

Cessna Citation Excel 560XL 5230

Aircraft Valuation

SN: 5230 | **Reg.:** OK-HAR | **Date:** July 21st, 2023

Client: Raiffeisen Leasing Prague



The Aircraft

Aircraft model 560XL CITATION EXCEL			
Aircraft Serial Number	560XL-5230	Aircraft Registration No.	OK-HAR
Date of manufacture	17.02.2002	Date placed in service	2002
Total time (As of 16.06.2023)	7 911:52	Total Landings (As of 16.06.2023)	6 514
Engine model PW545A (As of 16.06.2023)			
Engine 1 S/N	PCE-DB0473	Engine 2 S/N	PCE-DB0472
Engine 1 Total time	7 858:30	Engine 2 Total time	7 911:52
Engine 1 Total cycles	6 472	Engine 2 Total cycles	6 514
APU model RE100-XL (As of 16.06.2023)			
APU Serial Number	P-268		
APU Total time	3 504:50	APU Total cycles	6 829

SUPPORT PROGRAM

Airframe: None

Engines: ESP Gold Lite

APU: MSP

LAST PERFORMED MAINTENANCE

ID1, ID3, ID6 & ID11 performed in April 2023. ID7 & ID16 performed in January 2023. HSI (Hot Section Inspection) performed on both engines in January 2023. During HSI, engine nr.1 (PCE-DB0473) undergone maintenance close to OVH scope.

OTHERS

- Most of the time, the aircraft has been operated and maintained in EASA environment.
- ADS-B Out installed by Duncan Aviation STC
- No WiFi or Internet Provision, no WAAS/LPV
- Exterior repainted in 2019
- Interior refurbished in 2019
- Engines TBO interval is increased to 5500 hours, HSI interval to 2750 hours

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 has not been informed of any restrictions or impediments to legal rights, encompassed in the property being appraised.

Cessna Citation Excel 560

After being announced in October 1994 at NBAA-BACE, the first flight of a prototype Citation Excel came on February 29, 1996. The series received FAA Certification in 1998 and ended production in 2006 when it was replaced with the Citation XLS. A total of 371 Citation Excel aircraft have been produced with 352 still in active operation.

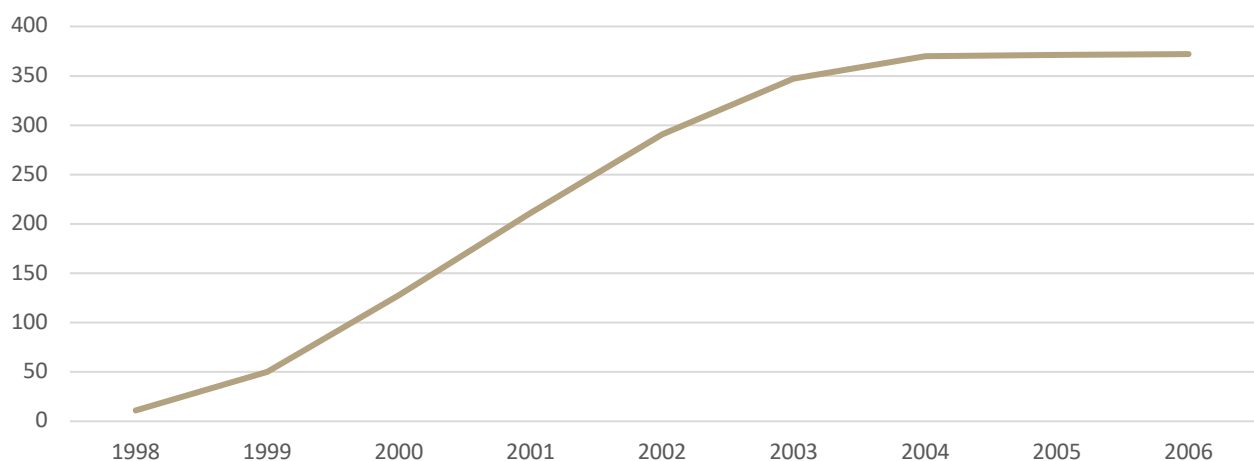
The Citation Excel is a growth/derivative variant of the Citation V Ultra with a shortened Citation X stand-up fuselage and a lengthened Citation V wing. The Excels upgraded engines make it faster than the V Ultra and give it a higher MGTOW and a longer range. The Cessna Citation Excel (Model 560XL) was the original version in the all new Excel series of aircraft and was designed to compete in the more traditional twin-turboprop market.

Two Pratt & Whitney PW545A engines power the Citation Excel each offering 3,804 pounds of thrust and using a combined 217 gallons per hour (GPH). The range of the Citation Excel is 1,657 nm operating under NBAA IFR 4 passengers with available fuel.

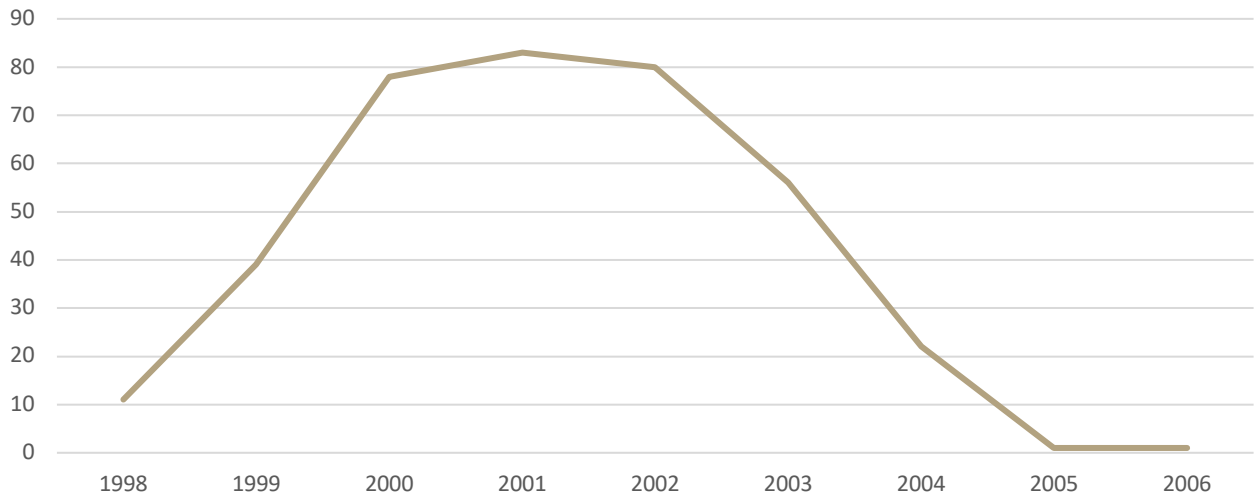
The cabin volume for the Citation Excel is 422 cubic feet. Typical configuration features 8 passenger and 2 crew seats.

A total of 371 Citation Excel aircraft have been produced with 352 still in active operation.

Citation Excel deliveries

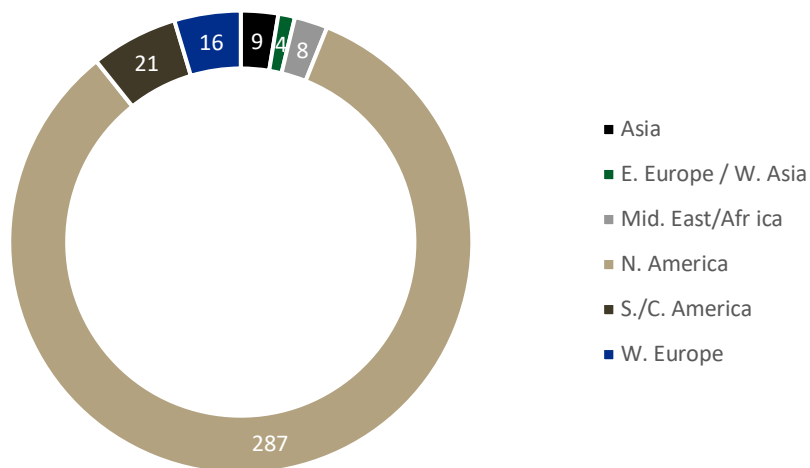


Citation Excel - Deliveries throughout the years



Most of the Excels are currently located in North America (287), 9 units in Asia, 4 in Eastern Europe/Western Asia, 8 in Middle East/Africa, 21 units in South America and 16 units in Western Europe.

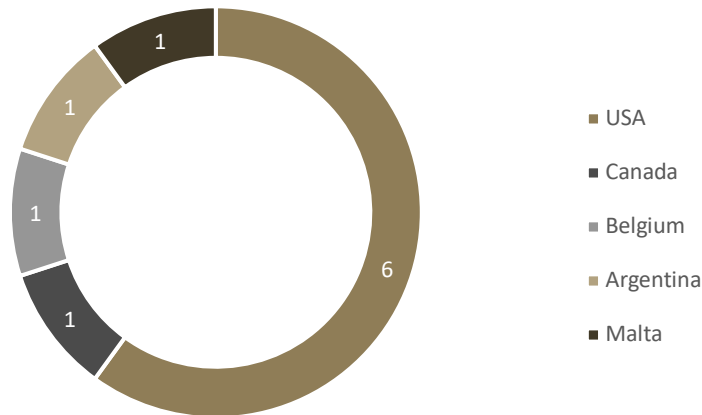
Excel Distribution by Geography



General Market Statistics

There are currently 10 Citation Excel on the open market (one Off Market). This number represents just 2,84% from all actively flying Excels worldwide. A healthy pre-owned market usually offers 10% and more from all units in active fleet, indicating that the Citation Excel market is undersupplied. This has turned the market to be a seller's market. Geographically the dominant market for Citation Excel remains Americas, 8 of these aircrafts are based and registered there, while only two are based in Europe.

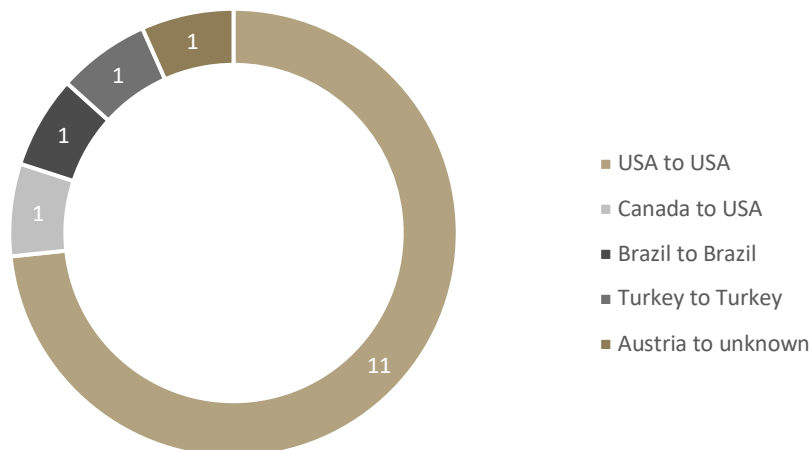
Citation Excel for sale worldwide



So far this year, 17 units were sold on the pre-owned market. Last year, 57 Citation Excel were sold. Typically, when a supply of available inventory is far less than the number traded in a calendar year, it represents a healthy and active marketplace. It is necessary to emphasize, that more than a half of these transactions took place Off Market and almost all units were offered as "Make Offer".

This year, geographically the transactions were dominant in Americas: 12x USA to USA, 1x Canada to USA, 1x Brazil to Brazil, 1x Turkey to Turkey and 1x Austria to unknown buyer.

Citation Excel for sale worldwide



As stated above, Citation Excel market is highly US orientated. This leads to further competition as overseas aircraft have to compete more heavily on price to attract North American buyers, both due to the geographic preference of North American aircraft and due to the increased supply of overseas aircraft competing for the same buyers. Important factor would be eligibility to receiving FAA Standard CofA.

How OK HAR / 5230 relates to other available aircraft

If would OK-HAR hit the pre-owned market now, it would compete among three other YOM2002 units available for sale. In Europe it would compete only with SN5249, as the SN5028 offered in Belgium is currently under contract. With almost 8,000 total time hours, it would be the fifth highest total time Excel on the market.

OK-HAR is equipped with ADS-B Out, but not with double sofa, Internet/Wifi or WAAS/LPV. WiFi is not a huge consideration at this time with the aircraft in Europe as WiFi functionality varies region to region and so a USA buyer will likely discount for an aircraft without that equipped, but an EU buyer will normally not.

There were an interior refurbishment and exterior paint shop done in 2019. The market prefers the two-place divan in front of the cabin, which OK-HAR is not equipped with. This could be a potential drawback when selling the aircraft.

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	Registration	Location	Year	Hours	Engine Program Type	Airframe Program	Fwd divan seats	ADS-B Out	Asking Price \$
5006	N569MK	USA	1998	3 142	None	None	None	●	\$ 2 795 000
5028	OO-MLG	Belgium	1999	?	JSSI	?	Dual	●	Under Contract
5101	C-FCGF	Canada	2000	6 565	ESP Silver Lite	ProParts	Dual	●	\$ "Mid 4's"
5132	LV-CBK	Argentina	2000	10 059	Power Advantage	None	Single		\$ 4 650 000*
5145	N854JS	USA	2001	11 834	Power Advantage	ProParts	Single	●	\$ 3 995 000
5193	N968BS	USA	2001	5 045	None	None	Dual	●	\$ 5 995 000
5234	N51CA	USA	2002	14 323	ESP Gold	None	Dual	●	\$ 3 695 000
5246	N646TX	USA	2002	14 200	ESP Silver Lite	ProParts	Single	●	\$ 3 500 000
5249	9H-RMD	EU	2002	5 714	ESP Gold	ProParts	Single	●	\$ 4 500 000
5333	N676TA	USA	2003	6 070	Power Advantage	None	Dual	●	\$ 5 500 000

*SN5132 pricing is unverified

Serial number 5101

This is a 2000 YOM unit based in Canada. It has 6 565 hours total time, ESP Silver Lite program on engines, ProParts on airframe. The aircraft does not have the APU. The cabin is equipped with dual place divan in front. Interior was refurbished in 2018. Asking price is in "Mid 4's region".

Serial number 5145

2001 model aircraft with 11 834 hours total time. Engines are enrolled on PowerAdvantage, Airframe on ProParts and APU on MSP Gold. New paint and interior refurbished in 2022. Single seat in front cabin. Asking price: \$3 995 000.

Serial number 5193

2001 model aircraft with 5 045 hours total time. Engines are not enrolled on programs but are fresh 560/0hrs from overhaul. No APU nor Airframe program. New paint and interior refurbished in 2014. Dual place divan in front cabin. Dual Garmin GTN avionics upgrade. Asking price: \$3 995 000.

Serial number 5234

2002 model aircraft with 14 323 hours total time. Engines are enrolled on ESP Gold, APU on MSP Gold, Airframe without program. New paint in 2022, interior lastly refurbished in 2017. Dual place divan in front cabin. Asking price: \$3 695 000.

Serial number 5246

2002 model aircraft with 14 200 hours total time. Engines are enrolled on ESP Silver Lite, APU on MSP Gold, Airframe on ProParts. Original paint, interior lastly refurbished in 2021. Single seat in front cabin. Asking price: \$3 500 000.

Serial number 5249

2002 model aircraft with 5 714 hours total time offered off market in Europe. Engines are enrolled on ESP Gold, Airframe on ProParts. Paint refreshed in 2015, interior lastly refurbished in 2015. Single seat in front cabin. Asking price: \$4 500 000.

The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	Airframe Program	Fwd divan seats	Asking Price \$	Sold Price \$
5079	N75XL	USA	2000	4 450	None	None	Dual	\$ 2 950 000	\$ 2 750 000
5110	PH-RSA	Austria	2000	4 267	None	None	Dual	\$ 2 995 000	unknown
5137	N2GG	USA	2001	11 053	ESP Gold	None	Single	\$ 3 700 000	"Close to the asking"
5144	N552SC	USA	2001	3 955	ESP Gold	None	Dual	\$ 5 995 000	unknown
5169	C-GKXS	Canada	2001	6 845	Power Advantage	None	?	Make Offer	unknown
5190	N104LV	USA	2001	7 191	None	None	Dual	\$ 3 995 000	\$ 3 525 000
5220	N318MM	USA	2001	8 160	Power Advantage	None	Dual	\$ 4 500 000	\$ "Mid 4's"
5311	N560PD	USA	2003	3 428	Power Advantage+	ProParts	Dual	\$ 6 000 000	"Almost full ask"

Serial number 5079

This is a 2000 model aircraft with approximately 4 450 hours total time. The engines were not enrolled on any program. Also, no airframe and APU program. Equipped with WiFi, ADS-B Out and WAAS/LPV. The interior includes the dual place divan in front of the cabin and belted lavatory. The aircraft was sold in April 2023 for \$ 2 750 000.

Serial number 5137

This is a 2001 model aircraft with 14 762 hours total time. The engines are enrolled on ESP Gold, APU on JSSI. The Airframe is enrolled on ProParts. The aircraft has new interior and paint from 2022. The interior does not include the dual place divan in the front of the cabin. Asking price is \$ 3 700 000. It was sold in June 2023 "close" to the asking price.

Serial number 5190

2001 model aircraft with 7 191 hours. No airframe and engines program. New interior in 2015, new paint in 2016. The interior includes dual place divan in front cabin. The asking price was \$ 3 995 000. The aircraft was sold in March 2023 for \$ 3 525 000.

Serial number 5220

This is a 2001 model aircraft with approximately 8 160 hours total time. Engines enrolled on PowerAdvantage, APU enrolled on AuxAdvantage. Dual place divan in froward cabin. New interior in 2018, new paint in 2017. It was sold in December last year in "Mid \$4's region".

Serial number 5311

2003 model aircraft with 3 430 hours. Engines enrolled on PowerAdvantage+, Airframe enrolled on ProParts and APU on AuxAdvantage. The interior includes dual place divan in front cabin. The asking price was \$ 6 000 000. The aircraft was sold in April 2023 for "Almost full ask".

Value Estimate for OK HAR / 5230

In estimating the value of OK HAR 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 150,000 USD
- 1 Flight Hour is worth approximately 55 USD
- New Interior deduction approximately 300,000 USD
- New Paint deduction approximately 100,000 USD
- US vs EU transaction deduction approximately 75,000 USD
- One engine overhaul approximately \$ 800 000 USD

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 new substantial.

- Dual Place Divan
- WAAS/LPV
- Belted Lavatory
- Externally serviceable lavatory
- APU
- Airframe & APU program

When compared to SN5079

$2,750,000 + 300,000$ /for vintage difference/ $- 55 * (7,912 - 4,450)$ /for Total Time difference/ $+ 300,000$ /for Interior refurbishment $+ 100,000$ /for Exterior paint/ $- 75,000$ /for US vs EU transaction/ $+ 1,440,000$ /for engines overhaul difference/ = 4,624,590

4,624,590 USD would be the fair market value when compared to SN5079.

When compared to SN5137

$3,600,000 + 150,000$ /for vintage difference/ $+ 55 * (14,782 - 7,912)$ /for Total Time difference/ $- 75,000$ /for US vs EU transaction/ = 4,057,360.

4,057,360 USD would be the fair market value when compared to SN5137.

When compared to SN5190

$3,525,000 + 150,000$ /for vintage difference/ $- 55 * (7,912 - 7,191)$ /for Total Time difference/ $- 75,000$ /for US vs EU transaction/ $+ 387,000$ /for engines overhaul difference/ = 3,948,995.

3,948,995 USD would be the fair market value when compared to SN5190.

When compared to SN5220

$4,400,000 + 150,000$ /for vintage difference/ + $55 * (8,160 - 7,912)$ /for Total Time difference/ - 75,000 /for US vs EU transaction/ = 4,493,150

4,493,150 USD would be the fair market value when compared to SN5220.

When compared to SN5145

$3,995,000 + 150,000$ /for vintage difference/ + $55 * (11,834 - 7,912)$ /for Total Time difference/ - 75,000 /for US vs EU transaction/ = 4,290,220

4,290,220 USD would be the fair market value when compared to SN5145.

When compared to SN5234

$3,695,000 + 55 * (14,323 - 7,912)$ /for Total Time difference/ - 75,000 /for US vs EU transaction/ = 3,972,605

3,972,605 USD would be the fair market value when compared to SN5234.

When compared to SN5246

$3,500,000 + 55 * (14,200 - 7,912)$ /for Total Time difference/ + 100,000 /for Exterior Paint/ - 75,000 /for US vs EU transaction/ = 3,870,840

3,870,840 USD would be the fair market value when compared to SN5246.

When compared to SN5249

$4,500,000 - 55 * (7,912 - 5,714)$ /for Total Time difference/ = 4,379,110

4,379,110 USD would be the fair market value when compared to SN5249.

With the above references to current offerings and real world trading conditions as a guideline, we believe that OK HAR / 5230 has a retail value in today's market of approximately 4,350,000 - 4,450,000 USD.

Aircraft Records Review

June 2023

INTRODUCTION

Following report provides information about aircraft and its maintenance status based on information gained from its technical records. The visual inspection was limited to overall status. Emergency equipment expiration was checked with CAMP status.

The aircraft was manufactured by Cessna Aircraft Company Inc. 17rd FEB 2002 by FAA Type Certificate Type A22CE.

Aircraft owner KOH-I-NOOR HARDMUTH a.s. owns the aircraft, and AEROPARTNER a.s. operated the aircraft under its AOC CZ-65, manages it with its CAMO and maintains the aircraft at its PART-145 MRO.

The aircraft is operated under EASA environment and has STC option for medical transport there are two Weight & Balance forms – one for standard operation and second for medical operation. CofA shows no limits when Aircraft is converted into medical configuration.

ADS-B installation is performed by an STC.

Aircraft has no incident record, but statement is not available at this moment. Engine No. 1 was repaired due to unusual LPT stack and APU was repaired at beginning of operation. APU is close to Overhaul.

In accordance with documents provided and aircraft overall review: The aircraft is in good shape, well maintained with reliable data fulfilling EASA environment requirements.

Documents are written in English.

AIRCRAFT MAINTENANCE EVALUATION

Tasks to be performed within next 6 MOS shows 170 FH to APU overhaul. There is upcoming Engine Minor inspection on both engines within 14 days, and besides it the aircraft has valid inspections up to 335 FH.

Engines time to second overhaul is less then 40% (about 2 222 FH)

Tasks to be performed within next 12 MOS shows the upcoming Turbine Vane Ring and Combustion Liner Borescope inspection.

ITEM	STATUS NOTE
REGISTRATION	OK-HAR
PREVIOUS	G-NETA, OO-PGG,
AIRCRAFT TYPE	CESSNA CITATION EXCEL 560XL
AIRCRAFT SERIAL	560XL-5230
AIRCRAFT OWNER	KOH-I-NOOR HARDMUTH a.s. F.A. GERSTNERA 21/3 České Budějovice
AIRCRAFT OPERATOR	AEROPARTNER a.s., Nový Dvůr 79, Podhořany u Ronova
AIRCRAFT TOTAL FH	7911:52
AIRCRAFT TOTAL FC	6514
LH ENGINE – ENGINE TYPE	PWC 545A
LH ENGINE – MFG No.	PCE DB-0473 (FEB 17, 2002)
LH ENGINE – TOTAL FH	7858:30
LH ENGINE – TOTAL FC	6472
LH ENG OVH (REMAINS TO NEXT OVH)	MAR 19, 2019 FH 5 066:42, FC 4 739 (2 222:49)
REPAIR	DEC 28, 2022 STUCK LPT
RH ENGINE – ENGINE TYPE	PWC 545A
RH ENGINE – MFG. No.	DB-0472 (OCT 21 2001)
RH ENGINE – TOTAL FH	7911:52
RH ENGINE – TOTAL FC	6514
RH ENG OVH (NEXT OVH)	MAR 19, 2019 FH 5 066:42, FC 4 739 (2 169:27)
APU – ENGINE TYPE	RE100-XL MFG
APU – MFG DATE	FEB 17, 2002
APU – MFG. No.	RE-100XL / P/N 3800722-1
APU – TOTAL FH	3504:50
APU – TOTAL FC	6829
APU NEXT OVH	1 699:54 FH, REMAINS 170:04 FH
APU REPAIR	RECORDED JUL 28 2009 (FORM 1)
DOCUMENT 1 12 M REPEATED INSPECTIONS	APR 06, 2023 (NEXT DUE MAY 31, 2024)
DOCUMENT 2 600 FH REPEATED INSPECTIONS	AUG 22, 2023 (REMAIN 305:28 FH)
DOCUMENT 3 24 M REPEATED INSPECTIONS	APR 06, 2023 (NEXT DUE APR 30, 2025)
DOCUMENT 6 48 M REPEATED INSPECTIONS	APR 06, 2023 (NEXT DUE APR 30, 2027)
DOCUMENT 7 1 600 FH REPEATED INSPECTIONS	JAN 31, 2023 (REMAIN 1426:57)
DOCUMENT 8 2 400 FH REPEATED INSPECTIONS	DEC 16, 2021 (REMAIN 1515:28)
DOCUMENT 11 48 M INITIAL, THEN 24 M INSPECTIONS	APR 06, 2023 (NEXT DUE APR 30, 2025)
DOCUMENT 12 60 M INSPECTIONS	OCT 06,2020 (NEXT DUE OCT 30, 2025)
DOCUMENT 13 72 M INSPECTIONS	JAN 29, 2021 (NEXT DUE JAN 31, 2027)
DOCUMENT 16 96 M INSPECTIONS	JAN 31, 2023 (NEXT DUE JAN 31, 2031)
DOCUMENT 17 6 000 FH INIT THEN 1 600 FH REPEAT	AUG 04, 2022 (REMAIN 1242:24)
DOCUMENT 18 150 FH INSPECTION	-
DOCUMENT 19 300 FH INSPECTION	JUN 19, 2023
DOCUMENT 20 100 FH / 12 M INSPECTION	-
DOCUMENT 21 600 FH / 12 M INSPECTIONS	AUG 26, 2022 (NEXT DUE AUG 31, 2023)
DOCUMENT 22 6 600 FH INSPECTIONS	JUL 13, 2023 CRS 1307/23
DOCUMENT 25 7 200 FH INSPECTIONS	JUN 29, 2023 CRS 2906/23

DOCUMENT REVIEW**NOTES**

AIRCRAFT LOG #1 REG: OK-HAR

APR 10 2019

Airframe log is not updated (different way to record)

ENGINE #1 LOG

ENGINE MAINTENANCE NOT LOGGED

ENGINE LOW UTILIZATION BOROSCOPE MAR 12, 2012

ENGINE REPAIR PACKAGE DEC 28.2023 MTU
BERLIN ENGINE LPT STUCK

ENGINE #2 LOG

ENGINE MAINTENANCE NOT LOGGED

ENGINE LOW UTILIZATION BOROSCOPE MAR 12, 2012

HISTORICAL LOGS

N-809KF AIRFRAME LOG

G-NETA AIRFRAME LOG #1, #2

G-NETA ENGINE LOG #1, LOG #1 AND #2

G-NETA ENGINE LOG #1, LOG #1 AND #2

MODIFICATION RECORD BOOK

DOCUMENT REVIEW**NOTES****ON-BOARD DOCUMENTS**

ARC	6457/1 APR 09, 2024
CofA	6457 APR 10, 2019
CofR	6457 APR 10, 2019
NOISE CERTIFICATE	No. 1668-19 APR 10, 2019
RADIO LICENCE	No. 26175/LR VALID THRU MARCH 31, 2024
INSURANCE CERTIFICATE	AELIA POLICY No. DEA02197523B
W&B FORM	560-5230 APR 06, 2023 AEROPARTNER
W&B FORM MEDICAL	560-5230 APR 06, 2023 AEROPARTNER
LOPA – EMERG. EQUIPMENT LIST	412-22-401 APPROVED JUL 07, 2021
HIL/MEL/STATUS/DEFERRED ITEMS	N/A OPERATOR STATED NO OPEN ITEMS
INCIDENT ACCIDENT STATUS	ACCIDENT INCIDENT STATEMENT NOT PROVIDED
DENT & BUCKLE CHART	N/A OPERATOR DID NOT ISSUE
AFM PAGE OF ACCEPTANCE	APR 10, 2019
AFM AND PILOTS OPERATING MANUAL	56XFM-13 REV 13 JUL 23, 2015 (<i>BAD SHAPE</i>)
AFM SUPPLEMENTS LIST	56XFM SUPPLEMENT LOG UPDATED IN WRITTEN
FMS OPERATION MANUAL	UNS 1 MANUAL NOT UPDATED
PILOT's CHECK LISTs	PRIMUS INTEGRATED AVIONICS MANUAL NORMAL PROCEDURES 56XCLEAP-13A, FEB 17, 2016 ABNORM PROCEDURES 56XCLNP-13A, FEB 17, 2016
FMS REFERENCE GUIDE	
LAST CRS	1906/2023 20.06.2023

DOCUMENT REVIEW	NOTES
HISTORICAL DOCUMENTS AND STATUS	
A/C STATUS	CESSCOM 10 /20 GENERATED JUN 09 2023
AD STAU S	AD/SB STATUS GENRATED JUN 09 2023
SB STATUS	AD/SB STATUS GENRATED JUN 09 2023
LLP STATUS	LLP CAMP STATUS GENERATD JUN 09 2023
LIST ALTERATIONS STCs/FORM 337s	STC AND FORM 337S STATUS PROVIDED
STC AND ALTERATION PACKAGES	
INITIAL PARTS LISTING	NOT AVAILABLE
INITIAL AIRCRAFT SB STATUS	NOT AVAILABLE
INITIAL AIRCRAFT AD STATUS	NOT AVAILABLE
INITIAL AIRCRAFT LLP STATUS	NOT AVAILABLE
INITIAL AIRCRAFT FORM 337 AND STC STATUS	NOT AVAILABLE
INITIAL ENGINE No.1 AND 2 SB STATUS	PROVIDED
OPERATOR MAINTENANCE PROGRAM APPROVAL	HISTORICAL PROVIDED
TLB/FLIGHT LOG	PROVIDED - AS PER LIST OF BINDERS
WEIGHT AND BALANCE MANUAL	AFM CHAPTER VI.
RVSM APPROVAL	AOC CZ-65 LIST RVSM (APPROVAL NOT FOUND)
MEL	NOT FOUND ON THE BOARD
INTERIOR CONFIGURATION DRAWING/SEATING	AVAILABLE AFM AND DUNCAN BINDER
ELECTRICAL DRAWINGS	NOT FOUND
HOT SECTION INSPECTION PACKAGE	PROVIDED
OVH PACKAGES	PROVIDED
ENGINE OVH PACKAGE	PROVIDED
INCIDENT INVESTIGATION AND REPAIR DOCUMENT	NOT AVAILABLE NOT KNOWN INCIDENT – NO INCIDENT STATEMENTS NEEDED
MAINTENANCE BINDER OK-HAR	2023 2022 #1 AND #2 2021 #1 AND #2 2020 #1 2019 #2
MAINTENANCE BINDER OO-PGG	BOOK #1, 2, 3, 4, 5, 6, 7, 8, 9 TAGS, TECH FILE,
MAINTENANCE BINDER G-NETA	BLACK BINDER,
TLB OK-HAR	FTLB 2020,2021,2022
TLB OO-PGG	FLTB LOGS #1 TO 17 TREND MONITORING
TLB G-NETA	2019 #1, 2, 2020 #1, #2, MAINT LOG FTLB 7 BINDERS
N809KF	WO266S DUNCAN EXPORT PACKAGE FLAMMABILITY CERTIFICATION W66SB DUNCAN INCOMPLETE
OPERATING MANUAL OLD	INCLUDING STC UNIVERSAL OO-PGG
SB/AD/STC LISTING OO-PGG	STC DOCUMENT (PACKAGE AND FORM) NOT PROVIDED
SPECIAL EQUIPMENT INSTALLATION STC	
CABIN INTERIOR CHANGES/LAYOUT CHANGES	APPROVED JUN 30, 2022

PHYSICAL VISUAL OVERVIEW	STATUS NOTE
FUESALAGE	NO FINDINGS
FUSSELAGE UPPER PART	NO FINDINGS
FUSELAGE BOTTOM PART	NO FINDINGS
RADOM	NO FINDINGS
LH WING	NO FINDINGS
RH WING	NO FINDINGS
STABILIZER	NO FINDINGS
RUDDER	NO FINDINGS
PAX WINDOWS	NO FINDINGS
WINDSHIELDS	NO FINDINGS
ANTENNAS	NO FINDINGS
LH MLG, WHEEL, BRAKES	NO FINDINGS
RH MLG, WHEEL, BRAKES	NO FINDINGS
NLG, WHEEL	NO FINDINGS
LH ENGINE	NO FINDINGS
RH ENGINE	NO FINDINGS
APU	NO FINDINGS
FRAME MFG LABEL	CESSNA, 560-5230 NO FINDINGS
LH ENGINE MFG LABEL	NO FINDINGS
RH ENGINE MFG LABEL	NO FINDINGS
APU MFG LABEL	NO FINDINGS

CAMP MAINTENANCE/AD/SB STATUS	STATUS NOTE
AD STATUS DOES NOT INCLUDE ALREADY	
DONE AD's	
STC STATUS	PROVIDED
SB STATUS	STATUS OF SOME ENGINE SBs INCOMPLETE

SELECTED TASKS DUE 6M 500 FH	STATUS NOTE
INSPECTION DOCUMENT 19	REMAINS 14 d
INSPECTION DOCUMENT 21	REMAINS 76 d/305 FH
LH RH ENGINE MINOR INSPECTION	REMAINS 14 d
GOODRICH DE-ICE BOOD SURFACE CARE	REMAINS 135 FH
APU OVERHAUL	REMAININS 170 FH

SELECTED TASKS DUE 12M 1000 FH	STATUS NOTE
RH MLG TRUNION SUBASSEMBLY DISCARD	REMAINS 386 FH
APU CHIP DETECTORS	REMAINS 335 FH
COMBUSTION LINER BORESCOPE INSPECTION	REMAINS 335 FH
VANE RING BORESCOPE INSPECTION	REMAINS 335 FH

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 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.



GO BEYOND

Pratt & Whitney Canada Corp.
1000 Marie-Victorin
Longueuil, Quebec, Canada J4G 1A1
(450) 677-9411

ESP™ STATEMENT OF ACCOUNT FOR: 4635-01

Date: Thursday, July 13, 2023

Aeropartner A.S. Novy Dvur 79
Podhorany u Ronova, , 538 03,
Czechia,
Tel: 420 606 076 560
Email: jakub@aeropartner.cz

Statement of Account for: ESP™ Agreement 4635-01, Gold Lite Plan; ACSN: 560-5230 AC REG: OK-HAR

LAST REPORTED HOURS:	ENGINE MODEL PW545A	
	TTSN	TCSN
ENGINE 1 : DB0473	7822.4	6445
ENGINE 2 : DB0472	7875.8	6487

DEFERRED HOURS

Payment for some hours that have accrued are deferred until HSI or OH as follows:

*Deferred Hours Payable Prior to <u>HSI Event</u>	Deferred Hours (1)
ENGINE 1 : DB0473	
ENGINE 2 : DB0472	

*Deferred Hours Payable Prior to <u>OH Event</u>	Deferred Hours (1)
ENGINE 1 : DB0473	
ENGINE 2 : DB0472	

ESP™ OUTSTANDING INVOICES

THERE IS CURRENTLY NO OUTSTANDING INVOICES DUE.

**(1) Deferred Hours to be paid at Hourly Rate in effect at time of payment*

**(2) Value of Deferred Buy-in is the dollar value at the time of quotation and does not reflect any future value*

NB: If you have had any recent work authorizations (WA) or services performed wherein parts or engines were shipped to a US State, there may be additional fees or taxes due. We will review and advise you of any applicable fees within the next 30 days.

Aircraft Photo Documentation

Exterior





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Interior



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