

 Type
Turboprop

 Max Seats
17

 Engine • Takeoff Power
P&W 1050 shp | PT6A-60A

Average retail value

\$3,700,000

\$0 vs previous revision

Adjusted retail value

\$3,837,752.64

+ 3.7% vs average retail value

Average wholesale value
\$3,270,000 \$0

Adjusted wholesale value
\$3,372,517.64 + 3.1%

Factory new list standard price
\$5,954,000

Factory new average equip price
\$5,970,580

Valuation Adjustments

Category	Adjusted wholesale	Adjusted retail
Airframe / Engine Utilization	\$607.35 = 0%	\$252.64 + 0%
Total Airframe Hours: 5247	\$6,540.00	\$7,400.00
Engine 1 SMOH Hours: 1831	\$(3,573.68)	\$(3,573.68)
Engine 2 SMOH Hours: 1831	\$(3,573.68)	\$(3,573.68)
Add For Value Items		
Maintenance Programs		
Custom Adjustments		
Paint		
Interior		
Avionics		
Conversion & Modifications	\$103,125.00 + 3.2%	\$137,500.00 + 3.7%
MT 5-Blade Composite Propellers	\$103,125.00	\$137,500.00

Base Average Equipment

A/P-flight director; ADF; ADs SBs complied; Avg AFTT; color radar; Complete Logbooks since new; dual DME; Dual nav-com; dual RMI; dual xpr; enc alt-alerter; Eng Half-Life; full de-ice; G/S; Maintenance & Inspections Half-Life unless specified; No DH; P&I rated 8/+; RNAV; TAWS B

Appraisal Points

Equipped w/Pro Line 21 Avionics & Brake De-ice | Cargo Mod s/n FM13 & up incl/cargo door & reinforced floor

Bluebook Notes

C s/ns 2008: FM-18 -- -20, -22 -- -26

2007 ER s/ns: FL546, FL568

2008 ER s/ns: FL594, FL599

CER s/ns 2008: FM-21

NOTE: Nacelle Wing Locker system standard on FL402 -- UP

C s/ns 2009: FM-27 -- -34

CER s/ns 2009: FM-27 -- -34

2009 ER s/ns: FL618, -623 -- -626, -628, -629, -633, -635, -637, -639 -- -642, -644, -646 -- -649, -654 -- -656, -659 --

-663, -667, -674, -676, -678, -679, -681, -682, -684 -- -687, -690

350 s/ns 2009: FL-600, -604, -609, -612, -613, -617, -619 -- -622, -627, -630 -- -632, -634, -636, -638, -643, -645, -650 -- -653, -657, -658, -665,

-666, -668 -- -671, -673, -675, -677, -680, -683, -688, -689

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All valuations outlined in the Aircraft Bluebook should be considered representative averages for the type, model, and year of manufacture of that aircraft over the recent calendar quarter. Individual circumstances will vary.

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