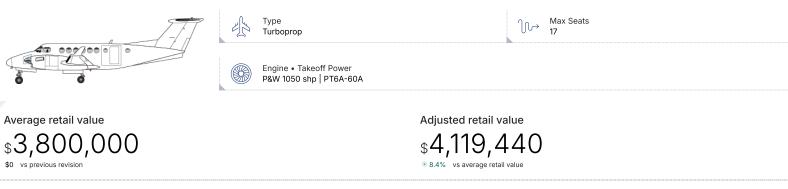
Aircraft Bluebook King Air 350 Beech King Air 350 2007



Average wholesale value	Adjusted wholesale value	Factory new list standard price	Factory new average equip price
\$3,366,000 \$0	\$3,634,475 + 8.0%	\$6,100,000	\$ 6,115,130

Valuation Adjustments

Category	Adjusted wholesale	Adjusted retail
Airframe / Engine Utilization	\$188,496.00 🖲 5.6%	\$212,800.00 ÷ 5.6%
Total Airframe Hours: 2800	\$188,496.00	\$212,800.00
Engine 1 SMOH Hours: 2800	\$0.00	\$0.00
Engine 2 SMOH Hours: 2800	\$0.00	\$0.00
Add For Value Items	\$66,209.00 € 2%	\$88,280.00 • 2.3%
Dual Collins Mode S TDR-94D w/ID	\$25,282.00	\$33,710.00
ST3100 AirCell	\$40,927.00	\$54,570.00
Maintenance Programs		
Custom Adjustments		
Paint		
Interior		
Avionics	\$13,770.00 • 0.4%	\$18,360.00 • 0.5%
Aviator 200 (1)	\$13,770.00	\$18,360.00
Conversion & Modifications		
Unique ID: PR-CCB Aircraft registration number: PR-CCB Aircraft serial number: FL-0541 Notes:		

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 xpdr; 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

Equippped w/Pro Line 21 Avionics & Brake De-ice | 350C Cargo Mod s/n FM13 & up incl/cargo door & reinforced floor

Bluebook Notes

2007 ER s/ns: FL546, FL568 2008 ER s/ns: FL594, FL599 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, -689 CER s/ns 2008: FM-21 C s/ns 2008: FM-18 -- -20, -22 -- -26 C 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 NOTE: Nacelle Wing Locker system standard on FL402 -- UP CER s/ns 2009: FM-27 -- -34

Disclaimer

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

Intended as a <u>guide</u> to valuation, the Aircraft Bluebook value summations are based on recently observed transaction activities of similar types and combined with user input value adjustments to arrive at a likely valuation. These values, however, cannot fully consider all relevant factors, conditions, or market dynamics. To accomplish an exacting, individualized valuation, an aircraft appraisal is required.

The information contained here is prepared with great care and pride from many market sources, is edited, and is believed to be correct but cannot reflect all the particular factors involved in the professional appraisal process of any particular aircraft.

Historical value reference material, previous quarters' data, is provided for general trend analysis and market pricing changes occurring since the latest edition.

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