

Beechjet 400A RK-313

Aircraft Valuation

SN: RK-313 | **Reg.:** OK-IMO | **Date:** July 29th, 2022

Client: Raiffeisen – Leasing s.r.o.



The Aircraft

Aircraft model BEECHJET 400A			
Aircraft Serial Number	RK-313	Aircraft Registration No.	OK-IMO
Date of manufacture	2001	Date placed in service	2001
Total time as of 29.07.22	4 725:05	Total Landings as of 29.07. 22	3 551
Engine model JT15D-5			
Engine 1 S/N	PCE-JA0092	Engine 2 S/N	PCE-JA0093
Engine 1 Total time as of 29.07.22	5 525:18	Engine 2 Total time as of 29.07.22	5 525:18
Engine 1 Total cycles as of 29.07.22	4 514	Engine 2 Total cycles as of 29.07.22	4 514

SUPPORT PROGRAM

Airframe: No airframe program

Engines: No engine program (Engine No1 and Engine No2 are recently from Hot Section Inspection- HSI)

LAST PERFORMED MAINTENANCE

Fresh A Check. Recent B-check maintenance event together with HSI. The aircraft also undergone some minor interior upgrade primarily soft goods (seats leather re-dyeing and carpet change).

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.
- ▶ No avionics modification performed (such as ADS-B Out, WASS/LPV etc.)
- ▶ Tail Horizontal Stab (AD 2014-15-15)
- ▶ No modification (MODs/STC) without EASA/FAA dual release
- ▶ Aircraft eligible to receive FAA Standard CofA
- ▶ The aircraft has no known damage history
- ▶ New paint job in January 2015

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

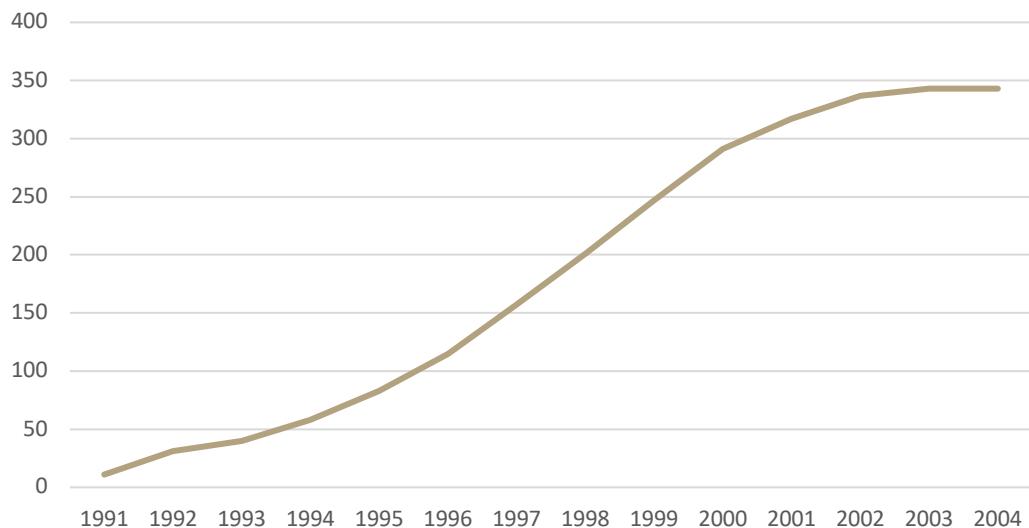
Beechjet 400A is a light twin-engine jet corporate aircraft. Initially designed and built by Mitsubishi (Mitsubishi MU300 Diamond 1 – first flight in 1978), it has been further developed and updated by the Beech Aircraft Company, later part of Hawker Beechcraft and now part of Textron Aviation.

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.

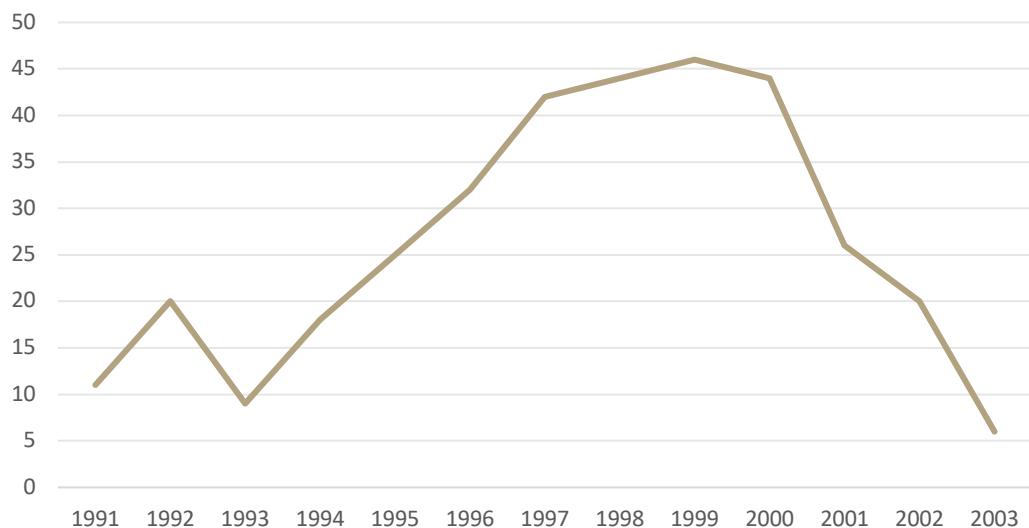
Beechjet 400A receives its power from two Pratt and Whitney of Canada JT15D-5 turbo-fan engines. Each engine produces 2,900 lbs of thrust and has an inspection interval of 3,500 hours. These engines, along with unique design features, allow the 400A to travel 1,500 nautical miles at a speed of mach 0.78. 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

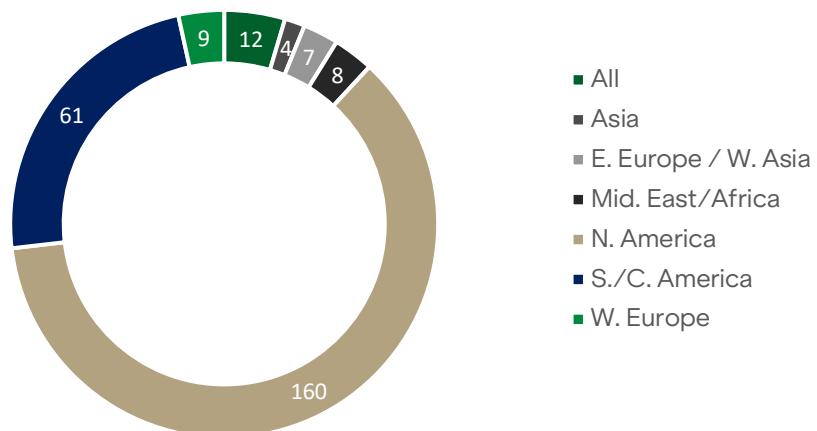


Beechjet 400A - Deliveries during the years



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

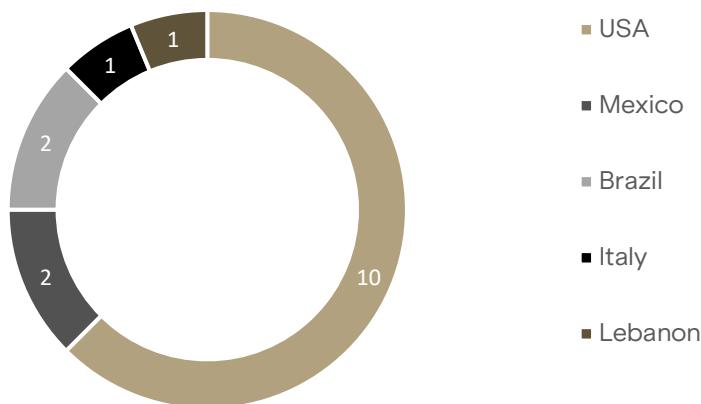
Beechjet 400A Distribution by Geography



General Market Statistics

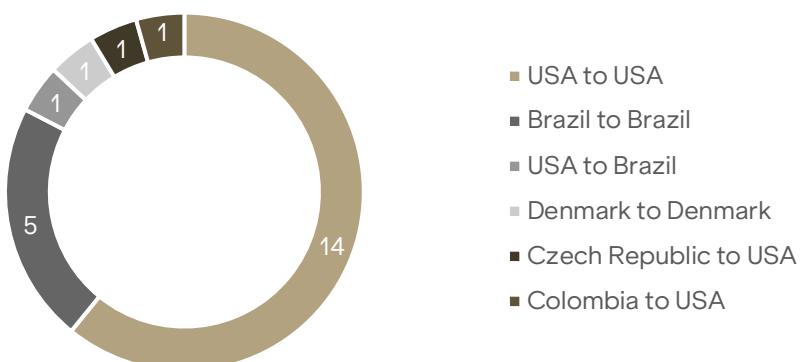
There are currently 16 Beechjet 400A on the open market. This number represents 5,88% from all actively flying 400A worldwide. A Healthy pre-owned market usually offers 10% and more from all units ever delivered, indicating that the Beechjet 400A market is undersupplied. This has turned the market to be a seller's market. Geographically the dominant market for Beechjet 400A remains in Americas, as many as 14 of these aircraft for sale are based and registered in the Americas, while 1 is based in Europe and 1 in Middle East.

Beechjet 400A for sale worldwide



Of the 24 transactions so far this year, only 6 transactions didn't have buyer or seller from the USA, geographically the transactions were dominant in Americas: 14x USA to USA, 5x Brazil to Brazil, 1x USA to Brazil, 1x Denmark to Denmark, 1x Czech Republic to USA and 1x Colombia to USA. We can clearly say that this is US-market aircraft.

Beechjet 400A this year transactions



This aircraft would be like a lot of other units on the open market. The absence of engines program will significantly affect the final price of the aircraft, but it is not uncommon on this type of aircraft. The motivation factor for most of the buyers should be the incorporated IFA (Increase Flight Activity) program for scheduled maintenance, which postpone the D inspection. Remaining time due D-inspection is now approx. 1675 hours. Within 3 months there is also planned replacement of PTA Actuator with significant cost close to 50K USD. Engine OVH is about in its mid status as well as MLG and NLG OVH.

Important factor would be eligibility to receiving FAA Standard CofA, since majority of the potential buyers would come from USA. Therefore, as the aircraft is without ADS-B Out, we should expect price deduction by the cost of installation since the USA will be our targeted market.

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-IMO / RK-313 relates to other available aircraft

If the OK IMO hit the pre-owned market now, it would be among 3 YOM 2001 units and with only 2 younger units to compete (2x2002). The engines are without program and in its mid status due overhaul which would mostly guide us towards experienced B400 operator or owner who already had higher vintage aircraft.

As stated above, the motivation factor for most of the buyers should be the incorporated IFA (Increase Flight Activity) program for scheduled maintenance, which postpone the D inspection.

OK IMO is not equipped with ADS-B Out nor with Wifi or WAAS/LPV. The cost of ADS-B Out can be significant on the B400A, and with the USA due date January 1, 2020 and the EASA requirement approaching in June 7, 2023, this will become a key element for buyers in the near future. Any buyer will discount by the cost of the installation of ADS-B Out now. 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.

The 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 IMO is equipped with.

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-0171	N693GS	USA	1997	5437	5337	5437		yes	Make Offer
RK-0320	N717RG	USA	2001	2457	2390	2425		yes	Make Offer
RK-0076	N261JP	USA	1995	10223	2982	3002		yes	850 000
RK-0298	XA-MSL	Mexico	2000	8672	8676	8169		yes	Make Offer
RK-0196	N-619G	USA	1998	7050	3412	3264		yes	879 000
RK-0347	N498AS	USA	2002	3246	3245	3246	JSSI 67,11%	yes	Make Offer
RK-0009	N315R	USA	1991	5256	1626	1626		yes	750 000
RK-0220	N563RJ	USA	1998	4563	4563	4563		yes	Make Offer
RK-0053	N593M	USA	1992	10206	3187	3187		yes	Make Offer
RK-0126	XB-INI	Mexico	1996	3130	3130	3130	JSSI		Make Offer
RK-0178	PR-DSX	Brazil	1998						Make Offer
RK-0179	OD-DTW	Lebanon	1998	4211	508,5	508,5			Make Offer
RK-0186	N552CC	USA	1998	9816	1880	1880		yes	950 000
RK-0270	N800SD	USA	2000	4610	201	201	ESP Gold	yes	1 400 000
RK-0306	YV2698	Venezuela	2001	400	400	400			Make Offer
RK-0307	PT-TRA	Brazil	2001		852	852			1 200 000
RK-0343	I-PSCU	Italy	2002	4649	1654	1627		yes	Above 1,5m

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

Aircraft based in Italy. This 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.

Serial number RK-186

This 1998 aircraft with location in U.S.A is available for sale from Jun 2021. With its current airframe total time of 9 816 hours and 8 419 landing cycles, aircraft belongs to the most flown aircrafts at for sale market. Both engines have 1 880 hours since overhaul and are fresh from HSI. Tail Horizontal Stab (AD 2014-15-15) is completed. No due maintenance in the near future. It is equipped with Collins 3-Tube EFIS and Dual Collins FMS-5000 avionics and has also ADS-B Out. Asking price for this aircraft stands as Make Offer but seller is aiming at 950k USD. Currently, sellers have two offers at almost asking price.

THE MOST RECENT SALES – UNDER CONTRACT

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-0315	N720XP	USA	2001	4470	4470	4470	Vmax	yes	“North of 1,5 South of 2M“
RK-0110	XA-FRO	Mexico	1996	4728	1303	1303		yes	Make Offer*
RK-0162	OK-PMI	Czech Republic	1998	4934	466	466		no	1 180 000
RK-0221	N823HB	USA	1999	6770	6718	6718		yes	Make Offer
RK-0199	N826JM	USA	1998	5486	1940	1940		yes	Ask 1 450 000
RK-0072	N82QD	USA	1993	7168	7118	7118		yes	Ask 590 000
RK-0287	N440KC	USA	2000	5506	1839	1850		yes	Ask 1 250 000
RK-0218	N426GF	USA	1999	6996	-	-			Low 1
RK-0253	N90CU	USA	1999	6599	6570	6570		yes	1 000 000
RK-0348	N348BE	USA	2003	6963	-	-		yes	1 950 000
RK-0094	N661WD	USA	1994	3245	3209	3245	JSSI 40% owner	yes	Ask 775 000
RK-0131	N305MD	USA	1996	3152	3100	3152	JSSI	yes	Ask 729 000
RK-0094	N661WD	USA	1995	3245	3209	3254	JSSI 40% owner	yes	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 7 thousand 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 IMO / RK-313

In estimating the value of OK IMO 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

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

When compared to RK348

1,950,000 - 110,000 /for vintage difference/ + 85,890 /for Total Time difference/ - 400,000 /for engine overhaul difference/ - 77,500 /for interior and exterior upgrade/ - 150,000 /C,D check value difference/ - 75,000 /non-US transaction/ = 1,223,390 USD

1,223,390 USD would be the fair market value when compared to RK348

When compared to RK335

1,100,000 – 55,000 /for vintage difference/ – 59,815 /for Total Time difference/ + 200,000 /for engine overhaul difference/ + 77,500 /for interior and exterior upgrade/ - 75,000 /non-US transaction difference/ = 1,187,685 USD

1,187,685 USD would be the fair market value when compared to RK335

When compared to RK253

1,000,000 + 110,000 /for vintage difference/ + 73,115 /for Total Time difference/ + 225,000 /for engine overhaul difference/ - 75,000 /non-US transaction difference/ = 1,333,115 USD

1,333,115 USD would be the fair market value when compared to RK253

When compared to RK218

1,100,000 + 110,000 /for vintage difference/ + 87,045 /for Total Time difference/ + 375,000 /for engine overhaul difference/ + 77,500 /for interior and exterior upgrade/ - 75,000 /non-US transaction difference/ = 1,674,545 USD

1,674,545 USD would be the fair market value when compared to RK218

With the above references to current offerings and real-world trading conditions as a guideline, we believe that OK IMO / RK-313 has a retail value in today's market of approximately 1,250,000 to 1,350,000 USD.

Aircraft Records Review

July 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 TRAXXALL records.

The aircraft was manufactured by RAYTHEON AIRCRAFT COMPANY Inc. 5th MAR 2001 by FAA Type Certificate Type A16SW.

The aircraft is operated under EASA environment.

CURRENT AIRCRAFT STATUS:

Current times as of 29th July 2022

AIRFRAME BEECHJET 400A

FLIGHT HOURS 4725:05

FLIGHT CYCLES 3551

ENGINE P/N JT15D-5 S/N PCE-JA0092

FLIGHT HOURS 5525:18

FLIGHT CYCLES 4514

ENGINE P/N JT15D-5 S/N PCE-JA0093

FLIGHT HOURS 5525:18

FLIGHT CYCLES 4514

Documents written in English

AIRCRAFT MAINTENANCE EVALUATION

Based on Future operation, the aircraft has INCORPORATED IFA (INCREASE FLIGHT ACTIVITY) program for scheduled maintenance. Within 3 months there is planned replacement of PTA Actuator with significant cost close to 50K USD. Cabin Interior is well maintained and is serviceable without significant costs.

Engine OVH is about in its mid status as well as MLG and NLG OVH.

Scheduled maintenance and Special Inspection plan for next 12 month will not require other significant cost then the PTA Actuator

STC status – the aircraft does not comply with ADS-B requirement and operates with waiver based on EASA postponed terms for ADS-B accomplishment. The postponing time ends 2023 and installation of ADS-B will then mandatory. The ADS-B installation investment might be high cost.

Visual inspection good shape of the aircraft exterior, but paint and metal parts corresponds to its age.

No incident/accident recorded on this aircraft.

ITEM	STATUS NOTE
REGISTRATION	OK-IMO
PREVIOUS	PH-DTP,
AIRCRAFT TYPE	BEECHJET 400A
AIRCRAFT SERIAL	RK-313
AIRCRAFT OWNER/OPERATOR	AIRSTREAM a.s.
AIRCRAFT TOTAL FH	4725:05
AIRCRAFT TOTAL FC	3551
LH ENGINE – ENGINE TYPE	JT15D-5
LH ENGINE – MFG No.	
LH ENGINE – TOTAL FH	5525:18 ENGINE FH
LH ENGINE – TOTAL FC	4514
LH ENG NEXT OVH	7156:41 FH
RH ENGINE – ENGINE TYPE	JT15D-5
RH ENGINE – MFG. No.	
RH ENGINE – TOTAL FH	5515,18 ENGINE FH
RH ENGINE – TOTAL FC	4514
RH ENG NEXT OVH	7156:41 FH
SCHEDULED INSPECTION (TRANSFERRED TO IFA)	
INSPECTION IFA-A	384:30
INSPECTION IFA-B	584:30
INSPECTION IFA-C	667:32
INSPECTION IFA-D	1674:55
LH ENGINE MINOR INSPECTION	200:00 ENGINE FH
RH ENGINE MINOR INSPECTION	200:00 ENGINE FH
LH ENGINE HSI	1584:30 ENGINE FH
RH ENGINE HSI	1584:30 ENGINE FH
LH ENGINE OVH	1601:23 ENGINE FH
RH ENGINE OVH	1601:23 ENGINE FH
SELECTED COMPONENT SPECIAL INSPECTION	
LH & RH FLAP CABLES & INTERCONNECT CABLES (CABLE TENSION CHECK)	184:30 FH
LH & RH SPOILER CABLES (CABLE TENSION CHECK)	184:30 FH
ELEVATRO CONTROL CABLES (CABLES TENSION CHECK)	184:30 FH
ELEVATOR SERVO CABLES (CABLES TENSION CHECK)	184:30 FH
RUDDER SERVO CABLES CHECK (CABLES TENSION CHECK)	184:30 FH
SPOILER SERVO CABLES (CABLES TENSION CHECK)	184:30 FH
FLIGHT DATA RECORDER TEST	184:30 FH
CABIN PORTABLE FIRE EXTINGUISHER (WEIGHT CHECK & INSPECTION)	184:30 FH
CABIN PORTABLE FIRE EXTINGUISHER (WEIGHT CHECK & INSPECTION)	184:30 FH
STBY PWR SUPPLY BATTERY	9 M
AHRS SUPPLY BATTERY	11 M
PBE	4 Y and 6 M
WING TO FUSELAGE ATTACH BOLT (INSPECTION)	8 Y and 6 M

COCKPIT FIRE EXTINGUISHER (HYDROSTATIC TEST)	2Y and 6 M
CABIN FIRE EXTINGUISHER (HYDROSTATIC TEST)	2Y and 6 M
MAIN LANDING GEAR SUPPORT FITTING	11 459 LDG
COLLINS SERVO MOUNT SLIP CLUTCH (TEST)	7 484:55 FH
RH MLG RETRACTION CYLINDER INSPECTION	2 684:55 FH
RH MLG RETRACTION CYLINDER INSPECTION	2 684:55 FH
NOSE LANDING GEAR RETRACTION CYLINDER	2 684:55 FH

SELECTED COMPONENT REPLACEMENT TIME

AIR CONDITIONING DRIVE MOTOR	2 675:41 FH
LH STARTER GENERATOR	730:13 FH
RH STARTER GENERATOR	730:13 FH
ENGINE FIRE EXTINGUISHER CARTRIDGE	61D
PITCH TRIM ACTUATOR	59:32
LH MLG GEAR STRUT	2674:55 FH
RH MLG GEAR STRUT	2674:55 FH
NOSE GEAR STRUT	2674:55 FH
WHEEL SPEED TRANSDUCER	8Y 6M/ 4270:45 FH
AIR STORAGE BOTTLE HYDROSTATIC TEST	7 M
AIR STORAGE BOTTLE REPLACEMENT	13Y 2M
OXYGEN CYLINDER HYDROSTATIC TEST	3Y 9M
OXYGEN CYLINDER REGULATOR	9Y 5M
LH MLG DOOR OPENING CABLE	283:26 FH
RH MLG DOOR OPENING CABLE	283:26 FH
PILOT OXYGEN MASK	3Y 1M
COPilot OXYGEN MASK	3Y 3M

DOCUMENT REVIEW	NOTES
ON-BOARD DOCUMENTS	
ARC	AIRSTREAM CAMO 6111/1 valid to 05.OCT.2022
CofA	No. 6111 ISSUED 22.04.2016
CofR	No. 6111/3 ISSUED 04.JUL.2020
NOISE CERTIFICATE	No. 1402-16 ISSUED 22.APR.2016
RADIO LICENCE	No. 229058/LR valid to 31.DEC.2025
INSURANCE CERTIFICATE	No. C550005920 Valid to 07.09.2022
W&B FORM	
LOPA – EMERG. EQUIPMENT LIST	EEL APPROVED 04.FEB.2019
HIL/MEL/STATUS/DEFFERED ITEMS	HIL – 2 RECORDS CLOSED/MEL 29.NOV.2016/ NO DEFFERD ITEM RECORDED
INCIDENT ACCIDENT STATUS	NO INCIDENT RECORDED
DENT & BUCKLE CHART	CZ.CAMO.0092 / 1 RECORD
AFM AND PILOTS OPERATING MANUAL	128-590001-167B
AFM SUPPLEMENTS LIST	SUPP LIST AVAILABLE
PILOT CHECK LIST	128-590001-289C
LAST CRS	29.07.2022 A-CHECK

DOCUMENT REVIEW	NOTES
HISTORICAL DOCUMENTS AND STATUS	
A/C STATUS	TRAXXALL MAINT STATUS
AD STAUS	AD/SI TRAXXALL STATUS PROVIDED
SB STATUS	AD/SI TRAXXALL STATUS PROVIDED
LLP STATUS	LLP CAMP STATUS PROVIDED
LIST ALTERATIONS STCs/FORM 337s	PROVIDED
INITIAL PARTS LISTING	AVAILABLE
INTIAL AIRCRAFT SB STATUS	AVAILABLE
INTIAL AIRCRAFT AD STATUS	AVAILABLE
INTIAL AIRCRAFT LLP STATUS	AVAILABLE
INTIAL AIRCRAFT FORM 337 AND STC STATUS	AVAILABLE
INITIAL ENGINE No.1 AND 2 SB STATUS	PROVIDED IN THE LOG
OPERATOR MAINTENANCE PROGRAM	AVIALABLE
APPROVAL	
TLB/FLIGHT LOG	PROVIDED LAST RECORD NOV 23 2021
WEIGHT AND BALANCE MANUAL	AVAILABLE
RVSM	AVAILABLE
MEL	AVAILABLE
INTERIOR CONFIGURATION	AVAILABLE
DRAWING/SEATING	
ELECTRICAL DRAWINGS	PROVIDED
HOT SECTION INSPECTION PACKAGE	N/A
ENGINE OVH PACKAGE	AVAILABLE
INCIDENT INVESTIGATION AND REPAIR DOCUMENTS	N/A

MAJOR ALTERATIONS & MODS	STATUS NOTE
LED BEACON	MINOR CHANGE APPN 1935
EGPWS INSTALLATION	FAA STC ST09536SC
CVR/ELT INSTALLATION	FORM 337 AT MANUFACTURE
DBU5000 UPDATE TO USB	STC ROCKWELL

ITEM	STATUS NOTE
FH/FC STATUS	AVAILABLE FL3XX AND TRAXXALL STATUS
AIRFRAME LOGBOOK	AVAILABLE
ENGINE LOGBOOK PWC 545A (DB-0416)	AVAILABLE
ENGINE LOGBOOK PWC 545A (DB-0373)	AVAILABLE,
METHODS & OPERATING PROCEDURES FOR AIRCRAFT DISINSECTATION	AVAILABLE
OLD RECORDS	AVAILABLE

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



Interior



**Aircraft Brokerage
& Asset Advisory**

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