

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.

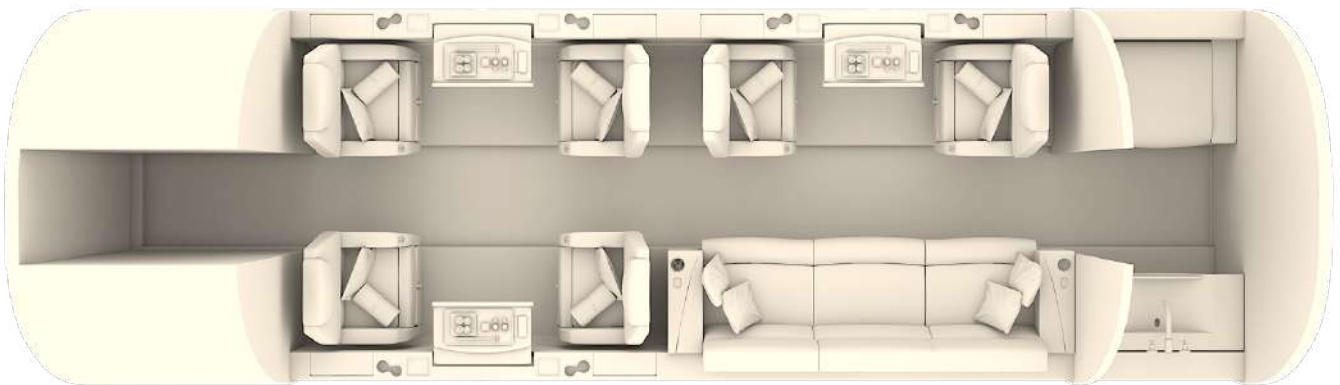
Bombardier Challenger 300

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.

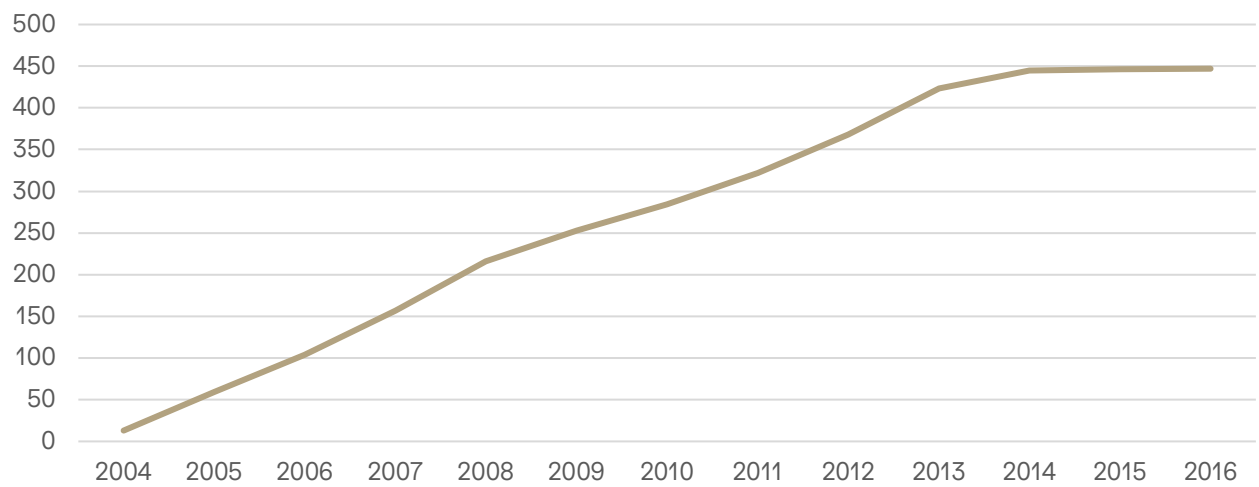
The Challenger 300 boasts advanced supercritical wings with a fixed leading edge and a 27% sweep angle. Its spacious cabin is 39% larger than those of its mid-size competitors, such as the Falcon 50 and Citation X. Powered by two Honeywell HTF 7000 engines, each generating 6,826 pounds of thrust, the 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 21 avionics 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.

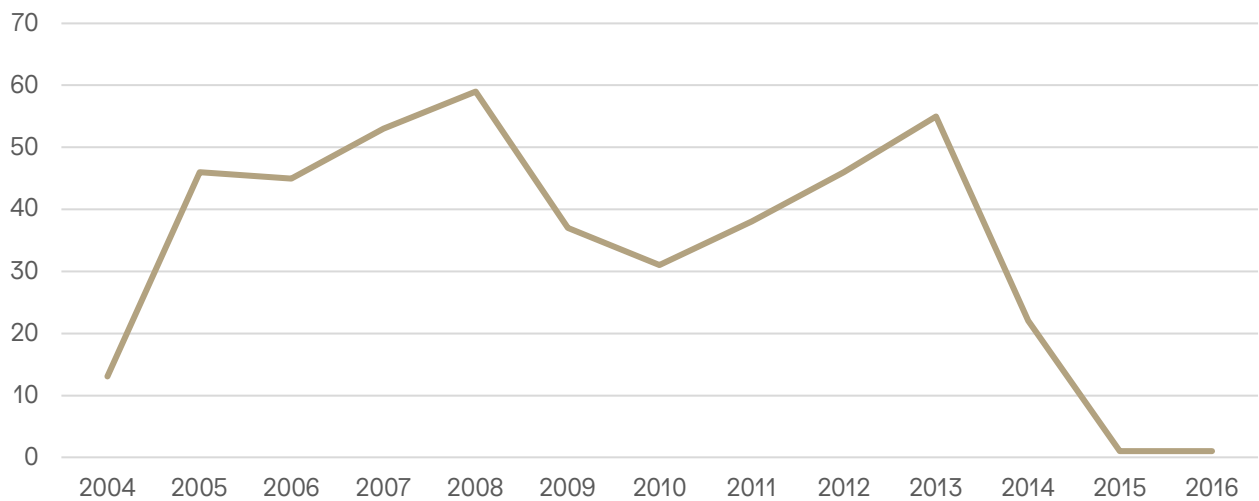


Challenger 300 deliveries



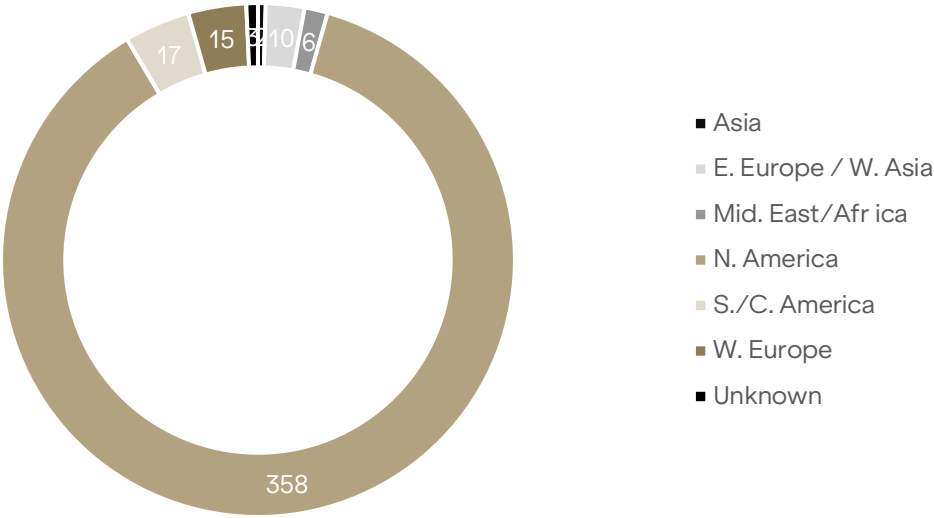
A total of 457 CL300 aircraft have been produced so far with 448 in active operation.

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.

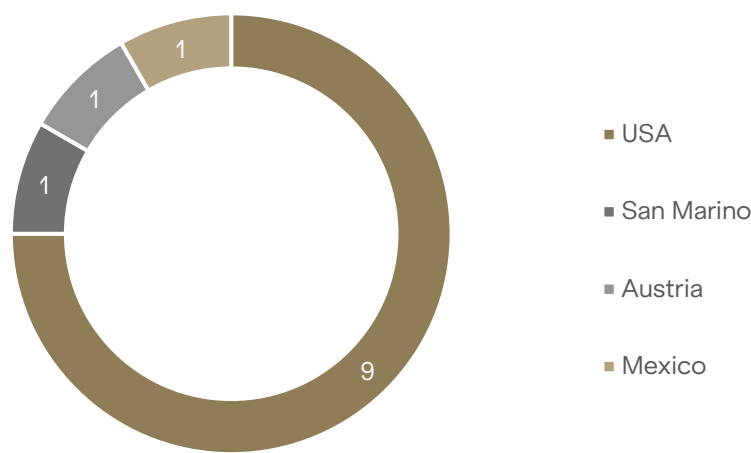
Challenger 300 Distribution by Geography



General Market Statistics

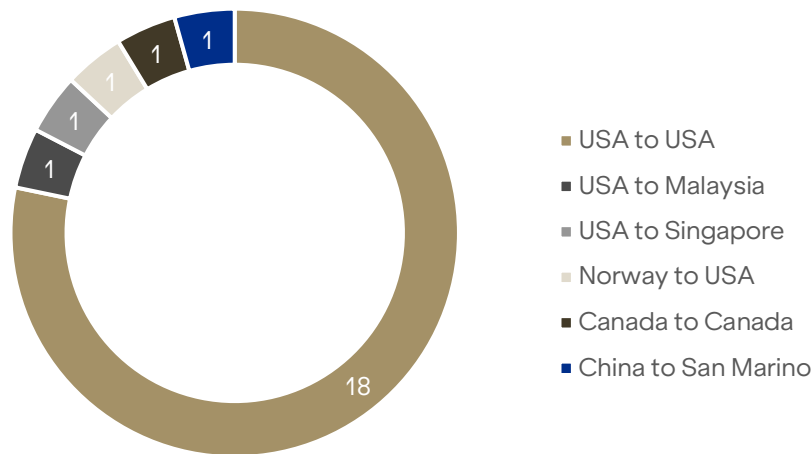
There are currently 12 Gulfstream G280s available for sale on the open market. This number represents 4,32% of all actively flying G280s worldwide. A healthy pre-owned market typically offers 10% or more of all units in the active fleet, indicating that the G280 market is still in the seller’s favor. 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 dining 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

[illegible]

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	Registration	Location	Year	Hours	Engine Program Type	Airframe Program	APU Plan	Asking Price \$	Sold Price \$

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

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

000331

Date: 11.5.2022

Ref. No.: F77R01

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AIRPLANE TECHNICAL LOG
& SECURITY SEARCH RECORD

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

000330

Date: 11.5.2022

Ref. No.: F77B01

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LOG	DATE	FLIGHT NUMBER	DEP	DEST	PILOT	ACM 1	ACM 2	FUEL (L/PLT)		IND. FUEL LBS		UPLIFT REFERENCE	
								LTR	LBS			LBS	REASON
1	6-9-24	ECC254	LKPR	LIPE	UN2	Dev	TRC	5826	6713		9200		
2	6-9-24	ECC292	LIPE	EGJJ	UN2	Dev	TRC				6700		
GROUND SERVICE													
	FLIGHT TYPE	SETH	START	PILOT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PILOT POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDING
1	/	/	/	[Signature]	0940	0923	1022	1040	6700	[Signature]	1:30	1:04	1
2	/	/	/	[Signature]	1105	1115	1246	1255	3500	[Signature]	1:50	1:31	1
PILOT SIGNATURE													
CABIN / GALLEY								PREVIOUS FLIGHT DESTINATION:				THIS LOG	
DEPARTURE: 0830 [Signature] 0440 [Signature] ARRIVAL: 0830 [Signature] 0440 [Signature]								EGLF / 2700				2:35 2	
DEPARTURE: 0840 [Signature] 0440 [Signature] ARRIVAL: 0840 [Signature] 0440 [Signature]												BK. ISSUED: 1009:03 626	
TOTAL												1071:38 628	
FLIGHT PLIFT													
LOG	DATE	FLIGHT NUMBER	DEP	DEST	PILOT	ACM 1	ACM 2	FUEL (L/PLT)		IND. FUEL LBS		UPLIFT REFERENCE	
								LTR	LBS			LBS	REASON
1													
2													
GROUND SERVICE													
	FLIGHT TYPE	SETH	START	PILOT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PILOT POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDING
1	/	/	/	[Signature]						[Signature]			
2	/	/	/	[Signature]						[Signature]			
PILOT SIGNATURE													
CABIN / GALLEY								PREVIOUS FLIGHT DESTINATION:				THIS LOG	
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LOG	DATE	FLIGHT NUMBER	DEP	DEST	PILOT	ACM 1	ACM 2	FUEL (L/PLT)		IND. FUEL LBS		UPLIFT REFERENCE	
								LTR	LBS			LBS	REASON
1													
2													
GROUND SERVICE													
	FLIGHT TYPE	SETH	START	PILOT SIGNATURE	BLOCK OFF	TAKE OFF	LANDING	BLOCK ON	ARR. FUEL	PILOT POST-FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LANDING
1	/	/	/	[Signature]						[Signature]			
2	/	/	/	[Signature]						[Signature]			
PILOT SIGNATURE													
CABIN / GALLEY								PREVIOUS FLIGHT DESTINATION:				THIS LOG	
DEPARTURE: 0830 [Signature] 0440 [Signature] ARRIVAL: 0830 [Signature] 0440 [Signature]								EGLF / 2700				2:35 2	
DEPARTURE: 0840 [Signature] 0440 [Signature] ARRIVAL: 0840 [Signature] 0440 [Signature]												BK. ISSUED: 1009:03 626	
TOTAL												1071:38 628	
FLIGHT PLIFT													

000329

Date: 11.5.2022

Ref. No.: F77R01

934

LOGS	DATE	FLIGHT NUMBER	DEP	DEST	PCD	PC	ADW 1	ADW 2	TIME	FUEL UPLIFT	LRG	IND. FUEL LBS	UPLIFT DIFFERENCE	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	28 JUL 84	60239 DEER	LEPR	UMR	KUR	EHL	/	SP96	1000	1300	/	/		
2														
GROUND DEVICE														
LOG	FLUID TYPE	MIXT	START	PIC PRE-FLIGHT SIGNATURE	BLACK OFF	TAGE OFF	LARGE	BLOCK ON	ADL FUEL	PRE-POST FLIGHT SIGNATURE	FLIGHT TIME	TIME IN SERVICE	LARGE	
1	/	/	/	huf	1045	1059	1402	1670	2900	huf	5125	5109	1	
2														
PIC SIGNATURE**														
LOG	CABIN / GALLEY				COCKPIT / BAGGAGE / EXTERIOR				PREVIOUS FLIGHT DESTINATION			THIS LOG		
1	0315 huf				0315 huf				LDEA / 3300			1058:59 617		
2												TOTAL 1058:00 618		
FLIGHT REPORT														
LOG	EN LIFT	BY ENR	APU	NAME / SIGNATURE	HYDRAULIC UPLIFT	NAME / SIGNATURE	REMARKS							
1														
2														
DEFECT REPORT (REF CODE / H/L)														
DURING POST FLIGHT CHECK FOUND 1/2 TIRE AND 1/2 TIRE NO. 3 AND NO. 4 WORKING TO ARM LIMIT														
NAME / SIGNATURE														
ACTION REPORT														
NAME / SIGNATURE														
<p>10/14/84 NEW M-2 WHEEL ASST. No. 1 and No. 2 10/14/84 NEW M-2 WHEEL ASST. No. 3 and No. 4 10/14/84 NEW M-2 WHEEL ASST. No. 3 and No. 4 FOR MORE DETAILS SEE WFO 1172</p>														
<p>ORGANIZATION: CH. 145. 0236</p> <p>DATE: 28 JUL 84</p> <p>TIME: 24:00</p> <p>EXERCISE NO.</p> <p>1. Select reference number</p> <p>2. Select reference number</p> <p>3. Select reference number</p> <p>4. Select reference number</p> <p>5. Select reference number</p> <p>6. Select reference number</p> <p>7. Select reference number</p> <p>8. Select reference number</p> <p>9. Select reference number</p> <p>10. Select reference number</p> <p>11. Select reference number</p> <p>12. Select reference number</p> <p>13. Select reference number</p> <p>14. Select reference number</p> <p>15. Select reference number</p>														

000324

Date: 11.5.2022

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000328

Date: 11.5.2022

Ref. No.: F77R01

114

[illegible]

000327

Date: 11.5.2022

Ref. No.: F77R01

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[illegible]

000326

Date: 11.5.2022

Ref. No.: F77R01

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[illegible]

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Date: 11.5.2022

Ref. No.: F77R01

114

[illegible]

000323

Date: 11.5.2022

Ref. No.: F77R01

14

[illegible]

000322

Date: 11.5.2022

Ref. No.: F77R01

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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



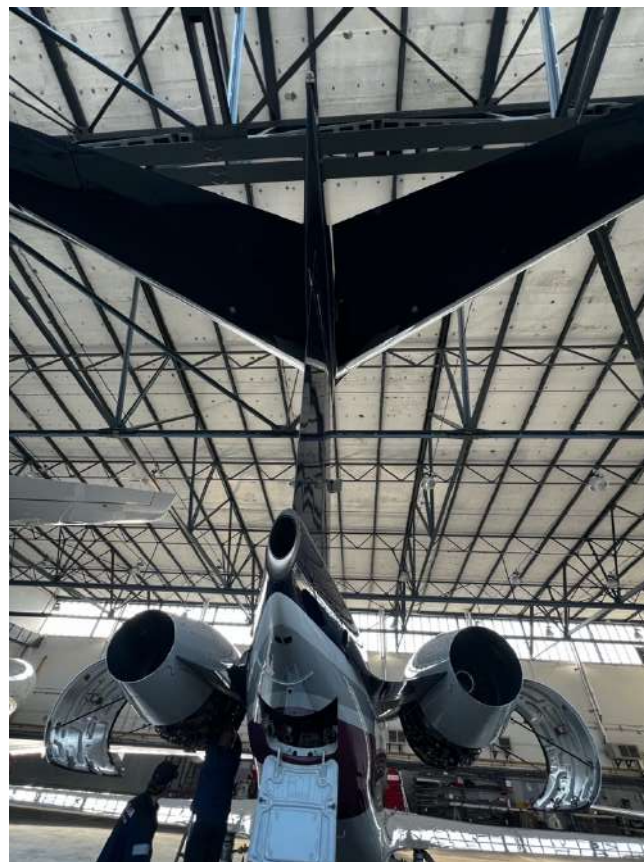
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Centre Fuselage



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Aft Fuselage and Tailcone



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Wings



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Winglets



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Flaps, Spoilers and Ailerons



Vertical Stabilizer



Horizontal Stabilizer



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Windshields and Side Windows



Passenger Windows



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Landing Gear, Wheels



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Engines



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Antennas



Lights



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Interior

Cockpit



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Entry Area



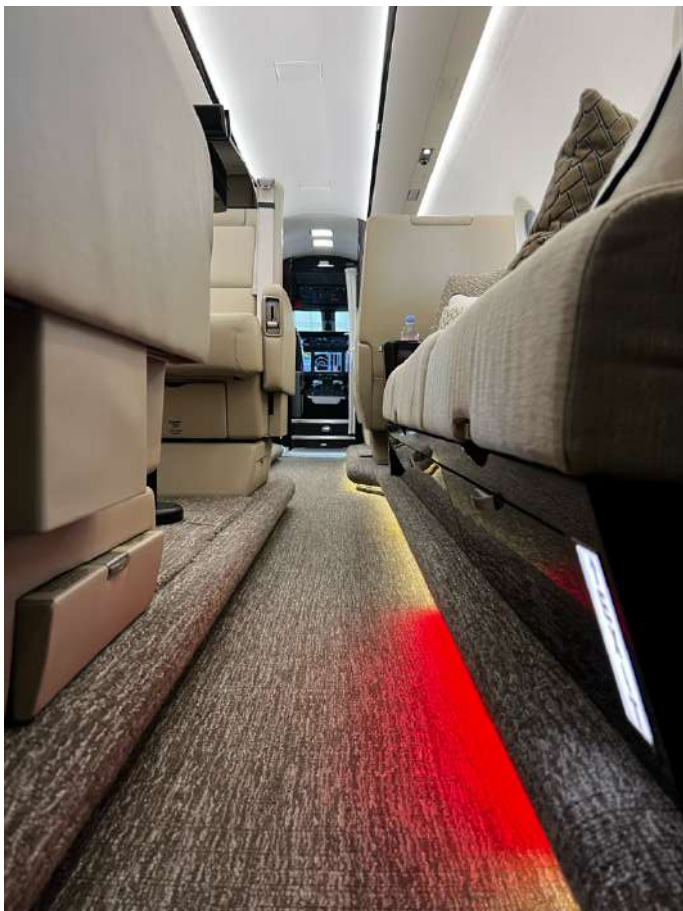
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Galley



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Carpet



JETRON

Passenger Cabin



JETRON



JETRON

Lavatory



JETRON

Side Walls, Ceiling Panels



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