

Cessna Citation Sovereign 680

# Desktop Valuation

**SN:** 680 0185 | **Reg.:** OK-OSK | **Date:** April 2025

**Client:** Raiffeisen Leasing Prague



# The Aircraft

|                                       |            |                                       |            |
|---------------------------------------|------------|---------------------------------------|------------|
| Aircraft model CITATION SOVEREIGN 680 |            |                                       |            |
| <b>Aircraft Serial Number</b>         | 680-0185   | <b>Aircraft Registration No.</b>      | OK-OSK     |
| <b>Date of manufacture</b>            | 2007       | <b>Date placed in service</b>         | 01.02.2008 |
| <b>Total time (as of 12/2024)</b>     | 9249:22    | <b>Total Landings (as of 12/2024)</b> | 7951       |
| Engine model PW306C (as of 12/2024)   |            |                                       |            |
| <b>Engine 1 S/N</b>                   | PCE-CG0375 | <b>Engine 2 S/N</b>                   | PCE-CH0376 |
| <b>Engine 1 Total time</b>            | 9115:31    | <b>Engine 2 Total time</b>            | 9115:31    |
| <b>Engine 1 Total cycles</b>          | 7806       | <b>Engine 2 Total cycles</b>          | 7806       |
| APU model RE100CS (as of 12/2024)     |            |                                       |            |
| <b>APU Serial Number</b>              | P-353      |                                       |            |
| <b>APU Total time</b>                 | 3574       |                                       |            |

## SUPPORT PROGRAM

Airframe: None

Engines: Power Advantage+

APU: Aux Advantage

## LAST PERFORMED MAINTENANCE

ID10 c/w 10/2024, ID07 c/w 10/2024

## OTHERS

- ▶ The aircraft has been operated and maintained in EASA environment
- ▶ New exterior paint in 2022
- ▶ Original interior, new carpet in 2018
- ▶ FA-2100 FDR
- ▶ Aircell Aviator 300 Swift Broadband System

## 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.

# Cessna Citation Sovereign 680

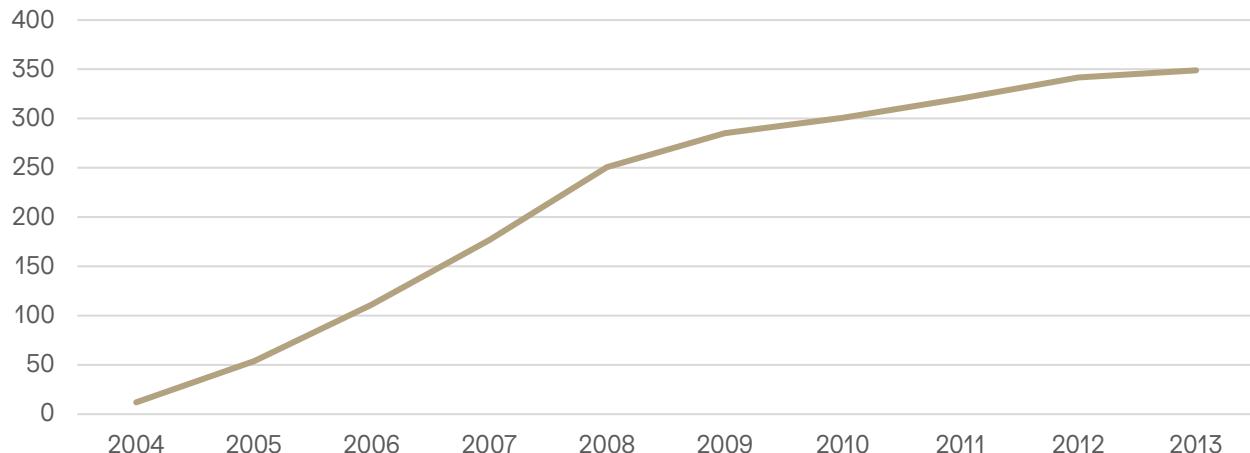
The Cessna Citation Sovereign was engineered to deliver outstanding overall performance while offering exceptional passenger comfort. Initially introduced to fill the gap between the Citation Excel/XLS and the Citation X, its standout feature is the ability to take off and land on short runways—made possible by its moderately swept, high-aspect-ratio wing. The Citation Sovereign was first unveiled in 1998 at the NBAA Annual Convention in Las Vegas, Nevada. Its maiden flight took place in February 2002, followed by FAA certification in June 2004. Customer deliveries began later that year. Production of the original Sovereign concluded in 2013 with the introduction of the upgraded Sovereign+.

The Citation Sovereign is powered by two Pratt & Whitney PW306C engines, each producing 5,770 pounds of thrust and consuming a combined 247 gallons per hour (GPH). It offers a range of 2,829 nautical miles under NBAA IFR conditions with four passengers and available fuel. The cabin volume for the Citation Sovereign is 571 cubic feet. Typical configuration features 9 passenger and 2 crew seats.

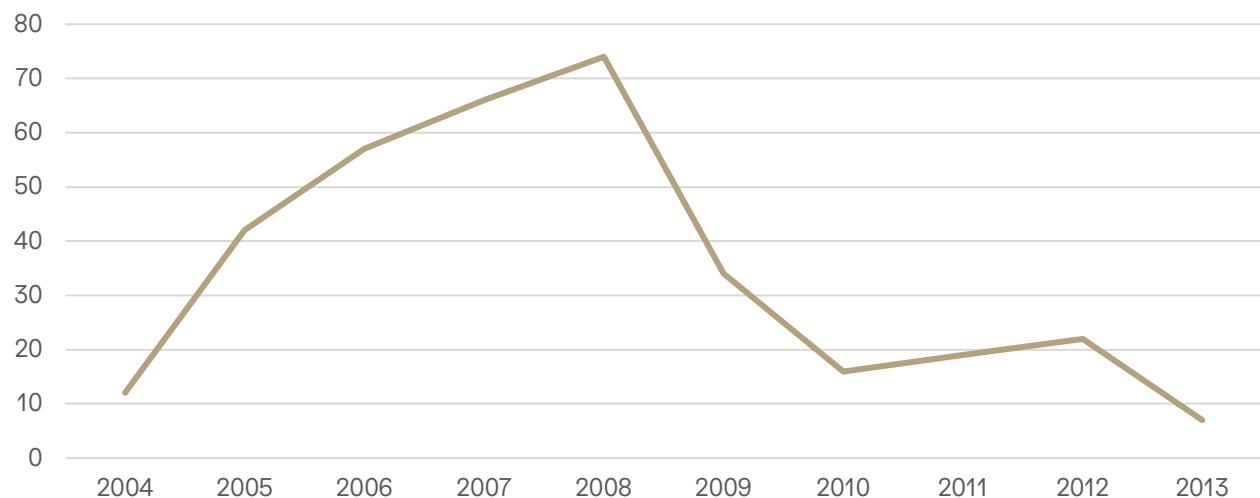
The Sovereign uses the Honeywell Primus Epic glass cockpit avionics suite, coupled with dual Honeywell FMZ2000 FMS units.

Total of 349 Citation Sovereign aircraft have been produced with 328 still in active operation.

Citation Sovereign Deliveries

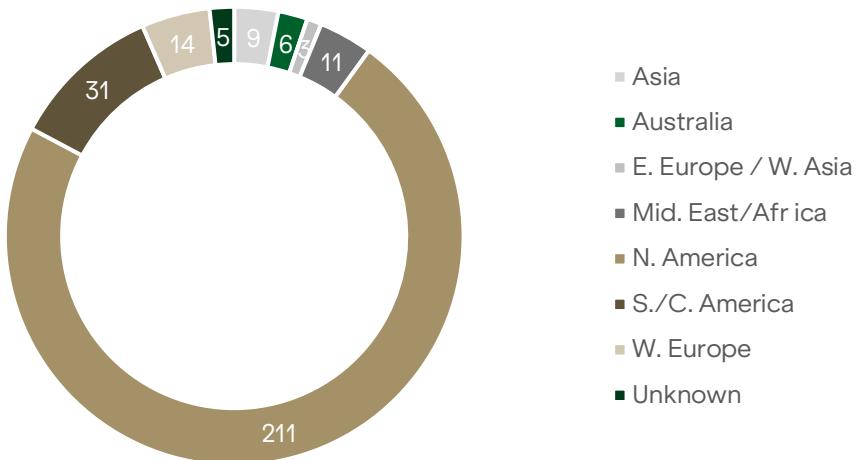


## Citation Sovereign - Deliveries throughout the years



Most of the Citation Sovereign are currently located in North America (211), 9 units in Asia, 6 units in Australia/Oceania, 3 in Eastern Europe/Western Asia, 11 in Middle East/Africa, 31 units in South America and 14 units in Western Europe and 5 units at unknown location.

## Citation Sovereign - Distribution by Geography

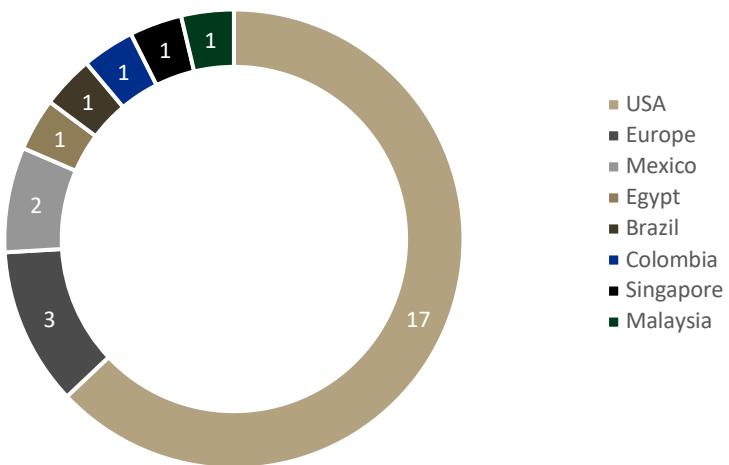


# General Market Statistics

There are currently 27 Citation Sovereign available for sale on the open market, one aircraft is being offered Off Market. This number represents 8,23% from all Citation Sovereign currently at active fleet worldwide. From 2004 up until 2013, 349 units were produced, 328 are in an active fleet. The aircraft

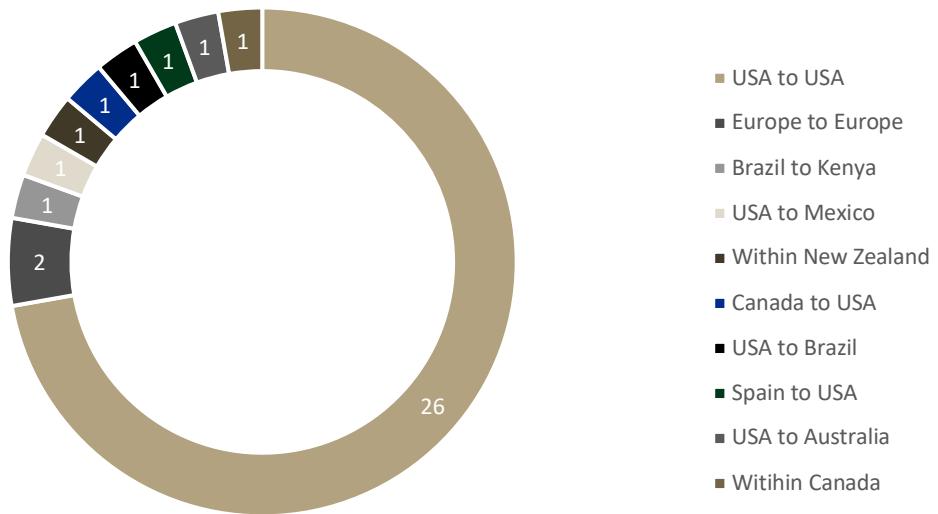
The Citation Sovereign available for sale have been on the market since 2004 (18 aircraft), 2005 (9 aircraft). On average, Citation Sovereign are on the market for 182 days. The average Citation Sovereign available for sale has a total flight time of 5,100 hours, was manufactured in 2007, and has a listed price ranging from \$3,250,000 to \$9,795,000, depending on the year of manufacture, equipment, and aircraft programs.

Citation Sovereign for sale worldwide



13 unit was sold so far this year. Last year, 36 Citation Sovereign were sold on the open market. In 2023, 33 units were sold. Last year, Citation Sovereign spent an average of 112 days on the market before being sold. The market with Citation Sovereign is highly US orientated; in 2024, 26 of 36 transactions took place within USA. 2 transactions took place within Europe, one unit was sold from Brazil to Kenya, one was sold within New Zealand, one unit was sold from Canada to USA, one from USA to Brazil, one from USA to Mexico, one from Spain to USA, one from USA to Australia, and one within Canada .

## Citation Sovereign last year transactions



# How OK OSK / 680 0185 relates to other available aircraft

If OK-OSK were to hit the pre-owned market now, it would have the fourth highest total time among Citation Sovereigns currently available. With the average fleet total time at approximately 5,000 hours, OK-OSK, with 9,250 hours, would also be well above average.

Under current market conditions, the aircraft would primarily compete with four YOM 2008 units, three YOM 2007 units, and three YOM 2009 units. In Europe, it would mainly compete with one 2006 unit based in Belgium, one 2006 unit based in Switzerland, and one 2012 unit based in Germany.

Since the Citation Sovereign market is currently heavily U.S.-oriented, available U.S.-based units would also be considered competitors.

OK-OSK is equipped with standard interior configuration and standard avionics equipment for its model. ADS-B Out installation needs to be further evaluated.

The aircraft is equipped with an Aircell Aviator 300 SwiftBroadband Internet system, which is still uncommon in Europe within this aircraft category.

The aircraft's exterior paint was refurbished in 2022, and we expect it will not require any further discount. The interior is original from manufacture; based on the pictures provided, we expect that a refurbishment would be recommended. Please note that no visual inspection was performed for the purpose of desktop evaluation.

# 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  | Airframe Program | APU program    | Asking Price In US\$ |
|---------------|--------------|-------------|------|--------|-----------------|------------------|----------------|----------------------|
| 6             | N680PC       | USA         | 2004 | 7 850  | ESP Gold Lite   | None             | None           | Make Offer           |
| 26            | SU-EWD       | Egypt       | 2005 | 1 833  | None            | ProParts         | None           | 5 700 000            |
| 33            | N942JS       | USA         | 2005 | 9 483  | PowerAdvantage+ | None             | AuxAdvantage   | 5 995 000            |
| 38            | N516DB       | USA         | 2005 | 4 482  | ESP Gold        | None             | AuxAdvantage   | Make Offer           |
| 42            | N29WE        | USA         | 2005 | 5 398  | PowerAdvantage+ | ProParts         | AuxAdvantage   | Make Offer           |
| 53            | XA-AFG       | Mexico      | 2005 | 4 777  | ESP Gold        | None             | MSP Gold       | Very low \$5's       |
| 61            | XA-CRS       | Mexico      | 2006 | 12 146 | PowerAdvantage  | None             | AuxAdvantage   | Make Offer           |
| 71            | N977TC       | USA         | 2006 | 6 212  | PowerAdvantage+ | None             | AuxAdvantage   | 5 995 000            |
| 75            | N250AT       | USA         | 2006 | 2 615  | ESP Gold Lite   | None             | None           | 6 900 000            |
| 79            | OO-SXX       | Belgium     | 2006 | 3 470  | None            | None             | None           | Make Offer           |
| 91            | PP-ACV       | Brazil      | 2006 | 3 156  | PowerAdvantage  | ProParts         | AuxAdvantage   | 8 500 000            |
| 102           | N680WC       | USA         | 2006 | 9 533  | PowerAdvantage  | None             | AuxAdvantage   | Low 5's mil.         |
| 104           | N928JK       | USA         | 2006 | 5 709  | PowerAdvantage  | None             | None           | High 5's mil.        |
| 114           | HB-JJT       | Switzerland | 2006 | 5 028  | PowerAdvantage+ | ProParts         | AuxAdvantage   | Mid 7 mil.           |
| 117           | N680CF       | Colombia    | 2007 | 2 460  | PowerAdvantage+ | ProParts         | AuxAdvantage   | 7 400 000            |
| 129           | VH-EXQ       | Singapore   | 2007 | 4 650  | PowerAdvantage+ | ProParts         | AuxAdvantage   | 5 900 000            |
| 170           | N250CM       | USA         | 2007 | 6 018  | ESP Gold        | None             | PowerAdvantage | 6 195 000            |
| 183           | N23SC        | USA         | 2008 | 4 565  | PowerAdvantage+ | None             | AuxAdvantage   | For Lease            |
| 211           | N938JS       | USA         | 2008 | 5 243  | JSSI Essential  | None             | None           | 7 000 000            |
| 224           | N998G        | USA         | 2008 | 2 618  | PowerAdvantage  | ProParts         | AuxAdvantage   | 7 200 000            |
| 248           | N926CC       | USA         | 2008 | 5 401  | None            | None             | None           | 3 250 000            |

|     |        |          |      |       |                 |          |              |           |
|-----|--------|----------|------|-------|-----------------|----------|--------------|-----------|
| 265 | N405PV | USA      | 2009 | 3 020 | PowerAdvantage+ | ProParts | AuxAdvantage | 7 800 000 |
| 266 | N138KV | USA      | 2009 | 5 875 | ESP Gold Lite   | None     | MSP          | 6 695 000 |
| 275 | N72UK  | USA      | 2009 | 4 942 | ESP Gold Lite   | None     | MSP          | 7 900 000 |
| 306 | N3099  | Malaysia | 2010 | 2 709 | PowerAdvantage  | ProParts | AuxAdvantage | 9 250 000 |
| 322 | D-CMDH | Germany  | 2012 | 5 757 | PowerAdvantage+ | None     | None         | 8 500 000 |
| 325 | N708BG | USA      | 2012 | 3 027 | PowerAdvantage+ | ProParts | AuxAdvantage | 9 295 000 |

#### Serial number 102

This is a 2006 YOM unit based in USA. It has 9532 hours total time, Power Advantage program on engines, AuxAdvantage on APU. Cabin seating for 9 Pax with a double club configuration and FWD side facing seat, non-belted toilet. DOC 10 due 08/2025, DOC 16 due 09/2030. ADS-B Out, WAAS, TCAS 7.1, L5 Wi-Fi, original interior. The aircraft is currently under contract with asking price in low \$5's mil region.

#### Serial number 104

This is a 2006 YOM unit based in USA. It has 5716 hours total time, Power Advantage program on engines. Cabin seating for 9 Pax with a double club configuration and FWD side facing seat, non-belted toilet. DOC 10 due 09/2026. Gogo ATG5000 wifi, interior refurbished in 2016, new paint in 2022. Asking price: Asking price: High \$5's mil.

#### Serial number 114

This is a 2006 YOM unit based in Switzerland. It has 5028 hours total time, Power Advantage+ program on engines, AuxAdvantage on APU and ProParts on airframe. Cabin seating for 9 Pax with a double club configuration and FWD side facing seat, non-belted toilet. 96M insp. c/w 03/2024. Interior refurbished in 2021, New exterior paint in 2022. Asking price: Mid \$7 mil.

#### Serial number 129

This is a 2007 YOM unit based in Singapore. It has 4650 hours total time, Power Advantage+ program on engines, AuxAdvantage on APU. Cabin seating for 9 Pax with a double club configuration and FWD side facing seat, non-belted toilet, BizJet mobile Wifi. Original interior. Asking price: \$5 900 000.

#### Serial number 170

This is a 2007 YOM unit based in USA. It has 6018 hours total time, ESP Gold program on engines (due for OVH 03/2025 with rental engines booked), AuxAdvantage on APU. Cabin seating for 9 Pax with a double club configuration and FWD side facing seat, non-belted toilet. Gogo Biz Wifi, original interior, new exterior paint in 2014. Asking price: \$6 195 000.

**The most recent sales**

| Serial Number | Registration | Location       | Year | Hours  | Engine Program  | Airframe Program | Asking Price In US\$ | Sold Price In US\$ |
|---------------|--------------|----------------|------|--------|-----------------|------------------|----------------------|--------------------|
| 24            | N680EE       | USA            | 2005 | 6 336  | ESP Gold        | None             | Make Offer           | 6 250 000          |
| 29            | N33SL        | USA            | 2005 | 14 653 | ESP Silver Lite | ProParts         | 5 500 000            | 3 900 000          |
| 34            | N211CC       | USA            | 2005 | 5 348  | ESP Gold        | None             | 6 350 000            | 5 300 000          |
| 47            | N941JS       | USA            | 2005 | 6 760  | PowerAdvantage+ | None             | 7 300 000            | 6 250 000          |
| 59            | SE-RFH       | Sweden         | 2005 | 5 588  | PowerAdvantage+ | ProParts         | 6 500 000            |                    |
| 64            | N413CK       | USA            | 2006 | 3 569  | PowerAdvantage+ | None             | 6 900 000            | 6 500 000          |
| 65            | N680SJ       | USA            | 2006 | 5 540  | PowerAdvantage+ | None             | 5 795 000            |                    |
| 69            | N720HW       | USA            | 2006 | 5 304  | PowerAdvantage+ | ProParts         | Make Offer           | 7 300 000          |
| 93            | N680MB       | USA            | 2006 | 3 559  | PowerAdvantage+ | ProParts         | 7 000 000            | 6 300 000          |
| 96            | N214LV       | USA            | 2006 | 4 822  | None            | ProParts         | 5 500 000            |                    |
| 138           | N477RT       | USA            | 2007 | 2 659  | None            | None             | 5 995 000            |                    |
| 150           | OK-OSK       | Czech Republic | 2007 | 5 373  | JSSI Pro-Rata   | None             | 5 500 000            |                    |
| 185           | D-CEIS       | Germany        | 2008 | 9 096  | PowerAdvantage+ | None             | 6 500 000            | 6 200 000          |
| 215           | EC-MLV       | Spain          | 2008 | 6 061  | ESP Silver Lite | ProParts         | Make Offer           | 6 250 000          |
| 239           | N636BC       | USA            | 2008 | 5 431  | PowerAdvantage+ | ProParts         | 7 295 000            | 6 750 000          |
| 279           | OK-EMA       | Czech Republic | 2009 | 9 200  | None            | None             | 5 000 000            | 4 100 000          |
| 282           | N608HC       | USA            | 2009 | 4 688  | PowerAdvantage+ | None             | 7 300 000            | 6 900 000          |
| 290           | N63JK        | USA            | 2011 | 3 005  | JSSI            | None             | 9 000 000            | 8 700 000          |
| 292           | N5346M       | USA            | 2011 | 3 985  | PowerAdvantage+ | None             | Make Offer           | 7 800 000          |
| 300           | PR-FOR       | Brazil         | 2010 | 3 122  | None            | None             | high \$9m            |                    |

**Serial number 034**

This is a 2005 YOM unit based in USA. It has 5348 hours total time, ESP Gold program on engines, MSP Gold on APU. Cabin seating for 8 Pax with a double club configuration, non-belted toilet. Gogo Avance L3 Wifi, interior partially refurbished in 2015, new exterior paint in 2015, Doc 10 c/w 06/2024. Asking price: \$6 350 000. The airplane was sold in 12/2024 for \$5 300 000.

### Serial number 047

This is a 2005 YOM unit based in USA. It has 6760 hours total time, PowerAdvantage+ program on engines, AuxAdvantage on APU. 10 Pax non-standard cabin configuration with aft divan, non-belted toilet. Gogo Avance L3 Wifi, interior fully refurbished in 2021, new exterior paint in 2021. Asking price: \$7 300 000. The airplane was sold in 12/2024 for \$6 250 000.

### Serial number 215

This is a 2008 YOM unit based in Spain. It has 6061 hours total time, ESP Silver lite program on engines, MSP on APU, ProParts on Airframe. Fresh engines OVH. Cabin seating for 8 Pax with a double club configuration, non-belted toilet. Original interior, new exterior paint in 2018. Asking price: Make Offer. The airplane was sold in 11/2024 for \$6 250 000.

### Serial number 239

This is a 2008 YOM unit based in USA. It has 5431 hours total time, PowerAdvantage+ program on engines, AuxAdvantage on APU, ProParts & ProTech on Airframe. Cabin seating for 9 Pax with a double club configuration and FWD side facing seat, non-belted toilet. Gogo ATG-4000 Wi-fi. Original interior & original exterior paint. Asking price: \$7 295 000. The airplane was sold in 12/2024 for \$6 750 000.

### Serial number 282

This is a 2009 YOM unit based in USA. It has 4688 hours total time, PowerAdvantage+ program on engines, MSP Gold on APU. 10 Pax non-standard cabin configuration with aft divan, non-belted toilet. Gogo ATG-4000 Wi-fi. Original interior, new exterior paint in 2022. Asking price: \$7 300 000. The airplane was sold in 12/2024 for \$6 900 000.

# Value Estimate for OK OSK / 680 0185

In estimating the value of OK OSK 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 250,000 USD
- ▶ 1 Flight Hour is worth approximately 150 USD
- ▶ High Total Time (above 7,000 hours) deduction approximately 350,000 USD
- ▶ New Paint deduction approximately 100,000 USD
- ▶ Partial interior refurbishment deduction approximately 150,000 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.

- ▶ Cabin configuration
- ▶ Airframe program
- ▶ Internet connection

## When compared to SN34

$5,300,000 + 750,000 / \text{for vintage difference} / - 150 * (9,249 - 5,348) / \text{for Total Time difference} / - 350,000 / \text{for high total time} / - 75,000 / \text{for US vs EU transaction} / = 5,039,850$

5,039,850 USD would be the fair market value when compared to SN34.

## When compared to SN47

$6,250,000 + 750,000 / \text{for vintage difference} / - 150 * (9,249 - 6,760) / \text{for Total Time difference} / - 350,000 / \text{for high total time} / - 150,000 / \text{for interior refurbishment} / - 75,000 / \text{for US vs EU transaction} / = 6,051,650$

6,051,650 USD would be the fair market value when compared to SN47.

### **When compared to SN215**

6,250,000 - 150 \* (9,249 – 6,061) /for Total Time difference/ - 350,000 /for high total time / = 5,421,800

5,421,800 USD would be the fair market value when compared to SN215.

### **When compared to SN239**

6,750,000 - 150 \* (9,249 – 5,431) /for Total Time difference/ - 350,000 /for high total time / + 100,000 /for exterior paint refurbishment/ - 75,000 /for US vs EU transaction/ = 5,852,300

5,852,300 USD would be the fair market value when compared to SN239.

### **When compared to SN282**

6,900,000 - 250,000 /for vintage difference/ - 150 \* (9,249 – 4,688) /for Total Time difference/ - 350,000 /for high total time/ - 75,000 /for US vs EU transaction/ = 5,540,850

5,540,850USD would be the fair market value when compared to SN282.

**With the above references to current offerings and real-world trading conditions as a guideline, we believe that OK OSK / 0185 has a retail value in today's market of approximately between 5,650,000 – 5,750,000 USD.**

### **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.

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