

Beechcraft King Air C90 LJ-0837

Aircraft Evaluation

SN: LJ-0837 | **Reg.:** OK-DSH | **Date:** August 22th, 2023

Client: Raiffeisen Leasing Prague



The Aircraft

Aircraft model Beechcraft King Air C90			
Aircraft Serial Number	LJ-0837	Aircraft Registration No.	OK-DSH
Date of manufacture	05.04.1979	Date placed in service	1979
Total time (As of 02.08.2023)	7 468:16	Total Landings (as of 02.08.2023)	8 121
Engine model PT6A-21 (As of 02.08.2023)			
Engine 1 S/N	PCE-24646	Engine 2 S/N	PCE-24652
Engine 1 Total time	7 386:29	Engine 2 Total time	7 386:29
Engine 1 Total cycles	7 126	Engine 2 Total cycles	7 126
Propeller model MT-Propeller MTV-27-1-E-C-F-R (P) (As of 31.07.2023)			
Propeller 1 S/N	210582	Propeller 2 S/N	210583
Propeller 1 Total time	52:18	Propeller 2 Total time	52:18

SUPPORT PROGRAM

None

LAST PERFORMED MAINTENANCE

July 2023 – The aircraft has undergone Biennial Complete inspection together with Garmin Avionics Retrofit, New Exterior Paint and Interior refurbishment. New MT-Propeller MTV-27-1 were also installed.

OTHERS

- ✦ The aircraft has been operated and maintained in EASA environment.
- ✦ ADS-B Out modification performed
- ✦ Led light replacement - position, anti-collision, strobe, taxi and landing lights installed
- ✦ Equipped with Garmin G500/G600 Txi Avionics upgrade
- ✦ The aircraft had an “Propeller strike” incident in 2014, no continues airworthiness implications
- ✦ The aircraft has no major corrosion history
- ✦ No WiFi or Internet Provision

Value Estimate

We derive our value estimates by looking at the market place 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.

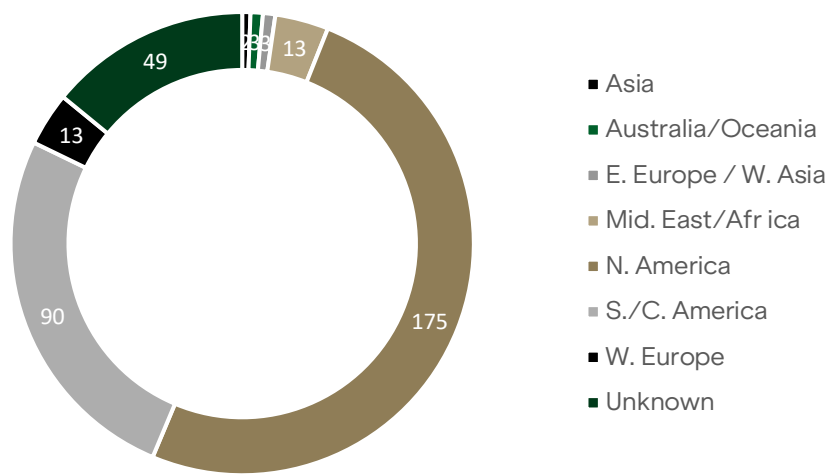
Beechcraft King Air C90 LJ-0837

The Beech King Air C90 is a twin turboprop that is typically outfitted with one and half cabin zones and has a range of 840 nm. There were 495 produced from 1971 - 1982. A “pioneer of the King Air family,” the C90 was a derivative of the Queen Air and in 1964, the 65-90 was the first King Air 90 series variant to be delivered. Between 2004 and 2009, the C90 received a series of three upgrades—GT, GTi, and GTx

The King Air C90 was designed with an increased wingspan of 50 ft 3 in. It also featured an increased takeoff weight and PT6A-21 engines with 50 shp. The cabin environment and pressurization system were inspired by that of the previous King Air 100; the typical cabin configuration is an executive arrangement with six to seven passenger seats. The cockpit is commonly equipped a with Collins Pro Line avionics system, including dual DME 40, dual VHF 20A communication, dual VIR 30A navigation, dual TDR 90 transponders, a WXR 270 CLR weather radar, an APS 65 autopilot, and an ADS 65 flight director.

Most of the King Air C90 are currently located in North America (approximately 175 units).

King Air C90 Distribution by Geography



General Market Statistics

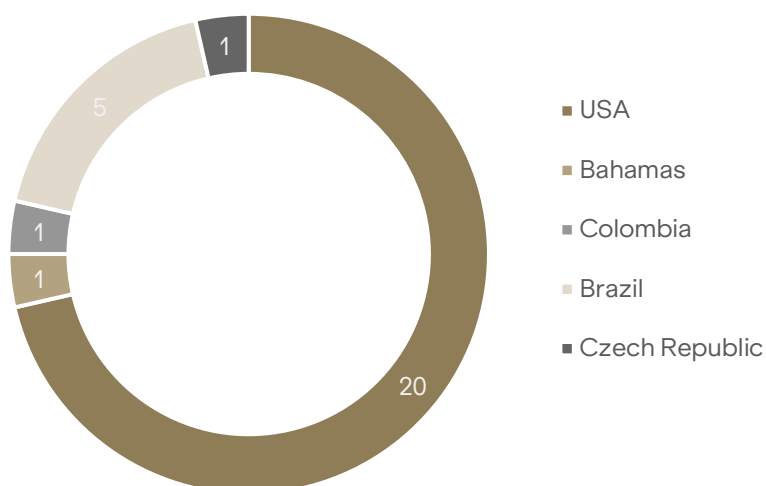
Current market conditions:

There are currently 29 King Air C90 on the open market. This number represents 8,26% from all 351 actively flying worldwide. 20 of these aircraft are based and registered in the USA, while 1 is based in Colombia, one in Bahamas, 5 in Brazil, one in Bahamas and OK-DSH in Czech Republic.

The average C90 currently offered on the pre-owned market has 9,860 hour of Total time, 8,132 cycles, Year of manufacture 1977 and is being offered on the market approximately 618 days. The asking prices span from \$299,000 up to \$1,750,000, based on the technical conditions, YOM, upgrades and equipment.

So far this year, there have been approximately 18 transactions involving King Air C90. A Healthy pre-owned market usually offers around 10% from all units ever delivered, indicating that the King Air C90 market is still little bit undersupplied.

King Air C90 for sale worldwide

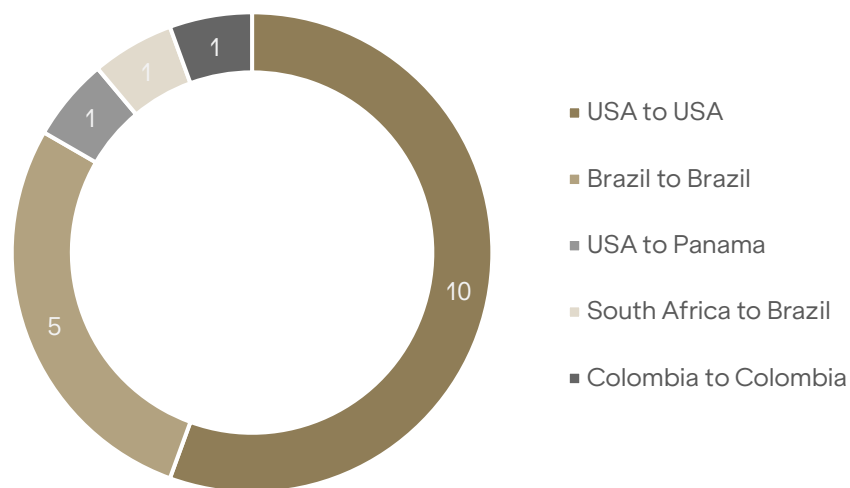


This year transactions:

Of the recent sales this year, most of the buyers domiciled in United States. 10 of 18 transactions took place between US buyer and US seller. Five aircraft were sold within Brazil, One was sold from USA to Panama, One from South Africa to Brazil and one within Colombia. This shows how is King Air C90 market significantly US orientated.

This leads to further competition as overseas aircraft have to compete more heavily on price to attract North American buyers, both due to the geographic preference of North American aircraft and due to the increased supply of overseas aircraft competing for the same buyers.

King Air C90 this year transactions



How OK DSH / LJ-0837 relates to other available aircraft

If we would put OK-DSH on market these days, it would have a relatively good position. With fresh Biennial Complete inspection together with Garmin avionics retrofit, new exterior paint, interior refurbishment and new MT-Propeller MTV-27-1 propellers, it would be a strong competitor for even younger US units on the market.

Important factor would be eligibility to receiving FAA Standard CofA since majority of the potential buyers would come from USA. Interesting for the potential buyer should also be the ADS-B Out modification.

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 modifications, proving that the modifications are compliant with all regulatory requirements.

In relation to Total Time of 7,466 hours and Year of Manufacture 1979, OK-DSH would be relatively average aircraft among other available on the pre-owned market. Neither airframe nor engines have program, however this is not unusual in this type of aircraft.

OK-DSH is equipped with ADS-B Out, but not with WiFi installation. We believe that absence of WiFi will have minimum impact in the final pricing when the resale time comes, however almost all aircraft available for sale are equipped with it. WiFi similarly 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.

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 (Similar to OK-DSH)

Serial Number	Registration	Location	Year	Hours	Avionics Upgrade	ADS-B Out	Asking Price In US\$
LJ-0627	N4447W	USA	1974	8 330	G600, GTN750	Yes	\$ 1 295 000
LJ-0746	N322R	USA	1978	12 750	GTN750	Yes	\$ 975 000
LJ-0754	N754TW	USA	1978	8 718	None	?	\$ 299 000
LJ-0799	N799GK	USA	1978	8 654	None	?	Make Offer
LJ-0813	N2050A	USA	1979	17 450	None	Yes	\$ 375 000
LJ-0838	N445CR	USA	1979	7 663	GNS 530W	Yes	\$ 599 900
LJ-0901	N93LP	USA	1980	7 813	Avidyne IFD550	Yes	\$ 625 000
LJ-0923	C-GTGV	Canada	1980	8 397	None	Yes	\$ 600 000
LJ-0939	N94CD	USA	1981	8 050	None	Yes	\$ 999 000
LJ-0987	N722VB	USA	1981	7 078	GTN750	Yes	\$ 1 750 000

Serial number LJ-0627

1974 aircraft based in USA with 8,330 and fresh Phase 1-4 Inspection, Garmin GTN 650/750 and Garmin G600 avionics upgrade. ADS-B Out equipped. New 5-blades propellers. New interior and exterior paint. Asking price: \$ 1 295 000.

Serial number LJ-0746

1978 aircraft based in USA with 12,750 and fresh Phase 1-2 Inspection, Garmin GTN 650/750 avionics upgrade. ADS-B Out equipped. New interior in 2021 and exterior paint in 2022. Asking price: \$ 975 000.

Serial number LJ-0838

1979 aircraft based in USA with 7,663 and Phase 1-4 Inspection done in 11/2022, Garmin GNS 530W avionics upgrade. ADS-B Out equipped. Original interior. Asking price: \$ 599 900.

Serial number LJ-0987

1981 aircraft based in USA with 7,078 hours and Phase 1-4 Inspection c/w 4/2021, Garmin GTN 650/750 avionics upgrade. ADS-B Out equipped. Interior and Exterior refurbished in 2005. Asking price: \$ 1 750 000.

The most recent sales

Serial Number	Registration	Location	Year	Hours	Avionics Upgrade	ADS-B Out	Asking/Sold Price In US\$
LJ-0654	N152WW	USA	1975	7 224	GTN 650/750	Yes	Ask \$ 695 000
LJ-0675	N973GA	USA	1976	10 326	None	Yes	Ask \$ 350 000
LJ-0675	N973GA	USA	1976	10 326	None	Yes	Ask \$ 350 000
LJ-0676	N26RE	USA	1976	9 507	GTN 750	Yes	Ask \$ 850 000
LJ-0685	C-FHLP	Canada	1976	12 346	GNS 530W	Yes	\$ 435 500
LJ-0725	N925AR	USA	1977	4 495	GTN 750 /G600	Yes	Ask \$ 1 095 000
LJ-0899	N813JB	USA	1980	11 215	GNS 530	Yes	*

*Engines were worth \$500,000, Asking price was Make Offer.

Serial number LJ-0654

1975 aircraft with 7 224 total airframe hours. Located in USA. ADS-B Out equipped. Garmin GTN 650/750 avionics upgrade, original interior/exterior. Sold in June 2023 with Asking price \$695,000.

Serial number LJ-0676

This is 1976 model with 9 507 hours since new. Located in USA, ADS-B Out equipped. Garmin GTN 750 avionics upgrade. New interior and exterior in 2020. Engines on MORE program. Sold in May 2023 with asking price \$850,000.

Serial number LJ-0725

This is 1976 model with 9 507 hours since new. Located in USA, ADS-B Out equipped. Garmin GTN 750 avionics upgrade. New interior and exterior in 2020. Engines on MORE program. Sold in June 2023 with asking price \$1,095,000.

Value Estimate for OK DSH / LJ-0837

In estimating the value of OK MAG 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 45,000 USD
- 1 Flight Hour is worth approximately 35 USD
- 1 Flight Engine Hour is worth approximately 85 USD
- Avionics upgrade is worth approximately 280,000 USD
- Based outside of primary sales area (out of Americas) is priced at 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 it not equipped/modernized, such an aircraft won't get picked from the pre-owned market as the inventory is now substantial.

- Avionics modification performed (such as ADS-B Out, WAAS/LPV etc.)
- 5-blade propellers
- Fresh paint job
- Fresh interior job

When compared to LJ-0725

$1,095,000 + 90,000 \text{ /for vintage difference/} - 104,125 \text{ /for Total Time difference/} + 139,570 \text{ /for engines overhaul time difference/} - 75,000 \text{ /non-US transaction difference/} = 1,145,445 \text{ USD}$

1,145,445 USD would be the fair market value when compared to LJ-0725.

When compared to LJ-0676

$850,000 + 135,000 \text{ /for vintage difference/} + 71,295 \text{ /for Total Time difference/} + 184,280 \text{ /for engines overhaul time difference/} - 75,000 \text{ /non-US transaction difference/} = 1,165,575 \text{ USD}$

1,165,575 USD would be the fair market value when compared to LJ-0676.

When compared to LJ-0746

$975,000 + 45,000 \text{ /for vintage difference/} + 184,800 \text{ /for Total Time difference/} + 343,145 \text{ /for engines overhaul time difference/} - 75,000 \text{ /non-US transaction difference/} = 1,472,945 \text{ USD}$

1,472,945 USD would be the fair market value when compared to LJ-0746.

When compared to LJ-0939

999,000 - 90,000 /for vintage difference/ + 20,300 /for Total Time difference/ + 57,460 /for engines overhaul time difference/ + 280,000 /for Avionics upgrade/ - 75,000 /non-US transaction difference/ = 1,191,760 USD

1,191,760 USD would be the fair market value when compared to LJ-0939.

With the above references to current offerings and real-world trading conditions as a guideline, we believe that OK DSH / LJ-0837 has a retail value in today's market of approximately 1,000,000 – 1,100,000 USD.

Aircraft Records Review

August 2023

INTRODUCTION

Following report provides information about aircraft and its maintenance status based on documentation review and information based on its technical records. The visual inspection was limited to overall status, visual status and Acceptance Flight including emergency equipment evaluation.

The aircraft King Air C90 LJ-837 was manufactured by Beech Aircraft Corporation with FAA Type Certificate Type 3A20.

Aircraft owner DSA a.s. owns and operates the aircraft since 2007, and it maintains and manages the aircraft since. **Absence of some historical maintenance records, deemed typical for the airplane of certain age, is not affecting airworthiness (some information are confirmed only by DSA CAMO statement).**

There was an Avionics upgrade such as Garmin G600TXi system, ADS-B, and S-Tec Autopilot performed as well as cabin carpet replacement and seat refurbishment.

AIRCRAFT MAINTENANCE EVALUATION

KING AIR C90 LJ – 837 is owned, operated and managed by company DSA a.s., Program selected for maintenance is Biennial.

From the Due Major Life Limited Components the next one due for overhaul is the Landing Gear components Nose and Main within 6.5 month, causing extra cost.

The recent STCs installation, New propellers, S-Tec autopilot, Garmin Avionics upgrade brought the aircraft to current standards.

Airplane is in seller's maintenance base LKKB no historical STC Status provided, new installation STCs available.

Aircraft has been operated under EASA rules environment, and the regulation requirements seem to be confirmed, some CAMO documents (such as SB Status, LLP Status, STC Status requires additional update) but from what was provided the overall status of the documentation can be considered as Fairly Good (some missing history downgrades evaluation, those important for operation seems to be OK).

ITEM	STATUS NOTE
REGISTRATION	OK-DSH
PREVIOUS	
AIRCRAFT TYPE	KING AIR C90 (BEECH 90)
AIRCRAFT SERIAL	LJ-837
AIRCRAFT OWNER/OPERATOR	DSA a.s., MLADOBOLESLAVSKÁ, HALA č. 58 PRAHA 9 - - KBELY, 197 21
AIRCRAFT TOTAL FH	7468:16
AIRCRAFT TOTAL FC	8121
LH ENGINE – ENGINE TYPE	PT6A-21
LH ENGINE – MFG No.	30275000
LH ENGINE – S/N / MFG DATE	PCE-24646 MFG DATE: STATEMENT
LH ENGINE – TOTAL FH (TSN)	7386:29
LH ENGINE – TOTAL FC (CSN)	7126
LH ENGINE – FH SINCE OVH (TSO)	486:11
RH ENGINE – ENGINE TYPE	PT6A-21
RH ENGINE – MFG. No.	3102700-01
LH ENGINE – S/N / MFG DATE	PCE-24652 MFG DATE: STATEMENT
RH ENGINE – TOTAL FH (TSN)	7386:29
RH ENGINE – TOTAL FC (CSN)	7126
RH ENGINE – TIME SINCE OVH (TSO)	486:11
LH PROPELLER No.1	MT PROPELLER
LH PROPELLER MODEL	MTV-27-1-E-C-F-R (P)
LH PROPELLER SERIAL NUMBER (SN)	210482
LH PROPELLER FH (TSO)	0:00
RH PROPELLER No.2	MT PROPELLER
RH PROPELLER MODEL	MTV-27-1-E-C-F-R (P)
PROPELLER SERIAL NUMBER (SN)	210483
PROPELLER FH (TSO)	0:00
PHASE 1- INSPECTION	AUG 02, 2023 (11.9 M LEFT)
PHASE 2- INSPECTION	AUG 02, 2023 (11.9 M LEFT)
PHASE 3- INSPECTION	AUG 02, 2023 (24 M LEFT)
PHASE 4- INSPECTION	AUG 02, 2023 (24 M LEFT)
CPCP	APR 13, 2022 (8.2 M LEFT)
BIENNIAL INTERIM	27.01.2021 DSH 1/2001
BIENNIAL COMPLETE	AUG 02,2023 FH 7 468:16 FC 8121
ENGINE 1&2 HOT SECTION	FH 8500:18 (1113:49 LEFT)
ENGINE OVERHAUL	FH 10582:05 (3113:49 LLEFT)
ENGINE PRESERVATION DURING LONG TERM	NOT AVAILABLE
PARKING/ 28 DAYS RUN RECKORDS	NOT AVAILABLE

DOCUMENT REVIEW	NOTES
ON-BOARD DOCUMENTS	
CofR	No. 5150/2 issued 06.04.2007
ARC	No. 5150/8
CofA	No. 5150/1 Issued: 21.08.2007
NOISE CERTIFICATE	No. 630-08 Issued 04.06.2008
RADIO LICENSE	No. 33452967 issued 08 AUG 2019
W&B FORM	Date. 31.07.2023 – OK-DSH
INSURANCE CERTIFICATE	No. 8078982013 Valid thru 1.07.2024
AFM PAGE OF ACCEPTANCE	No. 03.08.2005
LOPA – EMERG. EQUIPMENT LOCATION	No. DSA-C90-OK-DSH-001
MEL	Edition 2 Rev 1 / 16.02.2016
HIL/STATUS/DEFFERED ITEMS	NOT AVAILABLE (NO DEFFERED ITEMS)
INCIDENT ACCIDENT STATUS	PREPELLER INCIDENT STATUS PROVIDED
DENT & BUCKLE CHART	AVAILABLE DSA-DSH-001
AFM AND PILOTS OPERATING MANUAL	90-590010-61 B110
AFM SUPPLEMENTS LIST	OK
AFM W&B	EQUIPMENT LIST, WEIGHT LEVERAGE UPDATE
AFM ACCEPTANCE PAGE	AUTHORITY APPROVAL AFTER STC
	INCORPORATION
MAINTENANCE DOCUMENTS	LIMITED AVAILABILITY / HISTORICAL
	DOCUMENTS NOT PROVIDED
PILOTS GUIDE (FMS, MFDS)	GARMIN GTN XiPILOTS GUIDE
PILOT GUIDE AFCS	S-TEC AVAILABLE
PILOT CHECKLIST	NOT AVAILABLE
LAST CRS	CRS DSH-1/2023 / 31.07.2023
INTERIM	27.1.2021
COMPLETE	31.07.2023
LAST ENGINE INSPECTION	SIMPLIFIED PROVIDED
LAST BOROSCOPE REPORT	24.07.2023
LAST BOROSCOPE REPORT	24.07.2023
MAINTENANCE STATUS	AUG 11, 2023 TRAXXALL EXPORT – OK
AD STATUS	AUG 11, 2023 TRAXXALL EXPORT – OK
SB STATUS	AUG 11, 2023 TRAXXALL EXPORT - ACCEPTABLE
STC STATUS	AVAILABLE
LLP	AVAILABLE - NOT COMPLETE
MAINTENANCE HISTORY PACKAGES	SOME HISTORICAL FILES NOT AVAILABLE

DOCUMENT REVIEW	NOTES
PROPELLER No. 1 OVH PACKAGE	FORM 1
PROPELLER No. 2 OVH PACKAGE	FORM 1
PROPELLER INCIDENT STATUS AND RELEASE	FORM 1 / INCIDENT STATEMENT PROVIDED PROP REPLACED
A/C STATUS	AUG 11, 2023 TRAXXALL EXPORT
AD STAUS	AUG 11, 2023 TRAXXALL EXPORT
SB STATUS	AUG 11, 2023 TRAXXALL EXPORT
LLP STATUS	AUG11, 2023 TRAXXALL EXPORT
STC AND ALTERATION PACKAGES	AVAILABLE
INITIAL PARTS LISTING	NOT AVAILABLE
INTIAL AIRCRAFT SB STATUS	NOT AVAILABLE
INTIAL AIRCRAFT AD STATUS	NOT AVAILABLE
INTIAL AIRCRAFT LLP STATUS	NOT AVAILABLE
INTIAL AIRCRAFT FORM 337 AND STC STATUS	NOT AVAILABLE
INITIAL ENGINE No.1 AND 2 SB STATUS	NOT AVAILABLE
OPERATOR MAINTENANCE PROGRAM	MP-C90-OK-DSH-02 26.07.
APPROVAL	
TLB/FLIGHT LOG	LAST AVAILABLE / HISTORICAL NOT AVAILABLE
LIST ALTERATIONS STCs/FORM 337s	NOT AVAILABLE / SOME DOCUMENTS AVAILABLE
MEL	APPROVAL AVAILABLE
INTERIOR CONFIGURATION	OK
DRAWING/SEATING	
ELECTRICAL DRAWINGS	PRINTED NOT AVAILABLE
STC LOG BOOK	NOT AVAILABLE

MAJOR ALTERATIONS & MODS	STATUS NOTE
MT-Propeller 5 blade MTV-27-1	EASA STC 10046759 Rev. 2
LED Light replacement position, Anti-Collision, Strobe, Taxi and Landing	EASA STC 10077290
G500/G600 TXi	EASA STC 10064794 Rev. 7
GPS Antenna	EASA STC 10059881
GI 275	EASA STC 10075142 Rev. 2
GTN 6XX/7XX	EASA STC 10037574 Rev. 11
GTX330/345/335/345R	EASA STC 10060873 Rev. 3
S-TEC 3100 Digital Flight Control System	EASA STC 10074461
HISTORICAL	
MAJOR REPAIR LIST	NOT PROVIDED
FORM 337 MAJOR ALTERATION	NOT PROVIDED

STC DOCUMENTS	STC PACKAGES PROVIDED
EASA STC 10046759 Rev. 2	OK
EASA STC 10077290 MINOR CHANGE	Not provided purchase confirmation
EASA STC 10064794 Rev. 7	OK
EASA STC 10059881	OK
EASA STC 10075142 Rev. 2	OK
EASA STC 10037574 Rev. 11	OK
EASA STC 10060873 Rev. 3	OK
EASA STC 10074461	OK

ITEM	STATUS NOTE
AIRFRAME LOGBOOK	"Kniha #1" – MISSING RECORDS OF PROP AND ENG INSTALLATIONS AND REMOVALS
L/H ENGINE LOGBOOK	PCE-24646 – 2.06.2014 (NO RECORDS FROM 2014 TO 2. 8 2023)
R/H ENGINE LOGBOOK	PCE-24652 – 2.06.2014 (NO RECORDS FROM 2014 TO 2. 8 2023)
L/H PROPELLER LOGBOOK	MTV-27-1-E-C-F-R(P)/210582
R/H PROPELLER LOGBOOK	MTV-27-1-E-C-F-R(P)/210483
STC PACKAGES	<ul style="list-style-type: none"> • STC EASA 10046759 REV.2 MT PROPELLER INSTALLATION • STC EASA 10077290 AVEO ENGINEERING LED INSTALLATION Missing purchase confirmation • STC EASA 10064794 (SA02571SE) – Garmin G500/G600 instalation - Authorization for dealer, AMM Supplement 190- 01717-B1, 005-00795-C2 Garmin MDL, Garmin Supplement with ICA • STC EASA 10059881 (SA02018SE-D) – Installation of GPS/XM antenna – Dealer's Authorization Confirmation, MDL 005-00638-01 MDL 005-00638-01 ICA 005-00638-09 • STC EASA 10075142 (SA02658SE) – Installation of Garmin GI 275 MFDS Dealer's Authorization letter provided AML: 15-MAR-2023, MDL 005-01208-41, MMS190-02246-11, • STC EASA 10037574 GTN 6xx/7xx (SA01714WI – STC use authorization for dealer, AML March 18, 2011, MDL 005-00533- C0, MMS 190-010007-C1 • STC EASA 10060873 REV.3 – GTX 330 ADS-B Garmin Dealer's authorization AML 09-09-2019, MDL 005-00734-04, MMS 190- 00734-11 • STC EASA 10074461 – DFCS AUTOPILOT STC package MDL: ST-973-MDL-0001 ICA: ST-973-ICA-0001

CAMP MAINTENANCE/AD/SB STATUS	STATUS NOTE
MAINTENANCE STATUS	AUG 11, 2023 TRAXXALL EXPORT – OK
AD STATUS	AUG 11, 2023 TRAXXALL EXPORT – OK
SB STATUS	AUG 11, 2023 TRAXXALL EXPORT – ACCEPTABLE (BUT NOT ALL TASKS HAVE FILLED STATUS)
STC STATUS	AVAILABLE –NO HISTORICAL STC
LLP	AVAILABLE

SELECTED TASKS DUE 6M 200 FH	STATUS NOTE
LANDING GEAR MOTOR (MECHANICAL) - OVERHAUL	6.5M NOSE AND MAIN)
GEAR (MECHANICAL) ACTUATOR - OVERHAUL/REPLACE	6.5 M (NOSE AND MAIN)

SELECTED TASKS DUE 12M 200 FH	STATUS NOTE
BRAKE SYSTEM HOSES	8.2 M
27-3459 REV 2 Flight Control Gust Lock Inspection/Replacement	11.9 M
SB 2213 REV 3 Inspection of Pilot and Copilot Seat Track Wear	11.9 M

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

Interior



JETRON

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