of the CL300s are currently located in North America (358), 2 units in Asia, 10 in Eastern Europe/Western Asia, 6 in Middle East/Africa, 17 units in South America and 15 units in Western Europe and 3 in unknown location.

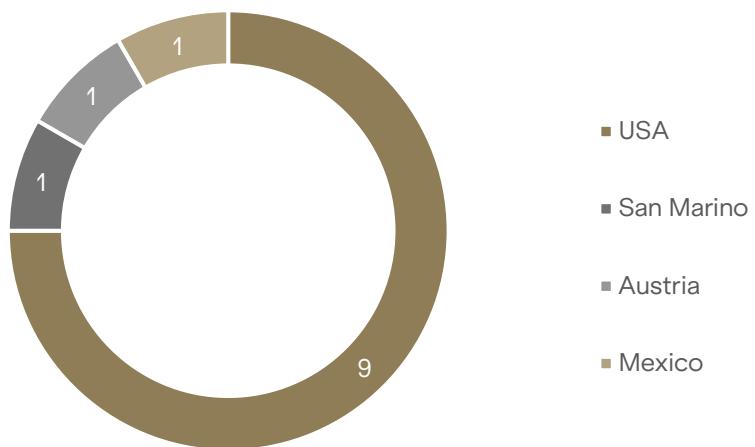
Challenger 300 Distribution by Geography



General Market Statistics

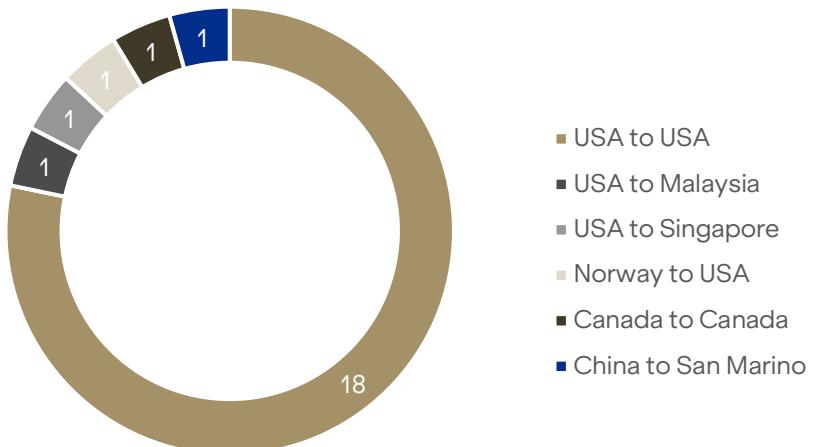
There are currently 12 Gulfstream G280s available for sale on the open market. This number represents 4,32% of all actively flying G280s worldwide. A healthy pre-owned market typically offers 10% or more of all units in the active fleet, indicating that the G280 market is still in the seller's favor. 3 units are being offered in USA, 1 unit in Mexico and 2 units are available for sale in Europe.

G280 for sale worldwide



9 units were sold on the pre-owned market so far this year. Last year, 23 G280s were sold. This year, geographically the transactions were dominant in US: 5x USA to USA, 1x USA to Brazil, 1x USA to Mexiko. In 2023, 18x USA to USA, 1x USA to Malaysia, 1x USA to Singapore, 1x Norway to USA, 1x Canada to Canada and 1x China to San Marino.

G280 transactions in 2023



How OK-RPM / 20022 relates to other available aircraft

If OK-GTX were to enter the pre-owned market now, it would be the second youngest G280 available. One brand new (2024) unit is being offered in US with asking price \$25,000,000. With approximately 1,050 hours of total time, it would be circa 1,600 hours below average fleet hours.

The engines, APU and airframe are enrolled on JSSI program.

The aircraft interior is equipped with an aft dinning group and sofa which is the most preferred configuration on this type.

OK-GTX 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.

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 2177

This is a 2019 YOM unit based in USA. It has 718 hours total time, MSP Gold program on engines and APU, MSP Nacelle Preferred Gold coverage. 10 Pax Interior including dinning group. 48M Insp. performed in 8/2024. Gogo L5 Wi-Fi, Collins Fusion 3.6.1 Software upgrade, Head-Up Display & Enhanced Vision. Asking price: \$21 495 000.

The most recent sales

Serial number 2128

This is a 2017 YOM unit based in USA. It has 1595 hours total time, MSP Gold program on engines and APU, No airframe program. 9 Pax Interior without dinning group. FANS 1/A+ / CPDLC, Head-Up Display & Enhanced Vision. Asking price was: \$Make Offer. The aircraft was sold in 02/2024 for approximate \$19 million.

Value Estimate for OK-RPM / 20022

In estimating the value of OK-RPM 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 750,000 USD
- ▶ 1 Flight Hour is worth approximately 500 USD
- ▶ 1 Engine program Hour is worth approximately 410 USD per Engine

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 SN2084

$16,000,000 + 5,250,000 / \text{for vintage difference} / + 500 * (1,794 - 1,058) / \text{for Total Time difference} / = 21,618,000.$

21,618,000 USD would be the fair market value when compared to SN2084.

With the above references to current offerings and real world trading conditions as a guideline, we believe that OK-GTX / 2253 has a retail value in today's market of approximately 22,950,000 - 23,050,000 USD.

Aircraft Records Review

January 2025

INTRODUCTION

AIRCRAFT MAINTENANCE EVALUATION

RECENT FLIGHT HISTORY

ECLAIR
AVAILAIRE

AIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORD

Eclair Aviation, s. r. o., Dědinská 893/29,
161 00 Praha 6, Czech Republic

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AIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORD

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161 00 Praha 6, Czech Republic

ECLAIR
AVIATION

**AIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORD**

Eclair Aviation, s. r. o., Dědinská 893/29,
161 00 Praha 6, Czech Republic

LEG	DATE	FLIGHT NUMBER	DEP	DEST	PC	PO	ADM 1	ADM 2	FUEL UPLIFT		IND. FUEL LBS	UPLIFT DIFFERENCE				
									LBS	RS		LBS	REASON			
1	28.8.21	EC0281	DERK	LKPR	UNQ	(KUB)	EHL	/	5876	10107	M100	/	/			
2																
LEG	GROUND DEICE			PIC PRE-FLIGHT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PIC POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDINGS			
	FLUID TYPE	MTX#	START													
	1	/	/											1045	1059	1102
2																
NOTICED FAULTS RECORD	PIC SIGNATURE**								PREVIOUS FLIGHT DESTINATION:							
	CABIN / GALLEY		COCKPIT / BAGGAGE / EXTERIOR			"FAIRING" / CARGO TIRE SECURITY			THIS LOG							
	1	0815 hst	1045 hst	1059 hst	1102 hst	1120 hst	2900 hst	1045 hst	1045 hst	1045 hst	1045 hst	1045 hst				
	2															
FAULT HISTORY	CQH UPLIFT								TOTAL LOG							
	LH ENG	RH ENG	APU	NAME / SIGNATURE		HYDRAULIC UPLIFT	NAME / SIGNATURE		TOTAL							
	1								1058:00 618							
2																
DEFECT REPORT (NELL CODE) / HLR									NAME / SIGNATURE			ACTION REPORT			NAME / SIGNATURE	
DURING POST FLIGHT CHECK FOUND MLG TIRES AND MLG ASY NO. 3 WHEEL M.4 WORK TO AMH LIMIT									ECLAR			INSTALLED NEW MLG WHEEL ASY NO. 1 and NO. 4 LAW Q200 AMH - 52-43-01 INSTALLED NEW MLG WHEEL ASY NO. 3 and NO. 4 LAW Q200 AMH - 52-41-01 FOR MORE DETAILS SEE HLR : WP 1172			CQH	
ORGANIZATION ORIGIN		CH 145.0236		DATE / TIME		28.08.2024 04:00 UTC		LICENCE NO.		JET AIR LICENCE		NAME / SIGNATURE		CORRECTIVE ACTION IMPLEMENTED REASON FOR CANCELLATION IF APPROPRIATE REASON FOR CANCELLATION IF APPROPRIATE		
NOTES (GENERAL) - keep the ECLAR open, after completing				1) Defect reference number:				Type of Aircraft								
BLUE ("X" COPY) - keep in the cockpit								Gulfstream G280								
YELLOW ("X" COPY) - leave on the ground before flight												OK - GTX		LOG NUMBER:		

LEG	DATE	FLIGHT NUMBER	DEP	DST	PIC	FO	ACR 1	ACR 2	FUEL UPLIFT		INC. FUEL LBS	UPLIFT DIFFERENCE			
									LTG	LBS		LBS	READOUT		
1	1.9.24	EL2281	LKP2	EGLF	UNL2	DON	EHL	/	3615	G326	9200	/	/		
2	1.9.24	EL2282	EGLF	LKP2	UNL2	DON	EHL	/	/	/	5700	/	/		
LEGEND FOR C2E															
FLUG TYPE		ROUTE		PIC PRE-FLIGHT SIGNATURE		BLOCK OFF		TAKE OFF		LANDING		BLOCK ON			
1	/	/	/	/	/	/	DEPART	08-17	CR58	1616	5200	/	2:05	14:41	1
2	/	/	/	/	/	/	1710	1719	1850	1900	2700	/	1:50	13:31	1
PIC SIGNATURES															
LEG		CABIN / GALLEY		COCKPIT / BAGGAGE / EXTRICATE		REBURY OCTOBER 1994 THE CARRIER REMOVES THE CARRIER ACCOMPANY WITH THE CARRIER APPROVAL PART A OPERATIONS AND OPERATIONS MANUAL CHAPTER 14.12		PREVIOUS FLIGHT DESTINATION		TIME LOG					
1	0700	/	0715	0715	0715	0715	0715	EBBRZ 3000	3:12	2					
2	1610	/	1610	1610	1610	1610	1610		0655 51	624					
									TOTAL	1069 03	626				
LEG		C2L UPLIFT		NAME / SIGNATURE		C2L UPLIFT		NAME / SIGNATURE		REMARKS					
1	14:41	RHENG	APU	10	0.152	OK	0.025	12	-						
2															
DEFECT REPORT (INC. CODE #4)						NAME / SIGNATURE		ACTION REPORT				NAME / SIGNATURE			
ORGANIZATION		C2L		DATE / TIME		LICENCE NO.		NAME / SIGNATURE		CERTIFICATION THAT THE AIRCRAFT IS PREPARED AS OTHERWISE SPECIFIED IN THE AIRCRAFT'S AIRCRAFT CERTIFICATE OF AIRWORTHINESS EXCEPT THAT THE AIRCRAFT IS PREPARED AS OTHERWISE SPECIFIED IN THE AIRCRAFT'S AIRCRAFT CERTIFICATE OF AIRWORTHINESS EXCEPT THAT THE AIRCRAFT IS PREPARED AS OTHERWISE SPECIFIED IN THE AIRCRAFT'S AIRCRAFT CERTIFICATE OF AIRWORTHINESS					
NAME (ORIGINAL) - send to SOLAR OPS, after completing BLUE (COPY) - keep in the cockpit YELLOW (1st COPY) - leave on the ground before flight						Defect reference number		Type of aircraft		Accept rejection					
								Gulfstream G280		OK - GTX					
										LOG NUMBER:					

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ECLAIR

AIRPLANE TECHNICAL LOG

Eclair Aviation, s. r. o., Dědinská 893/29,
151 08 Prague 5, Czech Republic

ECLAIR

AIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORDEclair Aviation, s. r. o., Dědinská 893/29,
161 00 Praha 6, Czech Republic

LEG	DATE	FLIGHT NUMBER	DEP	DELT	PIC	FO	ADM 1	ADM 2	FUEL UPLIFT		UPLIFT DIFFERENCE					
									LTR	LBS	INC. FUEL LBS	LBS	REASON			
1	20.1.24	EC0233	EGLC	LPR	UN2 (DUN)	EHL	/	/	1296	2268	5500	/	/			
2	20.1.24	EC0234	LPR	EP10	UN2 (DUN)	ECN	EHL	/	3191	5584	8100	/	/			
GROUND DE-ICE									PIC PRE-FLIGHT SIGNATURE			PIC POST-FLIGHT SIGNATURE				
FLUID TYPE MTR									BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ADM. FUEL	FLIGHT TIME TIME IN SERVICE LANDING		
1	/	/	/	05:56	06:50	07:30	07:40	2600	/	1:50	1:30	1				
2	/	/	/	08:20	13:32	14:18	14:30	6300	/	1:40	0:46	1				
PIC SIGNATURE									PREVIOUS FLIGHT DESTINATION			THIS LOG				
LEG CARRY GALLEY									COCKPIT / BAGGAGE / EXTERIOR			PREVIOUS FLIGHT DESTINATION				
Duties									Departure Arrival			THIS LOG				
1	02:45	02:45	02:45	04:15	04:15	04:15	04:15	04:15	04:15	04:15	04:15	04:15				
2	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45				
LEG									DEPARTURE ARRIVAL			PREVIOUS FLIGHT DESTINATION				
FLUID TYPE MTR									NAME / SIGNATURE			NAME / SIGNATURE				
1	LH ENG	RH ENG	APU	NAME / SIGNATURE			NAME / SIGNATURE			NAME / SIGNATURE						
2																
DEFECT REPORT (WEL CODE / HL)									NAME / SIGNATURE			ACTION REPORT				
ORGANIZATION: Date / Time: Licence No.: Name / Signature:									NAME / SIGNATURE			NAME / SIGNATURE				
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight									Defect reference number: Type of Aircraft: Aircraft registration:			LOG NUMBER:				

000326

Date: 11.5.2022

Ref. No.: F77R01

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AVIATIONAIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORDEclair Aviation, s. r. o., Dědinská 893/29,
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LEG	DATE	FLIGHT NUMBER	DEP	DELT	PIC	FO	ADM 1	ADM 2	FUEL UPLIFT		UPLIFT DIFFERENCE					
									LTR	LBS	INC. FUEL LBS	LBS	REASON			
1	29.1.24	EC0281	LPR	EP10	UN2 (DUN)	EHL	/	/	3802	6054	9600	/	/			
2	29.1.24	EC0282	EP10	EGLC	UN2 (DUN)	ECN	EHL	/	/	/	7200	/	/			
GROUND DE-ICE									PIC PRE-FLIGHT SIGNATURE			PIC POST-FLIGHT SIGNATURE				
FLUID TYPE MTR									BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ADM. FUEL	FLIGHT TIME TIME IN SERVICE LANDING		
1	/	/	/	05:45	05:54	06:45	06:55	7200	/	1:40	0:51	1				
2	/	/	/	08:00	08:10	10:12	10:20	5300	/	2:20	2:02	1				
PIC SIGNATURE									PREVIOUS FLIGHT DESTINATION			THIS LOG				
LEG CARRY GALLEY									COCKPIT / BAGGAGE / EXTERIOR			PREVIOUS FLIGHT DESTINATION				
Duties									Departure Arrival			THIS LOG				
1	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45				
2	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45	02:45				
LEG									DEPARTURE ARRIVAL			PREVIOUS FLIGHT DESTINATION				
FLUID TYPE MTR									NAME / SIGNATURE			NAME / SIGNATURE				
1	LH ENG	RH ENG	APU	NAME / SIGNATURE			NAME / SIGNATURE			NAME / SIGNATURE						
2																
DEFECT REPORT (WEL CODE / HL)									NAME / SIGNATURE			ACTION REPORT				
ORGANIZATION: Date / Time: Licence No.: Name / Signature:									NAME / SIGNATURE			NAME / SIGNATURE				
WHITE (ORIGINAL) - send to ECLAIR OPS, after completing BLUE (1 st COPY) - keep in the logbook YELLOW (2 nd and 3 rd COPY) - leave on the ground before flight									Defect reference number: Type of Aircraft: Aircraft registration:			LOG NUMBER:				

000325

Date: 11.5.2022

Ref. No.: F77R01

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第二部分 人物篇

第一卷 第二章 中国现代政治文化

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AVIATION

**AIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORD**

Eclair Aviation, s. r. o., Dědinská 893/29,
161 00 Praha 6, Czech Republic

Dates: 11.5.2022

Ref. No.: ETTR01

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MAINENANCE REVIEW

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



Aft Fuselage and Tailcone



Wings



Winglets



Flaps, Spoilers and Ailerons



Vertical Stabilizer



Horizontal Stabilizer



Windshields and Side Windows



Passenger Windows



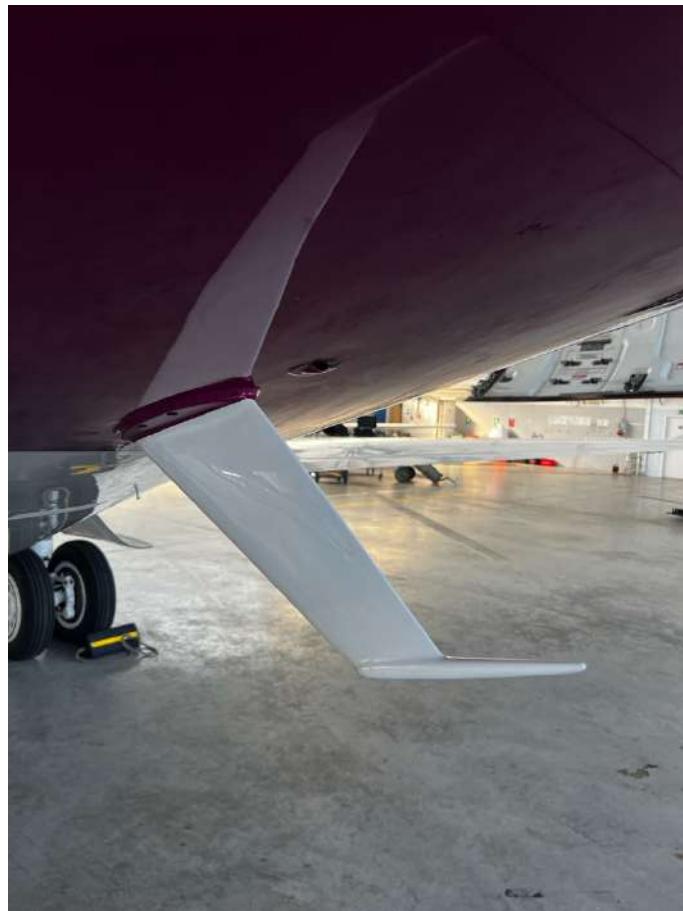
Landing Gear, Wheels



Engines



Antennas



Lights





JETRON

Interior

Cockpit



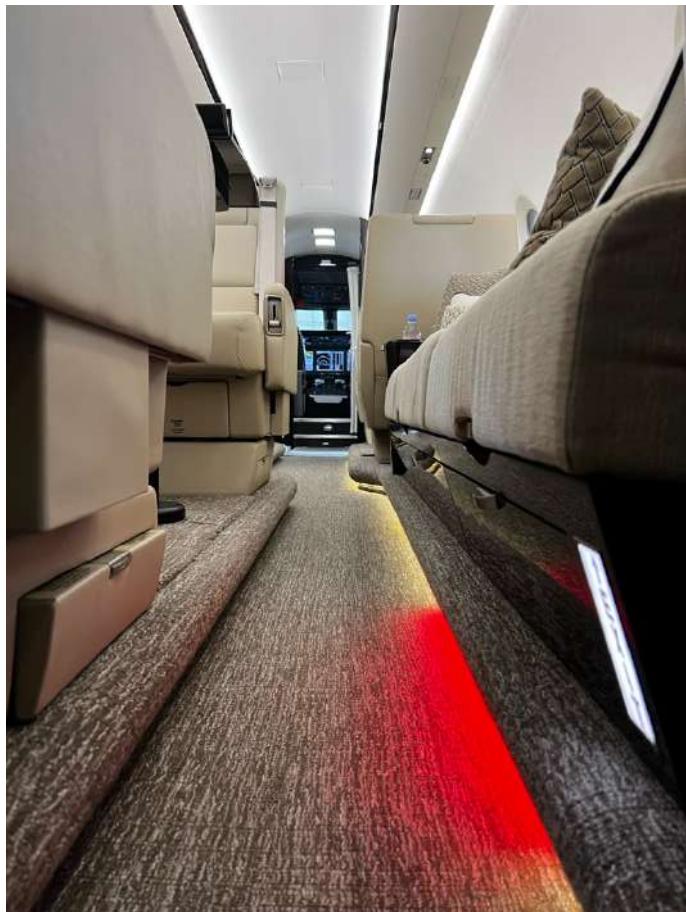
Entry Area



Galley



Carpet



Passenger Cabin





JETRON

Lavatory



Side Walls, Ceiling Panels



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