

# AIRCRAFT PRICES

## AIRCRAFT VALUATION REPORT N10000

**Client:** INFORMED BUYER, LLC  
**Re:** CESSNA N10000  
**Address:** THE WORLD

**Attention:** Jet A  
**Phone:** (800) 124-4567

**This valuation report is intended to be used by:** Informed Buyer, LLC and Jet A.

**This valuation report is to be held strictly confidential and should not be disseminated to anyone other than the intended users without the client's permission.**

**The purpose of this valuation report is to form an opinion of the Market Value of the subject aircraft in U.S. Dollars for financing purposes. For the purposes of this aircraft valuation report the aircraft is considered to be free and clear of all liens and encumbrances, unless noted within the report.**

**This valuation report is intended to be used by the client for the purposes noted. It should not be used for any other purpose, nor should it be considered valid after the effective date expressed in the report. The entire valuation is not based on this appraiser's visual examination of the aircraft and its records on the effective date of this report.**

**This report is not intended to be an evaluation of the mechanical condition of the aircraft, nor is any of the data herein intended to be used for evaluating the mechanical condition of the aircraft. This appraiser urges the client and/or purchaser of this aircraft to engage an FAA licensed A&P mechanic who has knowledge of the aircraft make and model to inspect the aircraft for mechanical defects prior to completing the purchase.**

**The scope of work for this assignment included:**

- A. No physical examination of the subject aircraft identified in the Aircraft Identification Section of this report.**
- B. No physical examination of the aircraft's logbooks and records. The subject aircraft is assumed to be airworthy to FAA standards and capable of being operated and flown on the effective date of the report under FAR Parts 91, 121, or 135 unless the appraiser has reason to believe that it is not. In that case an explanation is included within the report.**

- C. **Determination whether the Sales Comparison, Cost, or Income approach is relevant to the subject aircraft. The Cost and Income approaches were deemed to lack relevance to this aircraft as this type of aircraft is priced based on market activity. This appraiser feels that use of the Cost or Income approaches to valuation would result in an inaccurate result.**
- D. **Determination of Market Value of the aircraft.**
- E. **The appropriate research that included many sources including but not limited to aircraft advertised for sale, published value information, and the use of proprietary databases.**
- F. **The preparation of this Valuation Report.**
- G. **The registered owner of the aircraft was established using the aircraft's registration and FAA records as verification. It appears that the ownership does not have a bearing on the value of this aircraft. The registered owner is assumed to have full and legal title to the aircraft, and it is further assumed that the registered owner has the unconditional power to dispose of the property as it sees fit.**

### **Aircraft Identification**



**Comments on Reported Visual Examination:** The airframe is clean and appears to be well-maintained. The cabin door, baggage door, access panels, and cowling fit the aircraft properly. All surfaces appear to be smooth and normal. The gear wells are painted and very clean. The belly of the aircraft is very clean. The controls were unlocked, and they moved without impediment. \*This aircraft is in pristine condition.

**Logbooks in Aircraft Appear:** Original, Complete, and very easy to read.

**Airframe Logbook Inventory and Comments:** CAMP Maintenance tracking.

**Aircraft Registered To:** Aircraft Prices  
**Address:** 1000 Main St.  
**City, State, Zip:** San Antonio, TX 78216

**Date of Registration:** 11/10/2020

**Registration Expiration Date:** 11/30/2027

**CITATION CJ3+ SN #525B-10000**

Year Mfr/Dlv: 2020 / 2020

Reg# (Hex):

Purchase Date: 11/13/20

Location: SAT/KSAT/San Antonio International Airport, San Antonio, TX - U.S

**STATUS NOT FOR SALE**

Ownership: Wholly Owned / Not Previously Owned

Lifecycle/Use: In Operation / Business

<b>Airframe</b>	<b>CURRENT VALUES</b>	<b>FLIGHT ACTIVITY</b>	<b>EST. VALUES</b>
Data Valid As of	N/R	Beginning - 11/30/24	11/30/24
<u>AFTT</u> (hrs):	N/R	1616	1616
Landings/Cycles:	N/R	1510	1510

**MAINTENANCE**

Maintained: FAR Part 91

Airframe Maint Program: No

Airframe Tracking Program: CAMP

## INTERIOR



## INTERIOR DONE ON 2020

- Configuration/PAX:** Executive/8 passengers
- Seating:** Forward side-facing single seat, mid-cabin 4-place club, dual aft forward-facing single seats
- Refreshment:** Extended interchangeable forward galley
- Business:** Garmin Clarity wireless, Gogo AVANCE L3 Max Wi-Fi
- Lavatory:** Belted aft lav

## EXTERIOR

Like New Condition

**ENGINES: FJ44-3A**

**ENGINES: FJ44-3A**

Maintenance Program: No Engine Program

<b>MODEL FJ44-3A</b>	<b>ENGINE 1</b>	<b>ENGINE 2</b>
Serial Number	149998	149999
Total Time	1616	1616
Time Between Overhaul (TBO/TBCI) Hrs	5,000	5,000

**Airframe Modifications**

**Date of Modification:** 10/15/2021

**Modification:** Install GoGo AVANCE L3 Hi Speed Broadband System

**Damage History**

**\*\*\*\*\* No Deregistered Data Found \*\*\*\*\***

**\*\*\*\*\* No Reserved Data Found \*\*\*\*\***

**\*\*\*\*\* No FAA Accidents/Incidents Found \*\*\*\*\***

**\*\*\*\*\* No NTBS Accidents Found \*\*\*\*\***

**\*\*\*\*\* No NTBS Pre 1982 Accidents Found \*\*\*\*\***

**\*\*\*\*\* No SDR's Found \*\*\*\*\***

## Instrumentation



### FEATURES

#### Garmin G3000

##### STANDARD EQUIPMENT

ADS-B Capable

Weather Radar

Terrain Awareness & Warning System

Flight Management System

Traffic Collision Avoidance System

Emergency Locator Transmitter



## AVIONICS

<b>AHRS:</b>	Dual Garmin GRS-79
<b>Avionics Package:</b>	Garmin G3000
<b>Comm Radios:</b>	Dual Garmin GIA-63W
<b>DME:</b>	Collins DME-4000
<b>EFIS:</b>	Garmin GDU-1400 3-tube 14-inch
<b>GPS:</b>	Dual Garmin GIA-63W
<b>Hi Frequency:</b>	Collins HF-9000 (provisions only)
<b>Navigation Radios:</b>	Dual Garmin GIA-63W
<b>Storm scope:</b>	L3 WX-500
<b>TAWS:</b>	Garmin Class B
<b>TCAS:</b>	Garmin GTS-8000 TCAS-II
<b>Transponder:</b>	Dual Garmin GTX-3000
<b>Weather Radar:</b>	Garmin GWX-68

## Aircraft Appraiser's Comments

**CITATION CJ3+ OVERVIEW** The Cessna Citation CJ3+ is a low-wing aircraft with retractable tricycle landing gear and a T tail. A pressurized cabin accommodates a crew of two and up to eight passengers (six is standard). Two Williams International Co., LL (Williams) FJ44-3A Full Authority Digital Engine Controls (FADEC) controlled turbofan engines are pylon-mounted on the rear fuselage. The CJ3+ also incorporates an all-new LED lighting suite allowing for reduced power consumption, reduced weight and a replacement time of 8,000 hours.

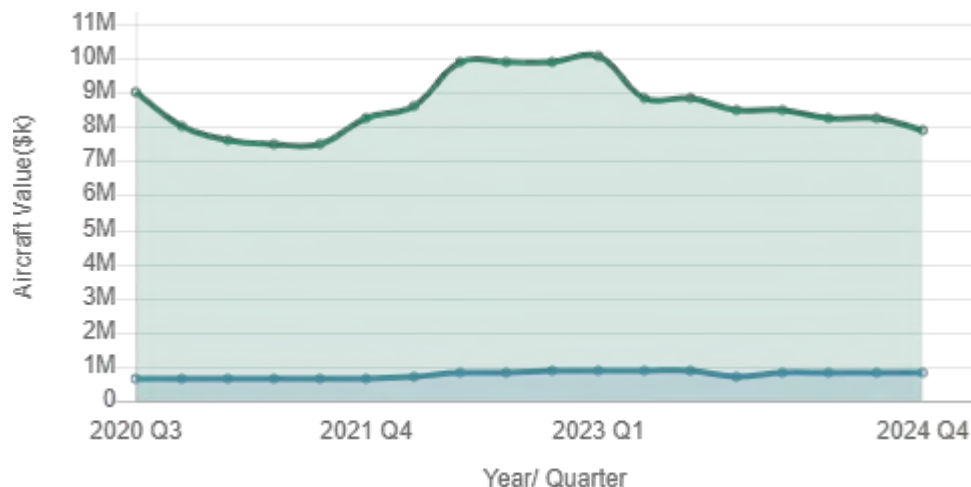
\*\* Research for this aircraft appraisal was compiled from the Professional Aircraft Appraisers Organization (PAAO) database, Aircraft Dealer Network (ADN), Aircraft Bluebook, Aircraft Bluebook, Textron, FAA, Jetnet, information provided by the seller, and many other industry sources.

**The value arrived at is based on the aircraft's use as a personal aircraft transporting passengers, which was the manufacturer's original intent.**

**This aircraft, N10000, was not personally examined on 02/01/2025 by Harry Ingram, a member of the PAAO.**

**The information contained in this report is private, confidential, and may be protected by appraiser/client/work-product privilege. It is intended only for the use of the individual named above and the privileges are not waived by virtue of this having been sent by mail. If the person receiving this report or any other reader of the report is not the named recipient or the employee or agent responsible to deliver it to the named recipient, any use, dissemination, distribution, or copying of the communication is strictly prohibited. If you have received this communication in error, please immediately notify us by return e-mail and/or telephone and then destroy this original report.**

### Retail Price History







## **CERTIFICATE OF VALUATION**

**NO VISUAL INSPECTION OR LOGBOOK ANALYSIS  
WAS PERFORMED FEBRUARY 01, 2025 ON CESSNA N10000**

**IT IS THE OPINION OF THIS APPRAISER THAT THE  
MARKET VALUE OF THE ABOVE AIRCRAFT IS**

**\$ 8,200,000.00**

**EIGHT MILLION TWO HUNDERED THOUSAND DOLLARS**

**THIS VALUATION IS VALID ONLY WHEN  
ACCOMPANIED BY WORK SHEET NUMBER**

**#V20250201N10000**

**HARRY W. INGRAM**  
*Harry Ingram*  
**SENIOR APPRAISER**

## DEFINITIONS\*

**APPRAISAL:** The act or process of developing an opinion of value; an opinion of value.

**APPRAISER:** One who is expected to perform valuation services competently and in a manner that is independent, impartial, and objective.

**ASSUMPTION:** That which is taken to be true.

**CLIENT:** The party or parties who engage, by employment or contract, an appraiser in a specific assignment.

**CONFIDENTIAL INFORMATION:** Information that is either; identified by the client as confidential when providing it to an appraiser and that is not available from any other source; or classified as confidential or private by applicable law or regulation.

**EFFECTIVE DATE:** The specific date that the value(s) contained within a report are valid.

**EXPOSURE TIME:** Estimated length of time that the property interest being appraised would have been offered on the market prior to the hypothetical consumation of a sale at market value on the effective date of the appraisal.

**EXTRAORDINARY ASSUMPTION:** An assumption, directly related to a specific assignment, as of the effective date of the assignment results, which, if found to be false, could alter the appraiser's opinions or conclusions.

**HYPOTHETICAL CONDITION:** A condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results but is used for the purpose of analysis.

**GREEN AIRFRAME VALUE:** A credible value of the basic airframe with no components considered on an aircraft being traded in the retail aircraft market whole and in an airworthy condition or with airworthiness issues that are specified and considered with regards to their effect on value. On some aircraft the Green Airframe Value may be a negative number which signifies that the airframe has less value than the logical sum of its major components.

**INTENDED USE:** The use or uses of an appraiser's reported appraisal or appraisal review assignment opinions and conclusions, as identified by the appraiser based on communication with the client at the time of the assignment.

**INTENDED USER:** The client and any other party as identified, by name or type, as users of the appraisal or appraisal review report by the appraiser on the basis of communication with the client at the time of the assignment.

**MARKET VALUE:** The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is: (1) buyer and seller are typically motivated; (2) both parties are well informed or well advised, and each acting in what he considers his own best interest; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in U. S. dollars or in terms of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

**SCOPE OF WORK:** The type and extent of research and analysis in an valuation or valuation review assignment.

\*Definitions from the 2024-2025 edition of USPAP except the definitions of Market Value, Green Airframe Value, Effective Date, and USPAP Endorsed are from PAAO.

## **Statement of Assumptions and Limiting Conditions**

The information herein has been prepared from many sources and is believed to be correct. AIRCRAFT PRICES does not warrant the accuracy of the source material.

An examination and inventory was not conducted by a physical examination of the external surfaces of the aircraft, cockpit and passenger cabin. It includes an inventory and assessment of the general condition of avionics, instrumentation, and aircraft systems. No inspection plates were removed for internal examination. Further, the logbooks and other records were carefully examined for compliance with FAA regulations relating to damage and maintenance history, along with other required inspections.

All opinions of value presented in this report are the appraiser's professional opinion.

No equipment was operated nor was any power applied to the aircraft by the appraiser.

### **The following extraordinary assumptions were made:**

1. All aircraft records were assumed to be authentic and unaltered unless specific comments indicate otherwise. Signatures attesting to, and inspections detailed therein, were assumed to be entered by persons designated and appropriately licensed to make such entries.
2. The subject aircraft is assumed to be airworthy to FAA standards and capable of being operated and flown on the effective date of the report under FAR Parts 91, 121, or 135 unless the appraiser has reason to believe that it is not. In that case an explanation is included within the report.
3. AD compliance was attested to by referencing the date of the last annual inspection or other appropriate inspections.
4. Components that were removed from the aircraft at the time of the appraisal will be reinstalled and in airworthy condition.

### **No hypothetical conclusions were made within this report.**

The appraiser hereby certifies that he has no personal interest in the aircraft identified in this appraisal, nor any bias toward any of the parties who may be involved in the resulting transaction coincident to this report. The appraiser's fee is not contingent upon a predetermined value being reported or a percentage of the value being reported.

All values expressed in this report are in U.S. Dollars unless otherwise stated.

The effective date of this report is 2/01/2025. The report was completed on 2/01/2025.

The appraiser is not responsible for the source material used in this report. The material was supplied by the client, aircraft owner, operator, or some other person familiar with the aircraft. Chain of custody through the life of the aircraft has not been established. Therefore, the party supplying the records has full responsibility for their content.

The writer of this report reserves the right to recall all copies of this report to correct any omission or error.

In the event of error or omission, the liability of AIRCRAFT PRICES, if any, is limited and may not, in any event, exceed the amount paid for the appraisal. Further, AIRCRAFT PRICES accepts no responsibility for the usage of this report unless signed by an officer of the company.

*Harry Ingram*  
\_\_\_\_\_  
**Harry Ingram, PAAO**  
*Senior Certified Aircraft Appraiser*

**\*COMPLETE FAA AIRWORTHINESS AND REGISTRATION FILES  
INCLUDED WITH REPORT**

**BEST VALUE OF ANY AIRCRAFT VALUATION SERVICE**

**ONLY \$350.00 DOLLARS**

**NEVER PAY TOO MUCH!**

**FOR CERTIFIED ON-SITE (USPAP) AIRCRAFT APPRAISALS  
SEE AEROMAX, USA**