



TBM 700/850 Newsletter

November 2008

Welcome to our bimonthly update of the Socata TBM 700/850 market. During the previous two months the following TBM's have been sold:

YR.	S/N	MDL	A/F	ENG	EFIS	MFD	GPS	R/D	Wx	P	I	DH	RVSM	Price
1997	118	"A"	2,321	904 SHS	Yes	Yes	Garmin 530/430	Yes	Yes	7	7	No	No	\$1.525
2000	161	"B"	1,850	50 SHS	Sandel	Yes	Garmin 530/430	Yes	Yes	7	7	No	No	\$1.700
2001	178	"B"	900	900	Yes	Yes	Garmin 530s	Yes	No	8	8	No	No	\$1.750
2004	286	"C2"	1,100	1,100	Yes	Yes	Garmin 530s	Yes	Yes	8	8	No	Yes	\$1.875
2004	289	"C2"	900	100 SHS	Yes	Yes	Garmin 530s	Yes	Yes	8	8	No	Yes	\$2.300*
2004	304	"C2"	1208	1208	Yes	Yes	Garmin 530W's	Yes	Yes	8	8	No	No	\$2.000
2005	323	"C2"	1163	1163	Yes	Yes	Garmin 530s	Yes	Yes	9	9	No	Yes	\$2.200

Legend:

S/N = Serial Number	R/D = Radar	P/S = Prop Strike
A/F = Airframe Hours	P = Paint	T/T = Traffic & Terrain
ENG = Engine Hours	I = Interior	GMX = GMX-200
MDL = Model	DH = Damage History	↑ = Price Increased
S/S = Stormscope	Air = Freon Air	↓ = Price Reduced
MFD = Multifunction Display	Wx = Weather Uplink	+ = New to Market
* = Asking Price at time of Sale		

The following TBM 700's are currently for sale:

MODEL YEAR	SERIAL NUMBER	TTSN	FEATURES	ASKING PRICE
<u>TBM</u>	<u>700A</u>		<u>Small door</u>	
1991	002	2,400	Garmin 530, KMD 850 MFD, T/T, GTX-330, P&I 2004	\$1,560,000
1991	013	2,665	Dual Garmin 530's, GMX-200 MFD, WX-1000, Freon	\$1,550,000
1991	019	3,197	115 SOH, EFIS, KLN-90B, New P&I 2003, Oxy system	\$1,650,000+
1991	022	2,442	610 SHS, Dual Garmin GNS-480, GMX-200 MFD, TAS	\$1,500,000
1991	025	2,988	EFIS, Dual Garmin 530s, GMX-200 w/charts, Skywatch	\$1,599,000+
1992	053	2,472	EFIS, Dual Garmin 530's, GTX-300, WX-500, TAWS	\$1,495,000*
1992	063	3,092	2,831 Engine, KLN-90, GTX-330, No EFIS or Freon Air	\$1,380,000
1993	067	3,250	250 SMOH, Garmin 430, Ryan TCAD, WX-1000, NDH	\$1,599,000*
1993	069	1,695	255 SHS, non-EFIS, KLN-90, WX-1000, New P&I 2005	\$1,475,000
1993	091	1,451	26 SHS, Dual Garmin 530w, Skywatch, Dual GTX-327	\$1,545,000
1995	098	2,370	EFIS, Garmin 530/430, GMX-200, No A/C, damage	\$1,675,000

1997	123	2,200	EFIS, GMX-200 MFD, Garmin 530/430, Propeller Strike	\$1,625,000
1998	124	1,475	EFIS, Dual Garmin 530s, KMD-850 MFD, KDR-510 Wx	\$1,750,000
1998	132	1,450	Engine on ESP Gold, EFIS, Dual KLN-90B GPS, MX-20	\$1,525,000↓
1999	141	1,950	EFIS, KMD-850 MFD, KDR-510 Wx, KLN-90B, NDH	\$1,625,000↓
<u>TBM</u>	<u>700B</u>		<u>Large door</u>	
1999	150	1,900	EFIS, Garmin 430, GMX-200 MFD, KLN-90B, Skywatch	\$1,750,000+
1999	152	720	EFIS, Garmin 530/430, GAD 42 roll steer, Skywatch HP	\$1,750,000
1999	153	1,000	EFIS, Argus 7000CE map, KLN-90B, WSI Wx, NDH	\$1,799,000
1999	154	1,390	EFIS, Garmin 530/430, GMX-200, GDL-69A, GTX-330	\$1,675,000+
1999	155	1,832	101 SHS, KMD-850 w/EGPWS/Terrain, Skywatch, Wx	\$1,700,000+
2000	164	1,490	EFIS, Dual Garmin 430's, KMD-850 MFD, EGPWS, S/S	\$1,895,000
2000	166	1,650	EFIS, KLN-90B, RDR-2000, Freon Air, No Damage	\$1,765,000
2001	182	876	1-owner, EFIS, Dual Garmin 530s, GMX-200, RVSM	\$1,900,000
2001	193	935	EFIS, Garmin 530/430, IHAS8000 T/T, Skywatch TCAD	\$1,925,000+
2002	216	1,385	1-owner, EFIS, Dual Garmin 530s, KMD-850 MFD, T/T	\$1,865,000
2002	219	1,240	EFIS, Garmin 530/430, KMD-850 MFD, Skywatch, S/S	\$1,750,000↓
2002	222	850	EFIS, Dual Garmin 530s, KMD-850 MFD, RVSM	\$1,950,000
2002	223	1,040	EFIS, Dual Garmin 530s, KMD-850 MFD, EGPWS, Wx	\$1,870,000↓*
2002	232	910	EFIS, RVSM, IHAS-8000 w/T/T, KLN-90B, S/S, NDH	\$1,925,000
2002	235	1,870	EFIS, Dual Garmin 530's, KMD-850 MFD, Skywatch	\$1,695,000↓
2002	238	850	EFIS, Garmin 530W's, KMD-850, EGPWS, WX-500	\$1,875,000+
2002	241	1,105	RVSM, EFIS, Dual Garmin 530w, GMX-200, Like New	\$1,830,000↓
<u>TBM</u>	<u>700C2</u>		<u>Increased Gross Weight – 7,430 lbs MRAMP</u>	
2003	258	925	EFIS, Dual Garmin 530s, KMD-850, Skywatch, RVSM	\$2,300,000+
2003	259	1,500	EFIS, Dual Garmin 530's, GMX-200 MFD, GTX-327	\$2,200,000
2003	261	410	EFIS, Dual Garmin 530, IHAS-8000, Air, Dual GTX-327	\$2,350,000
2004	274	830	EFIS, Dual Garmin 530s, KMD-850 MFD, T/T, WX-500	\$2,275,000
2004	275	640	EFIS, Dual Garmin 530s, KMD-850 MFD, S/S, Skywatch	\$2,350,000
2004	278	840	EFIS, Dual Garmin 530s, IHAS-8000, KDR-510, NDH	\$2,150,000
2004	285	990	EFIS, Dual Garmin 530, Pilot Door, EX-500 w/chartview	\$2,250,000
2004	292	640	EFIS, Dual Garmin 530s, KMD-850, WX-500, RVSM	\$2,365,000
2004	298	850	EFIS, Dual Garmin 530s, GMX-200, WX-500, RVSM	\$2,300,000
2004	300	435	EFIS, RVSM, Pilot Door, Dual Garmin 530s, IHAS-8000	\$2,450,000
2004	306	780	Pilot Door, EFIS, Dual Garmin 530s, Skywatch, TAWS	\$2,300,000
2005	310	500	EFIS, Dual Garmin 530s, IHAS-8000, GTX 327/330	\$2,200,000
2005	314	418	RVSM, EFIS, Dual Garmin 530s, KMD-850, WX-500	\$2,450,000+
2005	315	700	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, S/S	\$2,395,000
2005	318	285	EFIS, Dual Garmin 530s, IHAS-8000, RVSM, S/S, NDH	\$2,395,000
2006	335	400	Pilot Door, RVSM, EFIS, Dual Garmin 530s, GMX-200	\$2,450,000
<u>TBM</u>	<u>850</u>		<u>Increased Performance - 315 to 320 KIAS</u>	
2006	0351	559	Dual Garmin 530s, IHAS-8000, Traffic/Terrain, RVSM	\$2,495,000↓
2006	0356	488	Dual Garmin 530s, GMX-200 MFD, Skywatch, GTX-327	\$2,550,000
2006	0358	425	Pilot Door, Dual Garmin 530s, GMX-200, Traffic/Terrain	\$2,735,000
2006	0364	600	Pilot Door, EFIS, Dual Garmin 530's, RVSM, GDL-69A	\$2,495,000↓
2007	0381	330	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,675,000
2007	0389	435	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,650,000+
2007	0393	450	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,695,000+
2007	0397	440	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,695,000+

2007	0400	275	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,495,000↓
2007	0403	180	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,750,000

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The following information was provided courtesy of
 Carl Janssens, ASA | Aircraft Bluebook — Price Digest

PRE-OWNED AIRCRAFT SALES SEARCH FOR STABILITY IN FAILING ECONOMY
Vol. 20, No. 43 | Nov. 25, 2008 |

The end of the third quarter of 2008 brought havoc and chaos to our national and global economies. Consider the devastation of a violent act of Mother Nature. Everything in the radius of destruction gets annihilated, without concern for good or bad, passive or active, aware or unaware. Corporate aircraft sales could not dodge the violence of the economic meltdown. In the wake of economic failure, the aircraft market is searching for stability. Although everyone is quick to blame the other guy, the bottom line is that America has been victimized again by its own mediocrity whether because of greed, Fannie Mae and Freddie Mac’s version of social justice, or, well, whatever. At the core of this current crisis is the failure to coordinate and effectively execute economic intelligence and data that would otherwise protect and promote the economic environment. A three-dimensional level of communications is lacking. Alan Greenspan, former U.S. Federal Reserve Board chairman, had a talent for getting information to flow across the board. He taught his organization to acquire economic data and to effectively analyze, communicate and execute it. The actions of the Federal Reserve protected the U.S. economy and allowed it to flourish during his nearly 20 years of leadership. Communications can only be effective when the appropriate action is taken. Action needs leadership. Leadership is only as good as the information on which it operates. The human element will always inspire or slumber or, said in another way, provide charisma or mediocrity as the catalyst for action.

Jet

Bluebook-at-a-glance
 Increased – 0
 Decreased – 795
 Stable – 24

Nearly all of the jet aircraft tracked in Aircraft Bluebook experienced a decline in value ranging from 7 percent to nearly 20 percent when compared to the previous quarter. As expected, aging aircraft were responsible for the more significant declines in value.

Turboprop

Bluebook-at-a-glance
 Increased – 20
 Decreased – 351
 Stable – 247

There was some good news for the turboprop segment. With a tight inventory of available equipped DeHavilland Twin Otters in the current market, values for these aircraft have increased. Ag turboprop aircraft were mostly responsible for reporting stable values when compared to the previous quarter. The remainder of the aircraft in this category averaged 8 percent decreases in value.

Multi

Bluebook-at-a-glance

Increased – 0

Decreased – 488

Stable – 182

Multi piston engine aircraft, though suffering from the negative effects of the economy, did not suffer as much in the loss column when compared to last quarter. Losses were closer to the 5 percent range, generally speaking.

Single

Bluebook-at-a-glance

Increased – 112

Decreased – 1120

Stable – 1197


The single engine market has also felt the brakes on the economy. Sales nearly came to a full stop after the economic curtain fell in September. Again, the ag planes experienced modest gains from the previous quarter. Aircraft with unchanged values were in the \$100,000 range or less. For the most part, decreases in value were minimal when compared to other aircraft market segments.

Please take a moment to visit our website at www.caijets.com to learn more about the TBM and view the following TBM's and our other aircraft inventory we have exclusively available for sale.

		Price:
• 1992 Socata TBM 700A	S/N 053	\$1,495,000
• 1992 Socata TBM 700A	S/N 067	\$1,599,000
• 2002 Socata TBM 700B	S/N 223	\$1,870,000
• 2004 Socata TBM 700C2	S/N 304	SOLD!
• 2008 King Air B200GT	S/N BY-48	\$5,595,000
• 2008 Pilatus PC-12NG	Delivers Now	\$4,295,000
• 2009 Pilatus PC-12NG	4 th Quarter	\$200,000 Premium
• 2009 Citation Mustang	4 th Quarter	No Premium

If you know of someone who is interested in receiving our newsletter please have him or her sign up by visiting our website at www.caijets.com or send an email to jp@caijets.com. If you are ready to take the next step to purchase a TBM 700/850 please let us know. We can offer attractive financing packages and have the ability to take trades. We look forward to hearing how we can be of assistance.

Thank you,



James P. Hanley
President

If you would like to be removed from our newsletter please email jp@caijets.com with "remove" in the subject line