

Cirrus SR-22T GTS 8574

Aircraft Evaluation

SN: 8574 | **Reg.:** OK-LPB | **Date:** December 2024

Client: Raiffeisen Leasing Prague



The Aircraft

Aircraft model Cirrus SR-22T GTS			
Aircraft Serial Number	8574	Aircraft Registration No.	OK-LPB
Date of manufacture	2022	Date placed in service	05/2022
Total time (As of 05.12.2024)	265:45	Total Landings (as of 05.12.2024)	181
Engine model Continental TSIO-550-K (As of 05.12.2024)			
Engine S/N	1042706		
Engine Total time	265:45		
Engine Total cycles	181		
Propeller model Hartzell Three-blade Composite (As of 05.12.2024)			
Propeller S/N	NJ2540B		
Propeller 1 Total time	265:45		

SUPPORT PROGRAM

None

Under manufacturer warranty until 2027

LAST PERFORMED MAINTENANCE

100H/ANNUAL Inspection c/w 03/2024. 50H Inspection c/w 09/2024.

ARC due 12.05.2025.

OTHERS

- ▶ The aircraft has been operated and maintained in EASA environment.
- ▶ Cirrus Perspective+ Flight Deck
- ▶ Air Conditioning
- ▶ TKS Ice Protection Package
- ▶ GTS Package
- ▶ Original Interior and Paint

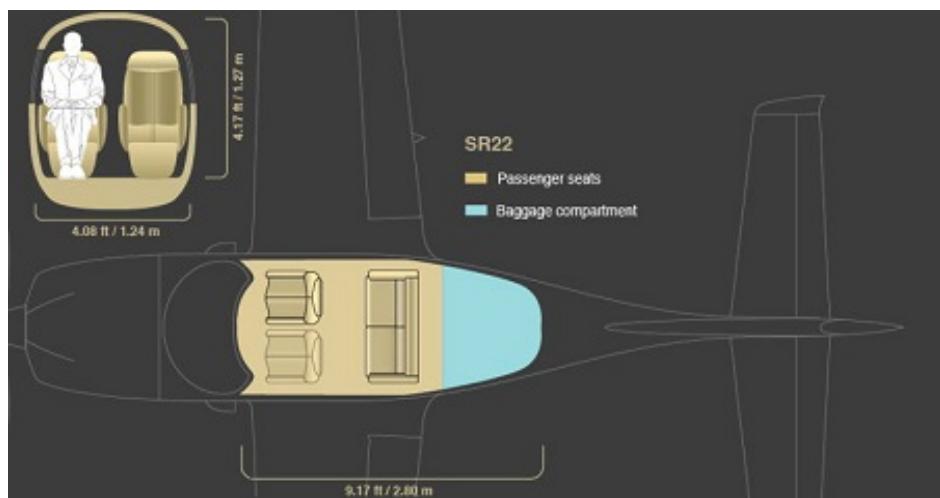
Value Estimate

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.

Cirrus SR22T GTS Gen6

The Cirrus SR22 is one of the world's best-selling single-engine aircraft and particularly popular amongst private pilots. In manufacture since 2001 in more than 7 model variants it is distinctive in its class for its fixed landing gear and emergency parachute system known as CAPS (Cirrus Airframe Parachute System). With a stylish cabin and impressive range, the Cirrus SR22 is ideal for up to two passengers flying short to medium distances in privacy and comfort.

The aircraft's interior features two passenger seats in the rear. Newer models come with modern comforts like high-powered USB ports, premium leather seats, air conditioning, built-in oxygen and even the option for remote keyless entry.



The first Cirrus SR22 was powered by a nose-mounted 310 hp Continental IO-550-N piston engine, while one of the latest models, the Cirrus SR22 G5, has a 310 hp Continental IO-550-N six-cylinder horizontally opposed engine.

In 2009, Cirrus partnered with Garmin to develop a new glass cockpit, the Cirrus Perspective, which would come as standard on all future SR22s. The following year came an upgrade of the turbo model called the SR22T, which had a ground-boosted Continental TSIO-550-K engine for a greater cruise speed of 246 m/h. The standard and turbo variants in the series, the Cirrus SR22 G5 and SR22T G5, debuted in 2013.

In 2017, the company introduced the SR22 G6 (Generation 6), with several major upgrades to the avionics and new navigation lighting. In January 2022, Cirrus announced speed and aesthetic improvements to the G6 SR-series, with a 9 knots (17 km/h) increased cruise speed, upgrades to the mobile IQ app, USB-A and USB-C charging ports and more.

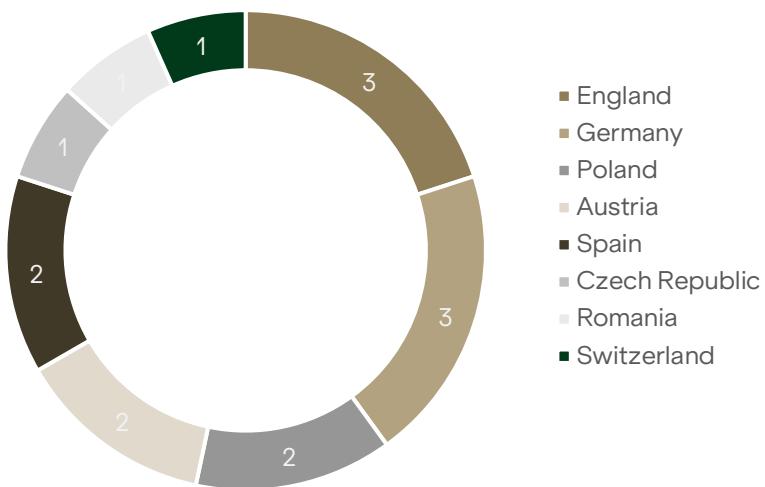
General Market Statistics

Current market conditions:

Based on our research, there are currently 15 Cirrus SR-22T G6 available for sale on the pre-owned market in Europe. 3 of these aircraft are based and registered in the England, while 2 are based in Austria, 2 in Spain, 1 in Czech Republic and 3 in Germany, 1 in Romania, 2 in Poland and 1 in Switzerland.

The average SR-22T G6 currently offered on the pre-owned market has 483 hours of Total time and Year of manufacture 2020. The asking prices span from around \$795,000 up to \$1,150,000, based on the technical conditions, YOM, upgrades, and equipment.

Cirrus SR22T G6 for sale worldwide



How OK LPB / 8574 relates to other available aircraft

If we would put OK-LPB on market these days, it would be the third youngest SR22T G6 unit available in Europe. The aircraft would mostly compete with one younger (YOM2023) unit based in Spain, one same (YOM2022) unit based in Switzerland and three (YOM2021) units based in Poland, Germany and England.

Garmin G1000 NXi (Cirrus Perspective+) avionics together with ADS-B Out is a standard item for SR-22T Generation 6 aircraft series.

The Aircraft is equipped with GTS package (FIKI package – Cirrus Known Ice Protection System, Enhanced Vision System, eTAWS, Active Traffic Information, JeppCharts, Surface Watch, Engine Preheater, Premium interior and Exterior), which is a positive factor for a resale value and market appearance. Additionally, the aircraft is equipped with Air Conditioning and Cirrus Global Connect option.

Original exterior paint and interior are at good condition and as such would not need a further discount.

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 (in Europe)

Serial Number	Registration	Location	Year	Hours	GTS Package	FIKI Package	Air Conditioning	Premium Appearance	Asking Price
1527	N179JD	England	2017	1 019	•	•	•	•	USD 795 000
1775	G-ZIVA	England	2018	301	•	•	•	•	USD 885 000
1794	OE-KGE	Austria	2018	673	•	•	•		EUR 769 000
1800	2-TOBI	Spain	2018	480	•	•		•	EUR 849 000
1944	OK-KGE	CZ	2018	1 050	•	•	•	•	USD 799 000
1993	YR-PLX	Germany	2019	353	•	•	•	•	EUR 780 000
2103	N246PV	Germany	2020	450	•	•		•	EUR 825 000
2104	N691RM	Romania	2020	730		•	•		USD 790 000
2124	SP-MTM	Poland	2020	414	•	•	•	•	USD 860 000
2137	D-EUMK	Austria	2020	79	•	•	•	•	USD 825 000
2373	SP-WAH	Poland	2021	490	•	•	•	•	USD 870 000
2377	D-EJRH	Germany	2021	330	•	•	•	•	EUR 850 000
2457	N363KC	England	2021	352	•	•	•	•	USD 839 000
8723	HB-KAG	Switzerland	2022	222	•	•	•	•	USD 1 050 000
9313	EC-OGG	Spain	2023	360	•	•	•	•	EUR 1 090 000

Serial number 2373

2021 aircraft based in Poland with 490 total time hours. Equipped with GTS package including FIKI Ice-protection system, Air conditioning and premium appearance package. Original Interior and Exterior paint. Annual inspection is due in 03/2025. Asking price: USD 870 000.

Serial number 2377

2021 aircraft based in Germany with 330 total time hours. Equipped with GTS package including FIKI Ice-protection system, Air conditioning and premium appearance package. Original Interior and Exterior paint. Annual inspection is due in 10/2025. Asking price: EUR 850 000 – approximately USD 895 000.

Serial number 2457

2021 aircraft based in England with 352 total time hours. Equipped with GTS package including FIKI Ice-protection system, Air conditioning and premium appearance package. Original Interior and Exterior paint. Currently undergoing Annual inspection. Asking price: USD 839 000.

Serial number 8723

2022 aircraft based in Switzerland with 222 total time hours. Equipped with GTS package including FIKI Ice-protection system, Air conditioning and premium appearance package. Original Interior and Exterior paint. Annual inspection is due in 03/2025. Asking price: USD 1 050 000.

Serial number 9313

2023 aircraft based in Spain with 360 total time hours. Equipped with GTS package including FIKI Ice-protection system, Air conditioning and premium appearance package. Original Interior and Exterior paint. Asking price: EUR 1 090 000 – approximately USD 1 145 000.

Value Estimate for OK LPB / 8574

In estimating the value of OK LPB 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 35,000 USD
- 1 Flight Hour is worth approximately 35 USD
- 1 Flight Engine Hour is worth approximately 25 USD
- FIKI Package is worth approximately 45,000 USD
- Premium appearance package is worth approximately 25,000 USD
- GTS Package (includes FIKI & Premium appearance package and other features) is worth approximately 150,000 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.

- Cirrus IQ app upgrade
- Fresh paint job
- Fresh interior job

Actual sales prices do not exactly correspond to asking prices.

When compared to SN2373

870,000 + 35,000 /for YOM difference/ + 7,875 /for Total Time difference/ + 5,625 /for Engines Overhaul time difference/ = 918,500 USD

918,500 USD would be the fair market value when compared to SN2373.

When compared to SN2377

895,000 + 35,000 /for YOM difference/ + 2,275 /for Total Time difference/ + 1,625 /for Engines Overhaul time difference/ = 934,900 USD

934,900 USD would be the fair market value when compared to SN2377.

When compared to SN2457

839,000 + 35,000 /for YOM difference/ + 3,045 /for Total Time difference/ + 2,175 /for Engines Overhaul time difference/ = 889,220 USD

889,220 USD would be the fair market value when compared to SN2457.

When compared to SN8723

1,050,000 – 1,505 /for Total Time difference/ - 1,075 /for Engines Overhaul time difference/ = 1,047,420 USD

1,047,420 USD would be the fair market value when compared to SN8723.

When compared to SN9313

1,145,000 - 35,000 /for YOM difference/ + 3,325 /for Total Time difference/ + 2,375 /for Engines Overhaul time difference/ = 1,115,700 USD

1,115,700 USD would be the fair market value when compared to SN9313.

With the above references to current offerings and real-world trading conditions as a guideline, we believe that OK LPB / 8574 has a retail value in today's market of approximately 910,000 – 930,000 USD.

The values stated above are without VAT or any applicable taxes.

Aircraft Records Review

December 2024

INTRODUCTION

Following report provides information about aircraft and its maintenance status based on documentation review and information based on its technical records.

The aircraft CIRRUS SR22T was certified 2022 under FAA and its TCDS EASA.IM.A.007 latest revision was issued 20 SEP 2024 Issue 18th. The aircraft was manufactured by CIRRUS DESIGN CORPORATION, 4515 TAYLOR CIRCLE DUKLUTH, MN 55811 U.S.A. in the year 2022 was imported to Czech Republic.

Aircraft owner and operator is Aviation Trade a.s. is registered since 10.MAY.2022, last major maintenance was performed by TOMI AIR s.r.o. Management of the aircraft is performed by CAO TOMI AIR s.r.o.

CURRENT AIRCRAFT STATUS:

Current times as of 05 DECEMBER 2024

AIRFRAME CIRRUS SR22T S/N 22T-8574

FLIGHT HOURS 265:45

FLIGHT CYCLES 181

ENGINE CONTINENTAL P/N TSO-550K1B S/N 1042706

FLIGHT HOURS 265:45

FLIGHT CYCLES 181

SINCE OVERHAULE N/A

PROPELLER HARTZELL PHC P/N PHC-J3YF-1N S/N NJ2540B

FLIGHT HOURS 265:45

FLIGHT CYCLES 181

SINCE OVERHAUL N/A

AIRCRAFT MAINTENANCE EVALUATION

CIRRUS SR22T is managed as ELA 1 and is owned and operated by Aviation Trade a.s. and managed by Tomi Air s.r.o. Its Utilization is recorded since its birth with no interruption, maintenance according to CRSs performed in prescribed limits.

- Document review found few minor findings to be considered:
- No records found to AD 2024-24-11 not provided at time of review – AD will be effective from December 2024
- Engine form 1 or the Export Certificate manufacturer statement not provided at time of review
- Maintenance Work Packs not provided at time of review – CRSs reviewed
- STC Supplement not provided for review

Aircraft is fairly new, and available documentation proves that maintenance is performed on time frame given by manufacturers documentation.

CONCLUSIONS

Aircraft is operated under EASA environment, the regulation requirements are fulfilled considering ELA 1 requirements, the Maintenance Historical Packages were not available at the place of inspection but each maintenance action was recorded in Airframe and Engine Logs and CRSs to all maintenance actions were provided.

There are few periodic tasks close as 3:12 FH and 24:11 FH but no Overdue, or the major inspection planned for the year 2025.

Based on the documents provided, status and maintenance level, the aircraft can be considered in Excellent condition as it fulfills EASA PART ML Requirements. Above mentioned items need to be taken into consideration but do not affect evaluation of the aircraft at this moment.

DOCUMENTATION REVIEW

ITEM	STATUS NOTE
REGISTRATION	OK-LPB
PREVIOUS	NJ2540B
AIRCRAFT TYPE	CIRRUS SR22T
AIRCRAFT SERIAL	22T-8574
AIRCRAFT OWNER/OPERATOR	Aviation Trade a.s., Nad Okrouhlíkem 2293/9, Libeň 182 00 Praha 8
AIRCRAFT TOTAL FH	265:45
AIRCRAFT TOTAL FC	181
ENGINE – ENGINE TYPE	CONTINENTAL
ENGINE – MFG No.	TSIO-550K1B
ENGINE – S/N / MFG DATE	1042706
ENGINE – TOTAL FH (TSN)	265:45
ENGINE – TOTAL FC (CSN)	181
ENGINE – TSO FH	N/A
ENGINE – TSO FC	N/A
PROPELLER – TYPE	HARTZEL PHC
PROPELLER – MFG. No.	PHC-J3YF-1N
PROPELLER – S/N / MFG DATE	NJ2540B
PROPELLER – TOTAL FH (TSN)	265:45
PROPELLER – TOTAL FC (CSN)	181
PROPELLER – TIME SINCE OVH (TSO)	N/A

ENGINE MAINTENANCE

ENGINE OVERHAUL (2000 FH/12 Y)	DUE 1732:07 FH/3395 D
ENGINE 50 FH INSPECTION	DUE 28:12 FH/31 D
ENGINE 100 FH INSPECTION	DUE 24:11 FH
ENGINE 1000 FH INSPECTION	DUE 732:07
ENGINE OIL DRAIN AND CHANGE (25 FH?)	DUE 28:12/84 D
MAGNETOS OVH (4 Y)	DUE 474 D
MAGNETOS INSPECTIONS (500 FH/4Y)	DUE 232:07/474 D
FUEL INJECTION NOZZLES CLEANING (300 FH/1Y)	DUE 224:11/101 D
ALTERNATORS EXTERN. INSPECTION (500 FH/730 D)	DUE 445:59 FH/470 D
FUEL SYSTEM BOOST PUMP OVH (10 Y)	DUE 2668 D
STARTER OVH (2700 FH)	DUE 2453:55
STARTER INSPECTION (500 FH)	DUE 2453:55
INDUCTION AIR FILTER (500 FH/3 Y)	DUE 253:55
ENGINE OIL ANALYSE	28:12
BOROSCEOPE INSPECTION	DUE 24:11 FH/101D
SIL 24-02 MAGNETO FILTER INSP (25 FH)	DUE 3:12 FH

PROPELLER MAINTENANCE

PROPELLER OVERHAUL	DUE 2153 FH
PROPELLER 100 FH INSPECTION (100 FH/12 Y)	DUE 24:11/101 D
PROPELLER GOVERNOR OVH (2400 FH/ 5 Y)	DUE 2153:55/5 Y

AIRFRAME MAINTENANCE

AIRCRAFT 50 HRS INSPECTION (50 FH)	DUE 28 FH
AIRCRAFT - 100 HRS / ANNUAL INSP. (100 FH/ 1Y)	DUE 24:11 / 101 D
100 HRS – LUBRICATION	DUE 24:11 FH
200 HRS - LUBRICATION	DUE 145:59 FH
300 HRS - LUBRICATION	DUE 32:07 FH
500 HRS - LUBRICATION	DUE 253:55 FH
ANNUAL - LUBRICATION	DUE 20.03.2025
AIRCRAFT WEIGHING AND BALANCING	DUE 28.03.2028
AIRCRAFT STRUCTURE - LIMIT	DUE 11753:55 FH
ARC KONTROLA LETOVÉ ZPŮSOBILOSTI	DUE 12.05.2025
FIRE EXTINGUISHER - ANNUAL INSPECTION	DUE 20.03.2025/105
AIRCRAFT EXTERIOR WASH (100 FH/1Y)	DUE 24:11 FH/ 101 D
INTERIOR CLEANING (100 FH/1Y)	DUE 24:11 FH/ 101 D

AVIONICS

TRANSPONDER – INSPECTION (24 M)	DUE 20.03.2026
MAGNETOMETER CALIBRATION	DUE 20.03.2026/466 D
ALTIMETER - INSPECTION / CALIBRATION	DUE 20.03.2026/466 D
MAGNETIC COMPASS SWING COMPENSATION	DUE 20.03.2025/101 D

IFR RADIO - COMMUNICATION AND NAVIGATION EQUIPMENT TEST	DUE 20.03.2025/101D
SECONDARY RADAR TRANSPONDER TEST IAW EASA SIB 2019-09	DUE 20.03.2026/466 D
PITOT-STATIC SYSTEM, ALTIMETER AND ALTITUDE ENCODER TEST	DUE 20.03.2026/466 D
ELT ANNUAL TESTING IAW EASA SIB 2019-09	DUE 20.03.2025/101 D
EMERGENCY LOCATOR TRANSMITTER	DUE 27.02.2028/1175 D
BATTERIES - REPLACEMENT	

OTHER

GSM 86 SERVO CLUTCH TEST (3000 FH/2Y)	DUE 2924 FH/466 D
GSA 81 ROLL AND PITCH SERVOS ACTUATOR - INSPECTION / CHECK (1000 FH/3 Y)	DUE 732:07/109 D
GSA 80 ROLL AND PITCH SERVOS ACTUATOR (1000 FH/3 Y)	DUE 732:07/109 D
SR2-05 CIRRUS	DUE 24:11 / 101 D
SR2-08	DUE 24:11 / 101 D
SR-09 CIRRUS SR-22	DUE 24:11 / 101 D
ENGINE MOUNT WELDMENT AND LOWER MOUNT ATTACH FITTING	DUE 232:07 FH
AFT WING ATTACH AREAS	DUE 466 D
OP AND MAP SENSOR CONNECTORS	DUE 28:12 FH
NLG WHEEL	DUE 28:12 FH
SEAT BELTS SYSTEM TEST I.A.W AMSAFE NO.E509129	DUE 24:11 / 101 D
PERSPECTIVE+ AVIONICS GARMIN	DUE 78:12 FH/275 D
AIR CONDITION	DUE 78:12 FH/275 D

SB LIST (SELECTED ITEMS)

AD 2023-09-09 / SAIB CE-13-07R1	DUE 28:12
AD 2023-09-09 / SAIB CE-13-07R1	DUE 78:12/89 D
AD 2023-09-09 / SAIB CE-13-07R1	DUE 232:07
SB -018 SPECIAL TREATMENT FOR CORROSIVE ENVIRONMENT	DUE 24:11 / 101 D
SB 183 MAGNETO TIMING DISCREPANCIES	DUE 28:12 FH
SB95-7A MANIFOLD VALVE COVER INSPECTION	DUE 24:11 / 101 D
MSB94-8D MAGNETO TO ENGINE TIMING	DUE 28:12 / 31 D
SB16-8 TURBO EXHAUST TRANSITION(SA17-05)	DUE 24:11 / 105 D

AD LIST

2024-24-11	NOT LISTED IN AD STATUS EFFECTIVE DEC 2024
2023-09-09	NOT LISTED IN AD STATUS BUT LISTED IN OVERAL STATUS

DOCUMENT REVIEW	NOTES
ON-BOARD DOCUMENTS	
C of R	6785 (Issued 10.05.2022)
ARC	6785 (Valid thru 12.05.2025)
C of A	6785 (Issued 13.05.2022)
NOISE	1934-22 (Issued 13.05.2022)
CERTIFICATE	
RADIO LICENSE	291813/LR (Valid thru 30.04.2027)
INSURANCE CERT	CSOB #8080593311
W&B FORM	INCLUDED IN AFM (PERFORMED IN MFG)
EFB APPROVAL	N/A
LOPA – EEL	N/A
MEL	N/A
HIL/STATUS/DEFF	N/A
ERED ITEMS	
INCIDENT	N/A
ACCIDENT STATUS	
DENT & BUCKLE	N/A
CHART	
AMP – APPROVAL	AMP-SR22T-OKLPB-01
AFM/POM PILOT	13772-007 Reissue A 15.01.2020
OPERATING HANDBOOK	
AFM	SECTION 9 - PROVIDED
SUPPLEMENTS	
LIST	
AFM W&B	OK 27.04.2021 WEIGHING
AFM	Issued 13.05.2022 AFM 13772-007
ACCEPTANCE	
PAGE	
AVIONICS SYSTEM	GARMIN
ENGINE No. 1 LOGBOOK	PROVIDED – ENGINE FORM 1 NOT AVAILABLE , MFG INITIAL LISTING PROVIDED
AIRCRAFT LOGBOOK	#1 PROVIDED LAST RECORD 10.09.2024
JOURNEY LOG	PROVIDED (10.05.2022) LAST RECORD 19.11.2024
AIRFRAME LOG	PROVIDED BOOK No. 1 (10.06.2015) RECORDS CONTINUES ELECTRONICALLY SINCE BIRTH TO 10.09.2024
PILOTS GUIDE (FMS, MFDS)	NOT AVAILABLE
PILOT QRH	N/A
PILOT CHECKLIST	N/A
LAST CRS	TOMI AIR s.r.o. 1/2024 20.03.2024
LAST ENGINE INSPECTION	20.03.2024
MAINTENANCE STATUS	PROVIDED 05.12.2024
AD STATUS	PROVIDED 05.12.2024

SB STATUS	PROVIDED 05.12.2024
STC STATUS	PROVIDED 05.12.2024
LLP	PROVIDED 05.12.2024
MAINTENANCE	NOT PROVIDED
RECORDS	ONLY CRSS WERE AVAILABLE FOR REVIEW

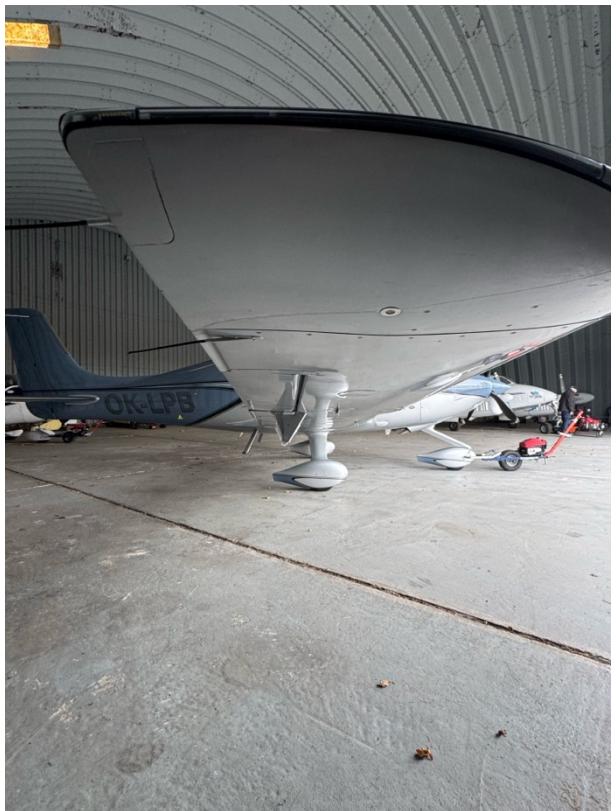
MAJOR ALTERATIONS & MODS				STATUS NOTE		
MODIFICATION	ICA/AM MS	AFM S	FAA	LEGAL	EASA	CERT
FIXED OXYGEN SYSTEM			SA01708SE	PRECISE FLIGHT	EASA.IM.AS.02280 10016093	CIRRUS DESIGN INC.

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

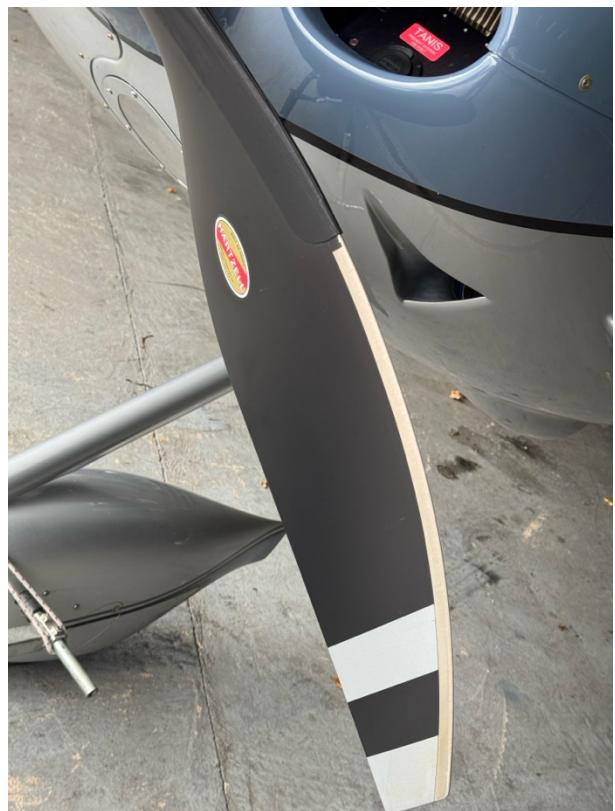
Exterior





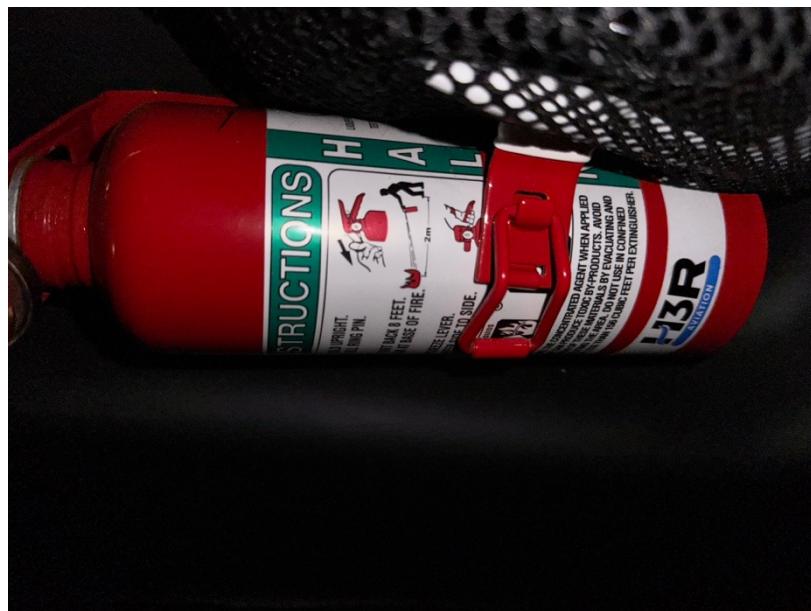
JETRON





JETRON

Interior



**Aircraft Brokerage
& Asset Advisory**

sales@jetron.aero | +421 903 425 746
www.jetron.aero

JETRON