

Cessna Citation XLS+ D-CEHM

Desktop Valuation

SN: 6021 | **Reg.:** D-CEHM | **Date:** May 2026

Client: Raiffeisen Leasing Prague



The Aircraft

Aircraft model 560XL CITATION XLS+			
Aircraft Serial Number	560XL-6021	Aircraft Registration No.	D-CEHM
Date of manufacture	2009	Date placed in service	2009
Total time (as of 07.05.2026)	5497	Total Landings	4777
PW545C (as of 07.05.2026)			
Engine 1 S/N	PCE-DF0039	Engine 2 S/N	PCE-DF0040
Engine 1 Total time	5323	Engine 2 Total time	5108
Engine 1 Total cycles	4621	Engine 2 Total cycles	4475
APU model RE100(XL) (as of 07.05.2026)			
APU Serial Number	P-833		
APU Total time	2697	APU Total cycles	5213

SUPPORT PROGRAM

Airframe: ProParts

Engines: PowerAdvantage

APU: AuxAdvantage

LAST PERFORMED MAINTENANCE

ID16 performed 5/2026

Engine S/N PCE-DF0040 fresh from OVH

Engine s/n PCE-DF0039 undergoing OVH

OTHERS

- ✦ The aircraft has been operated and maintained in EASA environment
- ✦ Original exterior paint
- ✦ Partial interior refurbishment in 2026
- ✦ L3 FA-2100 Flight Data Recorder
- ✦ Aircell Axxess II SATCOM

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 XLS+ 560

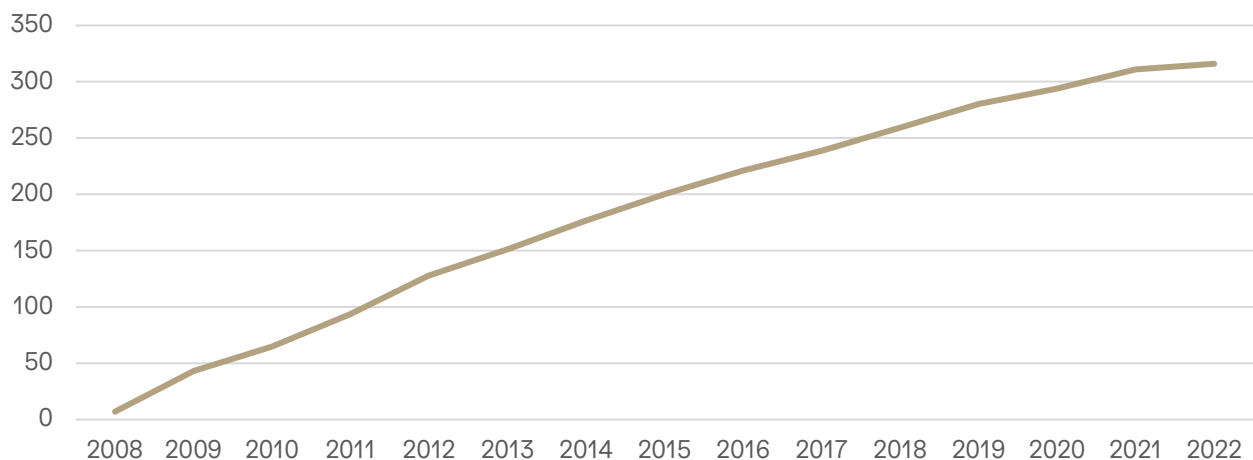
Citation XLS+ is an improved variant of Citation XLS. Cessna enhanced the Citation XLS+ aircrafts with FADEC engines controls, a completely revised nose design and with improved Pratt & Whitney PW545C engines.

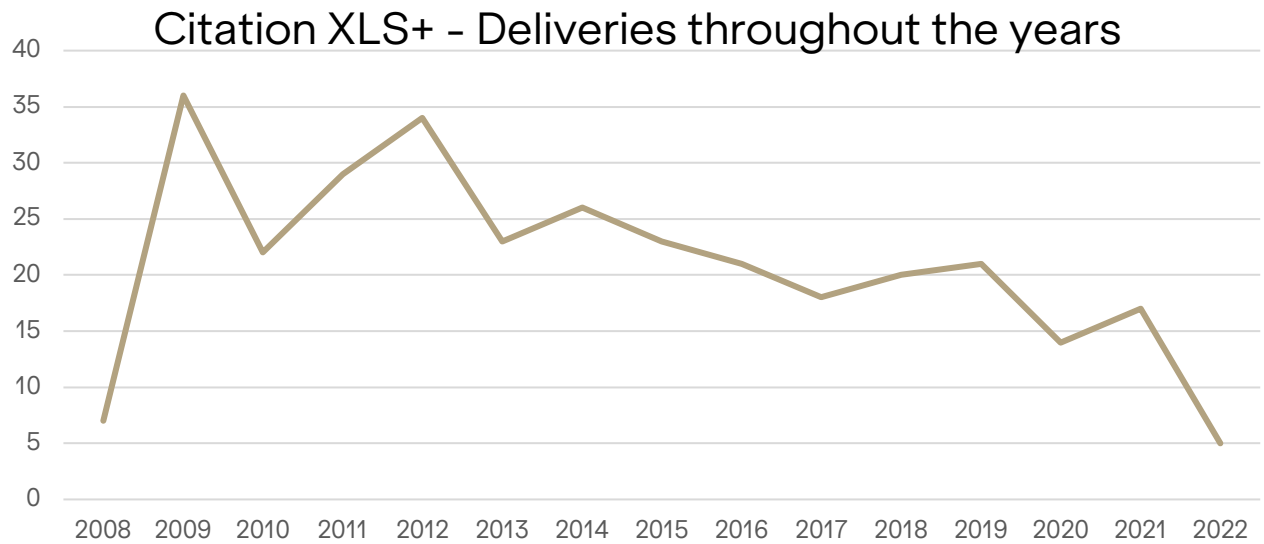
This aircraft was the first of the XL line that includes Collins Pro Line 21 Avionics and a four tube EFIS display, being different of the three tube Honeywell displays in the XL and XLS. The aircraft cabin length measures 18.7 feet and it can fly up to 1,858 nautical miles; it can also take off in 3,560 feet and climb to cruise altitude in just 15 minutes, performance statistics evocative of light private jets. Having the 5.7 feet high interior, the XLS+ can fight with nine passengers in a cabin that's quiet and draft-free, thanks to the triple-sealed entry door and triple-pane windows.

As well, this airplane can take off and land at slower speeds on shorter runways, because of the straight-wing handling attributes. In addition, the standard auxiliary power unit (APU) keeps a comfortable cabin temperature while the airplane is on the ground – even before the engines function.

The production started in 2008 and total of 316 Citation XLS+ aircraft have been produced with 301 still in active operation.

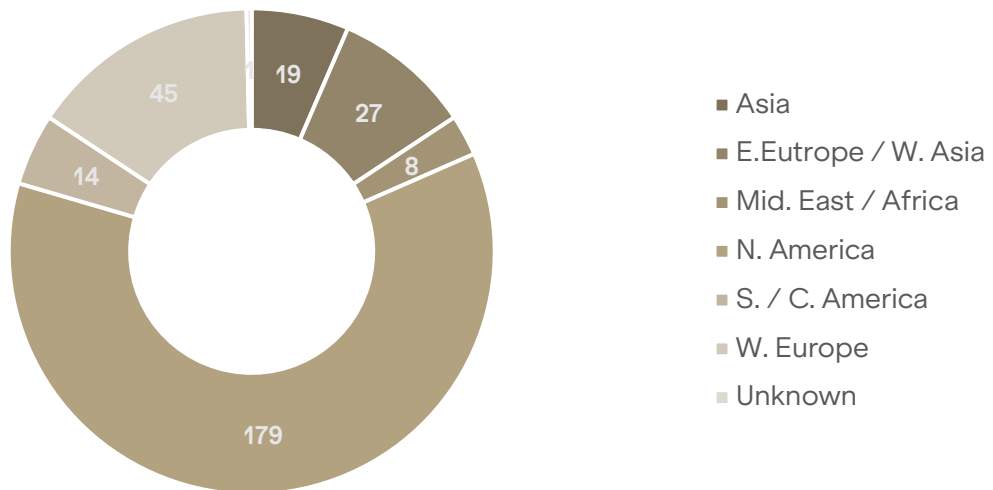
Citation XLS+ Deliveries





Most of the XLS+ are currently located in North America (179), 19 units in Asia, 27 in Eastern Europe/Western Asia, 8 in Middle East/Africa, 14 units in South America and 45 units in Western Europe location of 1 is unknown.

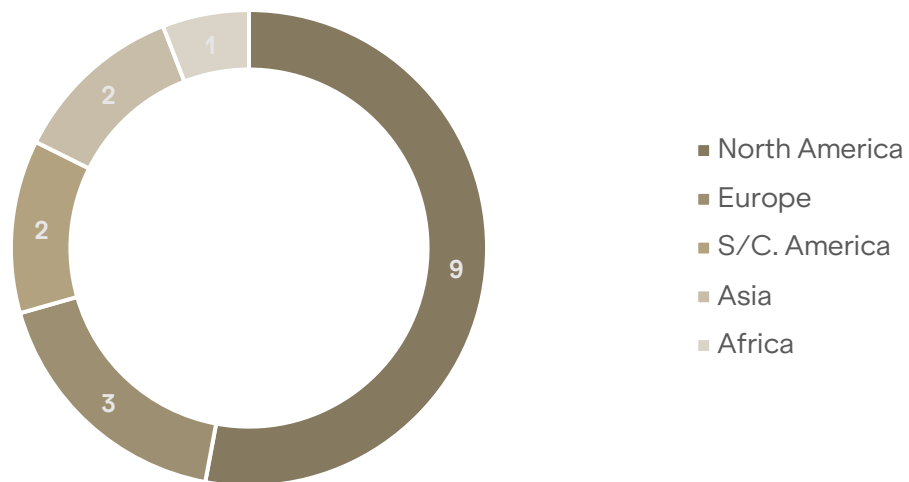
XLS+ Geographical distribution



General Market Statistics

There are currently 17 Citation XLS+ available for sale (1 off market). This number represents 5,52% from all actively flying XLS+ worldwide. A healthy pre-owned market usually offers 10% and more from all units in active fleet, indicating that the Citation XLS+ market is still in a favor for seller. Geographically the dominant market for Citation XLS+ remains the USA, 8 of these aircrafts are based and registered in the USA, while 3 are based in Europe, 2 are based in South/Central America, 2 are based in Philippines, 1 is based in Canada and 1 in Algeria.

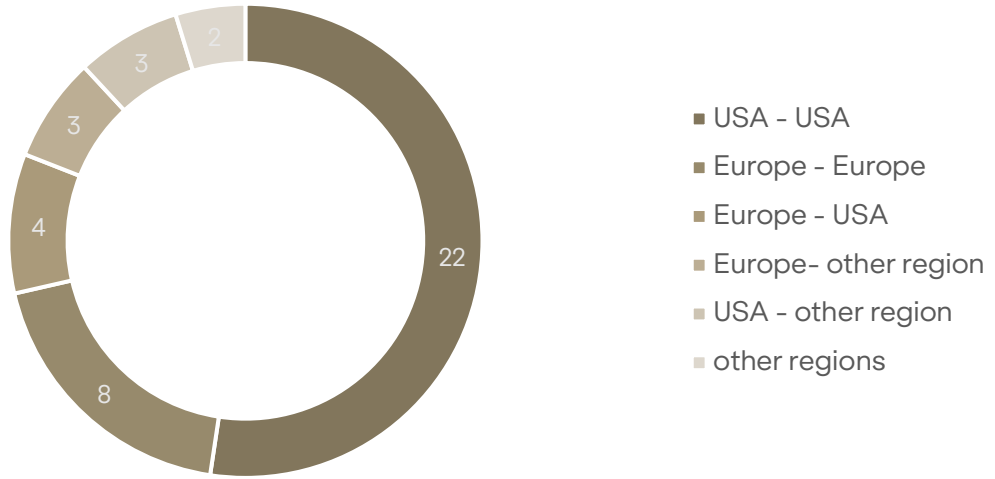
XLS+ currently for sale distribution



This year so far 12 transactions were made on the pre-owned market with Citation XLS+. Geographically the transactions were the most dominant in North America: 7x USA to USA, 2x in Europe, 3x from USA to

Europe. In 2025 42 transactions were made on the pre-owned market with 52% taking place between US buyers and sellers followed by 19% of transactions between European buyers and sellers.

XLS+ transactions in 2025



How D-CEHM/ 6021 relates to other available aircraft

Currently there are exactly 3 aircraft with 2009 YOM including the SN 6021 on pre-owned market. SN6032 with the asking price of \$6,995,000 and SN6050 with the asking price of \$8,100,000.

The airplane is fully enrolled on programs (engines/APU/airframe), which is a large benefit for many potential buyers. The engines are enrolled on PowerAdvantage program, that covers only parts, not labor, but are fresh from OVH.

The aircraft interior is equipped with a single side-facing seat and non-belted lavatory.

D-CEHM is equipped with ADS-B Out, WAAS and FDR. Aircraft is not equipped with Wi-Fi, which for European buyer does not matter as much as to a US buyer.

The aircraft has a partially refurbished interior form 2026 – seats in cappuccino brown leather and dark brown carpet. The exterior paint is original from manufacture.

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 Type	FDR	ADS-B Out	Fwd Divan	Asking Price \$
6006	N952RB	USA	2008	2 510	PowerAdvantage+	●	●	No divan	7 695 000
6021	D-CEHM	Germany	2009	5 500	PowerAdvantage	●	●	No divan	6 600 000
6032	N76SN	USA	2009	3 499	PowerAdvantage+		●	divan	6 995 000
6050	RP-C8568	Philippines	2009	3 511	None		●	divan	6 500 000
6057	C-FXGA	Canada	2010	5 732	ESP Gold		●	divan	Make Offer
6063	N533CC	USA	2010	5 484	None			divan	6 895 000
6068	N82GT	Honduras	2011	3 022	PowerAdvantage			divan	7 500 000
6070	N534CC	USA	2010	6 793	PowerAdvantage			divan	6 895 000
6104	N800KV	USA	2012	3 000	PowerAdvantage+		●	divan	8 795 000
6113	N1401L	USA	2012	4 167	PowerAdvantage+		●	divan	8 895 000
6126	N933MR	USA	2012	4 552	PowerAdvantage+	●	●	other	7 595 000
6171	7T-VNC	Algeria	2015	4 627	PowerAdvantage+	●	●	divan	7 900 000
6173	S5-BBC	Slovenia	2014	8 592	None	●	●	divan	Make Offer
6188	RP-C6188	Philippines	2015	1706	PowerAdvantage+	●	●	divan	8 100 000
6239	D-CNNN*	Germany	2017	2 312	None	●	●	No divan	8 500 000
6299	N963AD	USA	2021	2 400	ESP Gold	provisions	●	divan	12 495 000
6311	PS-MLV	Brazil	2021	550	PowerAdvantage+	●	●	divan	14 995 000
6273	D-CVFA	Germany	2019	1 100	None	●	●	divan	11 250 000
6290	N355SM	USA	2020	1 769	PowerAdvantage+		●	No divan	11 595 000
6311	PS-MLV	Brazil	2021	550	PowerAdvantage+	●	●	divan	14 995 000

*Aircraft had option to be bought with engine and APU programs for asking price of \$10m

Serial number 6006

This is a 2008 YOM unit based in USA. It has 2 510 hours of total time. Aircraft is enrolled on PowerAdvantage+ program on engines, no APU program and no airframe program. 8-passenger configuration with single side-facing seat in front of the cabin. Pro Line 21 Avionics, equipped with ADS-B Out, WAAS/LPV and FDR. Interior woodwork and carpets refreshed in 2025, seats are original, exterior paint from 2014. Aircraft has fresh Hot Section Inspections done in 2026. The latest asking price was \$7,695,000.

Serial number 6032

This is a 2008 YOM unit based in USA. It has 3 499 hours of total time. Aircraft is enrolled on PowerAdvantage+ program on engines, no APU program and ProParts airframe program. 9-passenger configuration with side-facing divan in front of the cabin. Pro Line 21 Avionics, equipped with ADS-B Out, WAAS/LPV and GoGo L5 Wi-Fi. New interior from 2018 and new exterior paint from 2020. Aircraft has approximately 1 500 hours TBO. Inspection Document 16 (96m) performed 6/2025. The latest asking price was \$6,995,000.

Serial number 6171

This is a 2014 YOM unit based in Algeria. It has 4 627 hours of total time. Aircraft is enrolled on PowerAdvantage+ program on engines, AuxAdvantage APU program and ProParts airframe program. 9-passenger configuration with side-facing divan in front of the cabin. Pro Line 21 Avionics, equipped with ADS-B Out, WAAS/LPV, FDR. Original exterior and interior. Engine 1 is approximately 300 hours till overhaul, Engine 2 is 600 hours till Hot Section Inspection. Inspection Document 13 (72m) due 9/2026. The latest asking price was \$7,900,000.

The most recent sales

Serial Number	Registration	Location	Year	Hours	Engine Program Type	ADS-B Out	Fwd Divan	Asking Price \$	Sold Price \$
6028	N7TM	USA	2009	3 198	PowerAdvantage+	●	divan	8 395 000	8 250 000
6034	N634BE	USA	2009	3 725	PowerAdvantage	●	divan	6 600 000	mid 6m
6071	N6TM	USA	2010	2 718	PowerAdvantage	●	divan	high 7m	7 300 000
6076	N487AV	USA	2010	7 069	PowerAdvantage+	●	divan	6 950 000	No info
6114	N560DA	USA	2012	2 738	JSSI	●	divan	8 250 000	7 700 000
6131	N242JT	USA	2013	3 709	PowerAdvantage	●	divan	8 250 000	7 600 000
6150	N219AB	USA	2013	4 212	PowerAdvantage +	●	divan	8 595 000	8 500 000
6194	N255SM	USA	2015	2 980	PowerAdvantage+	●	divan	9 395 000	9 250 000
6200	N694PH	USA	2015	2 936	ESP GOLD	●	no divan	Make Offer	low 9s
6218	N178LC	USA	2016	1 463	PoweAdvantage+	●	divan	10 500 000	10 250 000
6219	N346CC	USA	2016	2 569	None	●	divan	9 249 000	8 900 000
6220	N870RM	USA	2016	3 528	None	●	divan	7 295 000	No info
6235	N635XL	USA	2017	1 377	PowerAdvantage+	●	divan	11 000 000	10 600 000
6273	D-CVFA	Germany	2019	1 100	None	●	divan	11 250 000	11 000 000
6290	N355SM	USA	2020	1 769	PowerAdvantage+	●	no divan	11 595 000	No info
6291	N1007E	USA	2020	680	PowerAdvantage+	●	divan	12 700 000	above 12,2m

Serial number 6028

This is a 2009 YOM unit based in USA. It has 3 198 hours of total time. Aircraft is enrolled on PowerAdvantage+ program on engines, no APU program and ProParts airframe program. 9-passenger configuration with side-facing divan in front of the cabin. Pro Line 21 Avionics, equipped with ADS-B Out, provisions for FDR and ATG 4000 Wi-Fi. New interior from 2025 and new exterior paint from 2025. Aircraft has approximately 1 800 hours to Overhaul. Inspection Document 16 (96m) performed 10/2025. The latest asking price was \$8,395,000. The aircraft was sold in December 2025 for \$8,250,000.

Serial number 6034

This is a 2009 YOM unit based in USA. It has 3 725 hours of total time. Aircraft is enrolled on PowerAdvantage program on engines, AuxAdvantage APU program and ProParts airframe program. 9-passenger configuration with side-facing divan in front of the cabin. Pro Line 21 Avionics, equipped with ADS-B Out, WAAS/LPV and no Wi-Fi. Original interior and exterior paint. Aircraft has approximately 1 300 hours to OVH. Inspection Document 1, 3 (12, 24m) performed 1/2026. The latest asking price was \$6,600,000. The aircraft was sold in April 2026 for: "mid \$6 million".

Serial number 6071

This is a 2010 YOM unit based in USA. It has 2 718 hours of total time. Aircraft is enrolled on PowerAdvantage program on engines, AuxAdvantage APU program and no airframe program. 9-

passenger configuration with side-facing divan in front of the cabin. Pro Line 21 Avionics, equipped with ADS-B Out, WAAS/LPV and ATG 4000 Wi-Fi. Original interior and exterior paint from 2014. Aircraft has fresh Hot Section Inspections. Inspection Document 16 (96m) due 10/2025. The latest asking price was high \$7 million. The aircraft was sold in December 2025 for \$7,300,000.

Serial number 6076

This is a 2010 YOM unit based in USA. It has 7 069 hours of total time. Aircraft is enrolled on PowerAdvantage+ program on engines, AuxAdvantage APU program and no airframe program. 9-passenger configuration with side-facing divan in front of the cabin. Pro Line 21 Avionics, equipped with ADS-B Out, WAAS/LPV and Wi-Fi. New interior from 2023 and new exterior paint from 2025. Aircraft has approximately 1 000hours to overhaul. Inspection Document 16 (96m) performed 10/2025. The latest asking price was \$6,950,000. The aircraft was sold in January 2026 for undisclosed amount.

Value Estimate for D-CEHM / 6021

In estimating current value of the D-CEHM, 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 **200 USD**
- New Paint deduction approximately **150,000 USD** (15,000 USD yearly deduction)
- Recent partial Interior refurbishment is worth approximately **50,000 USD**
- New Interior deduction approximately **150,000 USD** (15,000 USD yearly deduction)

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 now substantial.

- Dual Place Divan
- WAAS/LPV
- Belted Lavatory
- FDR

When compared to SN6028

The aircraft was sold in 12/2025 for \$8,250,000.

$\$8,250,000 - \$200 * (5,498 - 3,198) / \text{for Total Time difference} / - \$135,000 / \text{for new paint deduction} / - \$100,000 / \text{for interior condition difference} / = 7,555,000.$

\$7,555,000 would be the fair market value when compared to SN6028.

When compared to SN6034

The aircraft was sold in 04/2026 for "mid 6 million USD".

$\$6,500,000 - \$200 * (5,497 - 3,198) / \text{for Total Time difference} / + \$50,000 / \text{for partial interior refurbishment} / = 6,039,600.$

\$6,090,200 would be the fair market value when compared to SN6034.

When compared to SN6071

The aircraft was sold in 12/2025 for \$7,300,000.

$\$7,300,000 - \$250,000$ /for Vintage difference/ - $\$200 * (5,497 - 2,718)$ /for Total Time difference/ + $\$50,000$ /new interior deduction/ = 6,544,200.

\$6,593,600 would be the fair market value when compared to SN6071.

When compared to SN6076

The aircraft was sold in 1/2026. The sold price was not disclosed but for the purpose of this evaluation we estimate the sold price to be \$6,800,000.

$\$6,800,000 - \$250,000$ /for Vintage difference/ + $\$200 * (7,069 - 5,497)$ /for Total Time difference/ - $\$135,000$ /new paint deduction/ = 6,729,400.

\$6,729,400 would be the fair market value when compared to SN6076.

With the above references to current offerings and real-world trading conditions as a guideline, we believe that D-CEHM / 6021 has a retail value in today's market of approximately between 6,600,000 – 6,700,000 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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