

Beechjet 400A RK-293

Aircraft Valuation

SN: RK-293 | **Reg.:** OK-BEE | **Date:** November 29th, 2022

Client: Raiffeisen – Leasing s.r.o.



The Aircraft

Aircraft model BEECHJET 400A			
Aircraft Serial Number	RK-293	Aircraft Registration No.	OK-BEE
Date of manufacture	2000	Date placed in service	25.10.2000
Total time as of 28.06.2021	6 105:23	Total Landings as of 28.06.2021	5 695
Engine model JT15D-5			
Engine 1 S/N	PCE-100360	Engine 2 S/N	PCE-100182
Engine 1 Total time as of 04.10.2022	9 570:42	Engine 2 Total time	TBA
Engine 1 Total cycles as of 04.10.2022	8 200	Engine 2 Total cycles	TBA

SUPPORT PROGRAM

Airframe: No airframe program

Engines: No engine program ((Engine No1- new engine PCE-100360 was installed on the aircraft and is fresh from OVH; Engines No2 – new engine PCE-100182 (fresh from OVH) will be installed on the aircraft in January 2023; there is currently engine PCE-100211 installed on the aircraft, this engine is due for OVH in approx. 20 hours and will be used only for test flights after D-check maintenance event.

LAST PERFORMED MAINTENANCE

Currently at D-check maintenance event. The event has started in Jun 2021 and is expected to be completed in early December 2022.

IFA MAINTENANCE PROGRAM

Aircraft has been enrolled on an IFA (Increased Flight Activity Inspection Program). This AMP change in essence moves major periodic maintenance intervals by/to following:

- A-Check from each 200 hours to 400 hours
- B-Check from each 400 hours to 800 hours
- C-Check from each 1200 hours to 1600 hours
- D-Check from each 5000 hours to 6400 (+3200 hours after)

OTHERS

- The aircraft has been operated and maintained in EASA environment.
- ADS-B Out modification will be performed during the D-check maintenance event
- No other avionics modification performed (WASS/LPV etc.)
- No modification (MODs/STC) without EASA/FAA dual release
- Aircraft eligible to receive FAA Standard CofA
- The aircraft has no known damage history
- Partial interior refurbishment will be performed during the D-check maintenance event

This evaluation is subject to the completion of D-check maintenance inspection in December 2022 and new Engine Nr.2 PCE-100182 installation (fresh from OVH) in January 2023.

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. JETRON s.r.o. has not carried out any visual appraisal of the aircraft prior to determining the value presented below.

Beechjet 400A

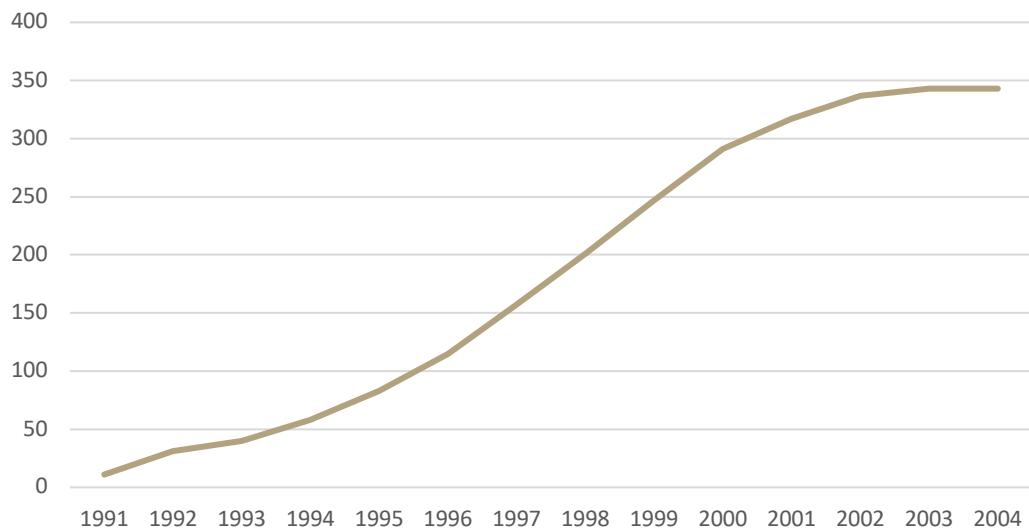
Beechjet 400A is a light twin-engine jet corporate aircraft. Initially designed and built by Mitsubishi (Mitsubishi MU300 Diamond 1 – first flight in 1978), it has been further developed and updated by the Beech Aircraft Company, later part of Hawker Beechcraft and now part of Textron Aviation.

Model 400A was delivered from November 1990 and it remained in production till 2003. The new 400A incorporated a number of improvements over its predecessor. A higher max takeoff weight and greater operating ceiling improved performance, while repositioning the rear fuselage fuel tank increased cabin volume.

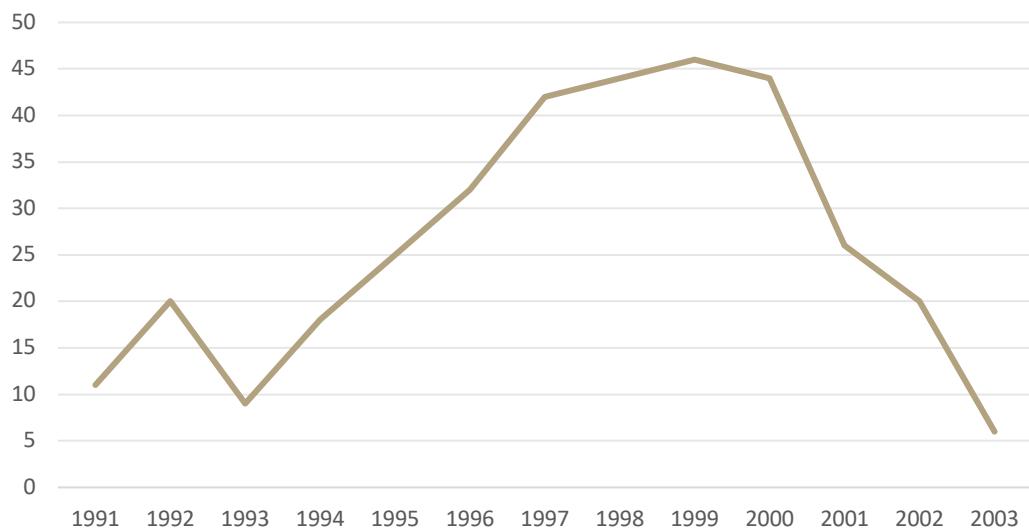
Beechjet 400A receives its power from two Pratt and Whitney of Canada JT15D-5 turbo-fan engines. Each engine produces 2,900 lbs of thrust and has an inspection interval of 3,500 hours. These engines, along with unique design features, allow the 400A to travel 1,500 nautical miles at a speed of mach 0.78. Its maximum speed is 446 knots, another improvement from its predecessor. The 400A has a maximum payload of 2,172 lbs and a maximum flight ceiling of 45,000 feet. 53 cubic feet of baggage space is an additional amenity.

Beechjet 400A certification was granted in 1990 and over 340 units have been delivered since.

Beechjet 400A deliveries

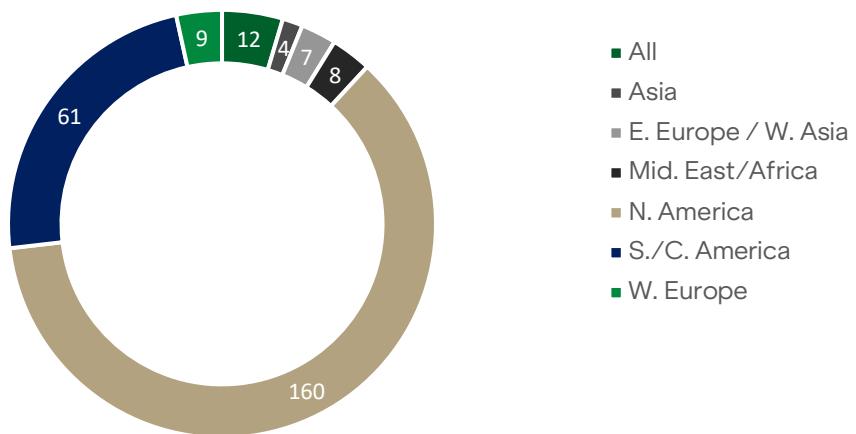


Beechjet 400A - Deliveries during the years



Most of the Beechjet 400As were delivered (when new) to customers in North America (160).

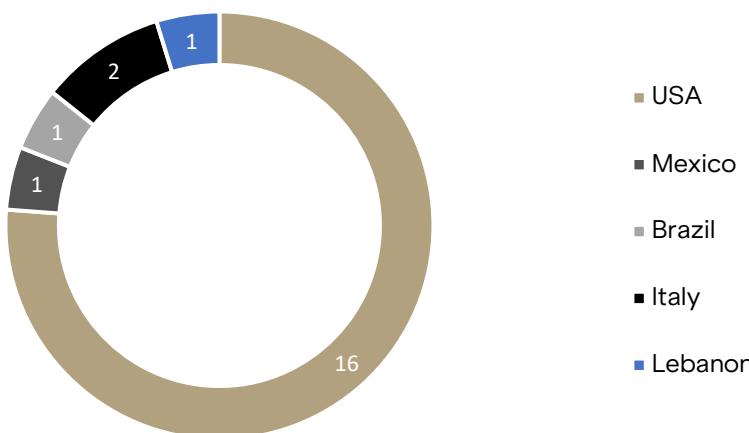
Beechjet 400A Distribution by Geography



General Market Statistics

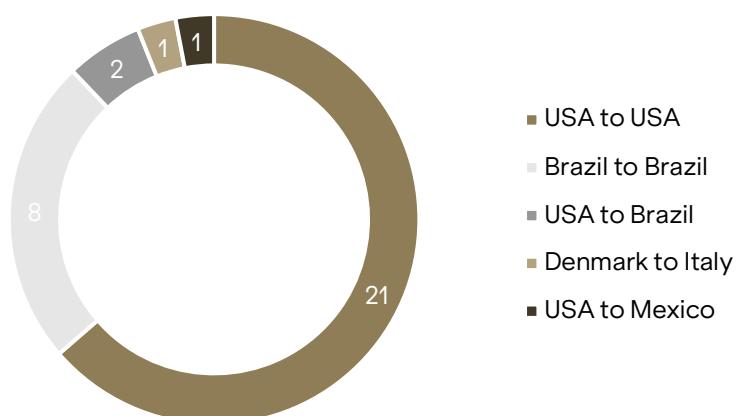
There are currently 21 Beechjet 400A on the open market. This number represents 7,84% from all 400A currently in active fleet. A Healthy pre-owned market usually offers around 10% from all units in active fleet, indicating that the Beechjet 400A market is little bit undersupplied. Geographically the dominant market for Beechjet 400A remains in Americas, as many as 18 of these aircraft for sale are based and registered in the Americas, while 2 are based in Europe and 1 in Middle East.

Beechjet 400A for sale worldwide



Of the 33 transactions so far this year, only 9 transactions didn't have buyer or seller in the USA, geographically the transactions were dominant in Americas: 21xUSA to USA, 8xBrazil to Brazil, 2xUSA to Brazil, 1xUSA to Mexico, 1xDenmark to Italy. We can clearly say that this is US-market aircraft. Many of these transactions took place Off Market.

Beechjet 400A this year transactions



This aircraft would be like a lot of other units on the open market. The motivation factor for most of the buyers would be the fresh release from large maintenance (D-check) and engines fresh from overhaul.

Important factor would be eligibility to receiving FAA Standard CofA since majority of the potential buyers would come from USA. Regarding that, recent modification with ADS-B Out would also be a positive factor.

Competing on the market for a buyer will require the willingness to work with USA based buyers to accommodate an export and import. Importantly, it will require the aircraft's compliance with the maintenance records requirements as well so that the plane is able to move smoothly between registers (whether they are within the EASA countries or outside). This particularly includes that the aircraft has all supporting documentation from interior refurbishments/improvement, proving that the interior is compliant with all regulatory requirements.

How OK-BEE / RK-0293 relates to other available aircraft

If the OK-BEE hit the pre-owned market now, it would be among 2 YOM 2000 units and with only 3 younger units to compete (1x2001, 1x2002 and 1x2003). The engines are without program but will be fresh from overhaul which would help with the potential sell.

After completion of the D-check inspection in December 2022, OK-BEE will be equipped with ADS-B Out, but not with 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.

During the D-check, the interior will undergo partial refurbishment. Interior configuration is in the optimal configuration for resale and as such would not need a further discount. The market prefers the standard lay-out, which OK-BEE is equipped with.

External paint is original and without previous modifications.

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 below:

AIRCRAFT CURRENTLY ON THE MARKET

Serial Number	Registration	Location	Year	Hours	Engine 1 hrs TSN or SOH	Engine 2 hrs TSN or SOH	Eng. Program Type	ADS-B Out	Asking Price In US\$
RK-0238	N96GA	USA	1999	8847	800 due OH		None	●	1 700 000
RK-0034	N184AR	USA	1992	6065	1244 due OH		None	●	1 595 000
RK-0163	I-TOPD	Italy	1997	9932	9188	9215	None	●	1 500 000
RK-0243	N782TP	USA	1999	5579	5366	5123	None	●	1 595 000
RK-0151	N548KK	USA	1997	7604			TAP Blue	●	4 000 000
RK-0348	N348BE	USA	2003	6963	Fresh OH 9/2021		None	●	Make Offer
RK-0158	N475TC	USA	1997	3408	Fresh Hot Section		None	●	Make Offer
RK-0162	N612SA	USA	1998	4960	493	493	None	●	1 800 000
RK-0145	N144JC	USA	1997	10871	3081	3081	None	●	750 000
RK-0171	N693GS	USA	1997	5437	5337	5437	None	●	Make Offer
RK-0320	N717RG	USA	2001	2457	2390	2425	None	●	Make Offer
RK-0076	N261JP	USA	1995	10223	2982	3002	None	●	850 000
RK-0196	N-619G	USA	1998	7050	3412	3264	None	●	879 000
RK-0220	N563RJ	USA	1998	4563	4563	4563	None	●	Make Offer
RK-0053	N593M	USA	1992	10206	3187	3187	None	●	Make Offer
RK-0126	XB-INI	Mexico	1996	3130	3130	3130	JSSI		Make Offer
RK-0178	PR-DSX	Brazil	1998				None		Make Offer
RK-0179	OD-DTW	Lebanon	1998	4211	508,5	508,5	None		Make Offer
RK-0186	N552CC	USA	1998	9816	1880	1880	None	●	950 000
RK-0270	N800SD	USA	2000	4610	201	201	ESP Gold	●	1 400 000
RK-0343	I-PSCU	Italy	2002	4649	1654	1627	None	●	Above 1,5m

Serial number RK-0238

This 1999 aircraft with location in U.S.A is available for sale from November 2022. It has 8 847 hours of total time, engine 800 hours due for overhaul on TBO extension STC. It is incorporated on IFA maintenance program, equipped with ADS-B Out and Proline 21 Flight Deck and Wifi. Interior was refurbished in 2018. Asking price: \$ 1 700 000.

Serial number RK-243

This aircraft came into service in 1999. It has current airframe total time 5 579 hours with 4 727 landing cycles. It has no engine program, interior and exterior partly refurbished in 2017. Asking price is \$ 1 595 000.

Serial number RK-270

This is a 2000 model aircraft with approximately 4 610 total hours and 3623 landing cycles. Aircraft entered for sale market in Jul 2017. The engines are enrolled on ESP Gold program. Aircraft is equipped with Collins Proline 4 Tube EFIS and Dual Collins FMS-500 Avionics Management System and ADS-B Out. Interior for 7 passengers was refurbished in 2013. The asking price is 1,4mil USD.

Serial number RK-343

The only aircraft of this type available for sale in Europe is based in Italy. 2002 model with 4 649 airframe total hours and 4 988 landing cycles is available for sale from September 2021. C inspection is due in approximately 200 hours and D inspection at 5 000 hours total time. Aircraft is equipped with Collins Pro Line IV 3 Tube Avionics and ADS-B. Interior was refurbished in 2015 designed for 7 passengers and with belted lavatory. Exterior was painted in 2015 too. Asking price is Make Offer but they are targeting above 1,5mil USD. They have several offers around this number.

THE MOST RECENT SALES

Serial Number	Registration	Location	Year	Hours	Engine 1 hrs TSN or SOH	Engine 2 hrs TSN or SOH	Engine Program	ADS-B Out	Sold Price In US\$
RK-0298	XA-MSL	Mexico	2000	8672	8676	8169	None	●	Make Offer
RK-0347	N498AS	USA	2002	3246	3246	3246	JSSI 67,11%	●	Make Offer
RK-0315	N720XP	USA	2001	4470	4470	4470	Vmax	●	”North of 1,5 South of 2M“
RK-0110	XA-FRO	Mexico	1996	4728	1303	1303		●	Make Offer*
RK-0162	OK-PMI	Czech Republic	1998	4934	466	466			1 180 000
RK-0221	N823HB	USA	1999	6770	6718	6718		●	Make Offer
RK-0199	N826JM	USA	1998	5486	1940	1940		●	Ask 1 450 000
RK-0072	N82QD	USA	1993	7168	7118	7118		●	Ask 590 000
RK-0287	N440KC	USA	2000	5506	1839	1850		●	Ask 1 250 000
RK-0218	N426GF	USA	1999	6996	-	-			Low 1
RK-0253	N90CU	USA	1999	6599	6570	6570		●	1 000 000
RK-0348	N348BE	USA	2003	6963	-	-		●	1 950 000
RK-0094	N661WD	USA	1994	3245	3209	3245	JSSI 40% owner	●	Ask 775 000
RK-0131	N305MD	USA	1996	3152	3100	3152	JSSI	●	Ask 729 000
RK-0094	N661WD	USA	1995	3245	3209	3254	JSSI 40% owner	●	Ask 775 000
RK-0228	N20PJ	USA	1999	7665	728	2446			Ask 950 000
RK-0335	N400GR	USA	2002	2 800	2628	2800			Make Offer*

*RK-0110 was sold in January 2022 with asking price 1,3 mil. USD, than sold again in JUN 2022 with asking as Make Offer.

**RK-0335 was sold in December 2021 for 1,1 mil. USD. In March after 35 days on the market was sold again with asking price as Make Offer.

Serial number RK-315

This is a 2001 model with 4 470 total hours and 3 497 landing cycles. Engines are enrolled on Vmax Silver Lite program, formerly ESP. Aircraft is equipped with Collins Pro Line IV Three tube EFIS. Interior and Exterior were refurbished in 2010. Additional equipment: RVSM, Thrust reversers and freon Air Conditioning. The owner received first offer at 1,75m USD so they were aiming higher than this number. The broker stated that it was sold North of 1,5 and South of 2 mil. \$ so, it looks like they accepted the first offer. The aircraft was sold in July 2022.

Serial number RK-348

This is 2003 build unit with almost 7thousand hours with fresh overhauled engines and no program, It has been released fresh from A,B,C, D check. With Tail Horizontal Stab (AD 2014-15-15) implemented, aircraft had a new interior and exterior job done together with WiFi installation. It was sold in March for 1,95 mil USD. USA to USA deal.

Serial number RK-335

This is 2002 build unit with giving the age of the aircraft very low hours only 2,800 and no engine program. With original paint and interior was sold in December 2021 in USA to US buyer for 1,1 mil USD. Than in March was sold again after 35 days on the market with asking price as Make Offer.

Serial number RK-253

This is 1999 build unit with 6,598 hours and no engine program. With paint and interior job done in 2016. Very good pedigree unit. ADS-B out compliant and WAAS enabled. Aircraft has app 600hrs of life ahead (at 7,200 C,D check is due and engine overhaul is due) just now they are performing Tail Horizontal Stab (AD 2014-15-15) and after completed it will be delivered. Sold for 1,0 mil USD in USA for US buyer in February 2022.

Serial number RK-218

This is 1999 build unit with 6,996 hours and no engine program. Tail Horizontal Stab (AD 2014-15-15) complied. Fresh HSI on engines and FAA STC for engines extending TBO by 2,000 hours. If EASA imported, the engines would be due for overhaul in 200 hours though. B and C check due in 600 hours. It was sold in January 2022 in US to US buyer for "low 1 mil USD".

Value Estimate for OK BEE / RK-293

In estimating the value of OK BEE 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 55,000 USD
- 1 Flight Hour is worth approximately 35 USD
- Large maintenance such as C and D check is worth approximately 250,000 USD
- Tail Horizontal Stab (AD 2014-15-15) is worth approximately 50,000 USD
- One Engine overhaul is worth approximately 400,000 USD
- New Paint and Interior is worth approximately 155,000 USD
- US vs EU transaction deduction approximately 75,000 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.

- Recently through the larger maintenance
- Recent upgrade interior and paint
- Belted Lavatory
- ADS-B Out

We factor in the differences between the competing aircraft and OK-BEE and adjust for the realities of the USA focused market and the USA buyer mentality to arrive at the value estimate.

When compared to RK-0315

$1,750,000 - 55,000 / \text{for vintage difference} / - 57,225 / \text{for Total Time difference} / + 225,000 / \text{for large maintenance} / - 75,000 / \text{for US transaction} / = 1,787,775 \text{ USD}$

1,787,775 USD would be the fair market value when compared to RK-0315

When compared to RK-0162

$1,180,000 + 165,000 / \text{for vintage difference} / - 40,985 / \text{for Total Time difference} / + 250,000 / \text{for large maintenance} / + 42,000 / \text{for Tail Horizontal Stab} / + 110,000 / \text{for engines overhaul} / = 1,706,015 \text{ USD}$

1,706,015 USD would be the fair market value when compared to RK-0162

When compared to RK-0348

1,950,000 – 165,000 /for vintage difference/ + 30,030 /for Total Time difference/ - 75,000 /for US transaction/ = 1,740,030 USD

1,740,030 USD would be the fair market value when compared to RK-0348

When compared to RK-0253

1,000,000 + 55,000 /for vintage difference/ + 17,290 /for Total Time difference/ + 100,000 /for large maintenance/ + 690,000 /for engines overhaul/ - 75,000 /for US transaction/ = 1,787,290 USD

1,787,290 USD would be the fair market value when compared to RK-0253

With the above references to current offerings and real-world trading conditions as a guideline, we believe that OK-BEE / RK-0293 has a retail value in today's market of approximately 1,650,000 to 1,750,000 USD, assuming that the aircraft has been released from D-check with no deferred items; engine Nr.2 PCE-100182 with fresh OVH installed, related CRS issued, and CAMP updated.

Aircraft Records Review

November 2022

Following report provides information about aircraft and its maintenance status based on information gained from its technical records. Emergency equipment expiration was checked and verified with CAMP records.

The aircraft is operated under EASA environment.

The aircraft is currently at D-check maintenance event. The event has started in June 2021 and is expected to be completed in early December 2022. Actual times so as the maintenance documents **reflet undergoing maintenance event which has not been completed.**

CURRENT AIRCRAFT STATUS:

Current times as of 28th June 2021

AIRFRAME BEECHJET 400A

FLIGHT HOURS 6105:23

FLIGHT CYCLES 5695

ENGINE P/N JT15D-5 S/N PCE-JA00360

FLIGHT HOURS 9570:42

FLIGHT CYCLES 8200

ENGINE P/N JT15D-5 S/N PCE-JA00182

FLIGHT HOURS TBA

FLIGHT CYCLES TBA

Documents written in English

AIRCRAFT MAINTENANCE EVALUATION

As stated previously, the aircraft is currently undergoing D-check maintenance event, expected to be completed in early December 2022. The Aircraft has INCORPORATED IFA (INCREASE FLIGHT ACTIVITY) program for scheduled maintenance. Cabin interior is well maintained and is being partly refurbished during undergoing maintenance event.

There is new LH engine (PCE-100360), with fresh OVH installed. Current RH engine (PCE-100211) is due for OVH on approx. 20 hours and will be used only for test flights after the maintenance event is completed. Then, engine PCE-100182 will be installed on the aircraft in January 2023. This engine will be fresh from OVH, which means that at the end of January 2023 there will be both engines fresh from OVH installed on the OK-BEE.

During D-check, new Nose Landing Gear (overhauled) will be installed on the aircraft.

In 2023, there will be new LH Windshield installed on the aircraft. Other scheduled maintenance and Special Inspection plan (other than completion of D-check and new engine Nr.2 installation) for next 12 months will not require other significant costs.

STC status- the aircraft will be equipped with the ADS-B Out after the completion of D-check. Aircraft has no modification (MODs/STC) without EASA/FAA dual release.

Exterior visual inspection – the overall exterior condition refers to the age of the aircraft, however paint job should be considered in upcoming time.

No incident/accident recorded on this aircraft.

ITEM	STATUS NOTE
REGISTRATION	OK-BEE
PREVIOUS	TBA
AIRCRAFT TYPE	BEECHJET 400A
AIRCRAFT SERIAL	RK-0293
AIRCRAFT OWNER/OPERATOR	JetBee Czech s.r.o.
AIRCRAFT TOTAL FH	6105:23
AIRCRAFT TOTAL FC	5695
LH ENGINE – ENGINE TYPE	JT15D-5
LH ENGINE – MFG No.	
LH ENGINE – TOTAL FH	9570:42 ENGINE FH
LH ENGINE – TOTAL FC	8200
LH ENG NEXT OVH	3600 FH
RH ENGINE – ENGINE TYPE	JT15D-5
RH ENGINE – MFG. No.	
RH ENGINE – TOTAL FH	TBAENGINE FH
RH ENGINE – TOTAL FC	TBA
RH ENG NEXT OVH	3600 FH
SCHEDULED INSPECTION (TRANSFERRED TO IFA)	REMAINING
INSPECTION IFA-A	UNDERGOING
INSPECTION IFA-B	UNDERGOING
INSPECTION IFA-C	UNDERGOING
INSPECTION IFA-D	UNDERGOING
LH ENGINE HSI	1800 ENGINE FH
RH ENGINE HSI	Approx. 1800 ENGINE FH
LH ENGINE OVH	3600 ENGINE FH
RH ENGINE OVH	Approx. 3600 ENGINE FH
SELECTED COMPONENT SPECIAL INSPECTION	
CABIN PORTABLE FIRE EXTINGUISHER (WEIGHT CHECK & INSPECTION)	UNDERGOING
CABIN PORTABLE FIRE EXTINGUISHER (WEIGHT CHECK & INSPECTION)	UNDERGOING
PBE	915 DAYS
WING TO FUSELAGE ATTACH BOLT (INSPECTION)	1099 DAYS
COCKPIT FIRE EXTINGUISHER (HYDROSTATIC TEST)	406 DAYS
CABIN FIRE EXTINGUISHER (HYDROSTATIC TEST)	406 DAYS
MAIN LANDING GEAR SUPPORT FITTING	9305 LDG
COLLINS SERVO MOUNT SLIP CLUTCH (TEST)	6094:37 FH

SELECTED COMPONENT REPLACEMENT TIME

AIR CONDITIONING DRIVE MOTOR	2377 ACH
LH STARTER GENERATOR	591:24 FH
RH STARTER GENERATOR	301:30 FH
ENGINE FIRE EXTINGUISHER CARTRIDGE	UNDERGOING
PITCH TRIM ACTUATOR	1391:24
LH MLG GEAR STRUT	12422 AFL
RH MLG GEAR STRUT	12433 AFL
NOSE GEAR STRUT	5817 AFL
WHEEL SPEED TRANSDUCER	UNDERGOING
AIR STORAGE BOTTLE HYDROSTATIC TEST	337 DAYS
AIR STORAGE BOTTLE REPLACEMENT	1553 DAYS
OXYGEN CYLINDER HYDROSTATIC TEST	UNDERGOING
OXYGEN CYLINDER REGULATOR	64 DAYS
LH MLG DOOR OPENING CABLE	1356:02 FH
RH MLG DOOR OPENING CABLE	1356:02 FH
PILOT OXYGEN MASK	145 DAYS
COPilot OXYGEN MASK	145 DAYS

DOCUMENT REVIEW	NOTES
ON-BOARD DOCUMENTS	
ARC	EXPIRED 25.1.2022 / New will be issued after D-check maintenance event
CofA	No. 6095 ISSUED 26.01.2016
CofR	No. 6095/5 ISSUED 10.08.2022
NOISE CERTIFICATE	No. 1389-16 ISSUED 26.01.2016
RADIO LICENCE	No. 286966/LR valid to 31.10.2026
INSURANCE CERTIFICATE	No. C550024487 Valid to 01.08.20223
W&B FORM	ISSUED 18.12.2019
LOPA – EMERG. EQUIPMENT LIST	EEL APPROVED 23.01.2020
HIL/MEL/STATUS/DEFERRED ITEMS	HIL – 12 RECORDS CLOSED/MEL 25.05.2021/
INCIDENT ACCIDENT STATUS	NO INCIDENT RECORDED
DENT & BUCKLE CHART	NO ITEMS RECORDED / NEW WILL BE ISSUED AFTER D-CHECK
AFM AND PILOTS OPERATING MANUAL	128-590001-167B
AFM SUPPLEMENTS LIST	SUPP LIST AVAILABLE
PILOT CHECK LIST	128-590001-289C
LAST CRS	NEW WILL BE ISSUED AFTER D-CHECK INSPECTION

ITEM	STATUS NOTE
FH/FC STATUS	AVAILABLE CAMP STATUS
AIRFRAME LOGBOOK	AVAILABLE
ENGINE LOGBOOK JT15D-5 (PCE-100360)	AVAILABLE
ENGINE LOGBOOK JT15D-5 (PCE-100182)	YET TO BE PROVIDED
OLD RECORDS	AVAILABLE

DOCUMENT REVIEW	NOTES
HISTORICAL DOCUMENTS AND STATUS	
A/C STATUS	CAMP MAINT STATUS
AD STAUS	AD/SI CAMP STATUS PROVIDED
SB STATUS	AD/SI CAMP STATUS PROVIDED
LLP STATUS	LLP CAMP STATUS PROVIDED
LIST ALTERATIONS STCs/FORM 337s	PROVIDED
OPERATOR MAINTENANCE PROGRAM	AVAILABLE
APPROVAL	
TLB/FLIGHT LOG	PROVIDED
WEIGHT AND BALANCE MANUAL	AVAILABLE
RVSM	AVAILABLE
MEL	AVAILABLE
INTERIOR CONFIGURATION	AVAILABLE
DRAWING/SEATING	
ELECTRICAL DRAWINGS	PROVIDED
HOT SECTION INSPECTION PACKAGE	YET TO BE PROVIDED
ENGINE OVH PACKAGE	AVAILABLE

MAJOR ALTERATIONS & MODS	STATUS NOTE
DATA BASE UNIT (DBU) INSTALLATION	FAA STC ST01431 WI-D/ EASA STC 10016379 REV.1
TCAS II SYSTEM MODIFICATION	FAA STC ST00881WI-D / EASA STC ST10054939
MK V EGPWS INSTALLATION	FAA STC ST 09536SC / FAA / LFV 104/02 SWEDEN
ARTEX ELT 110-406 SYSTEM INSTALATION	RAYETHON AIRCRAFT SERVICES DWG.#RASB00201, FAA 8130-3
FDR F1000 INSTALLATION	BEECH AIRCRAFT CORPORATION DWG
ADS-B OUT INSTALATION	WILL BE PERFORMED DURING D-CHECK

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.

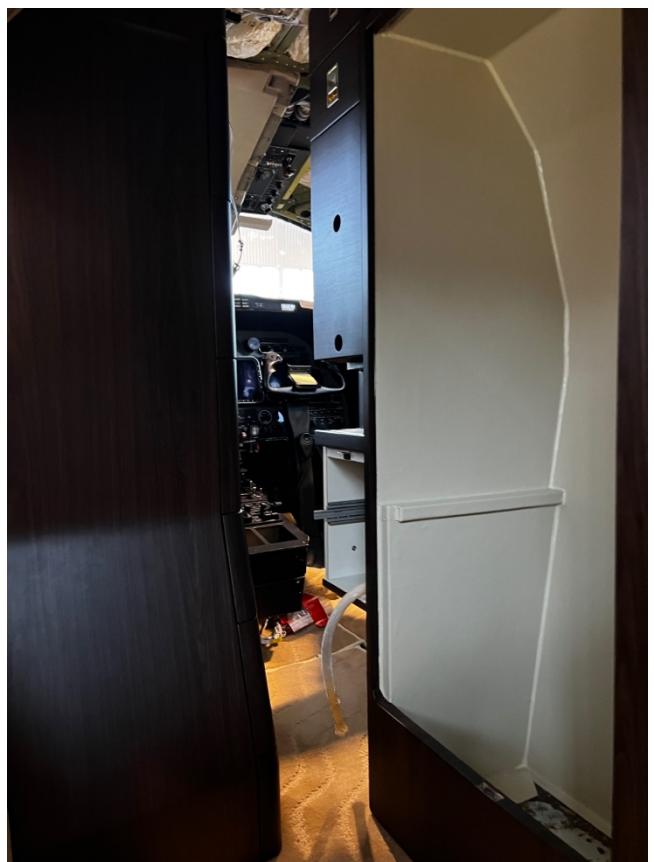
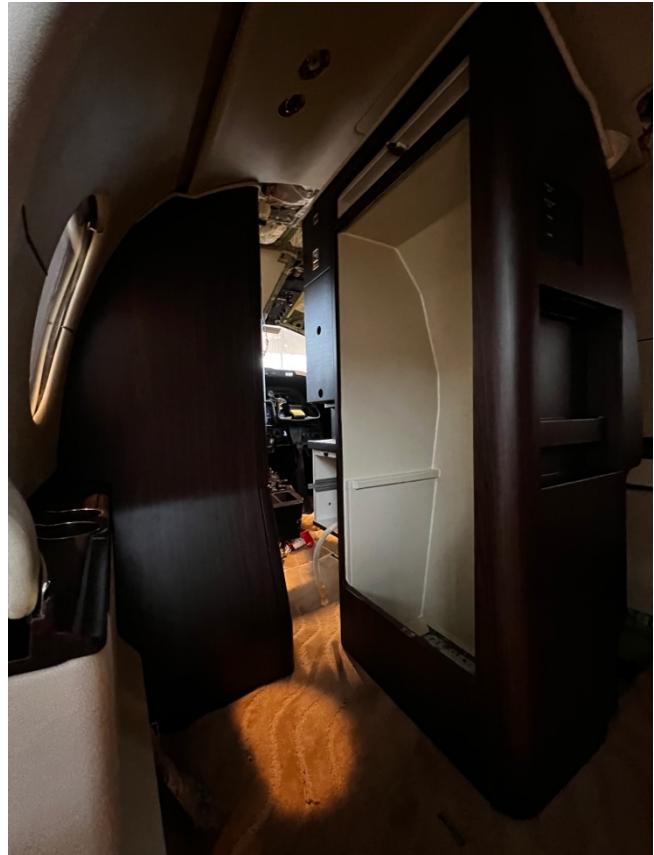
Aircraft Photo Documentation

Exterior

Photos were taken during ongoing D-check maintenance



Interior



**Aircraft Brokerage
& Asset Advisory**

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