



TBM 700/850 Newsletter

September 2007

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
1992	046	"A"	1,412	178 SHS	Yes	Yes	Garmin 530/430	Yes	Yes	8+	8+	No	No	\$1.500
1997	123	"A"	2,150	935 SHS	Yes	No	KLN-90B	Yes	No	7	7	No	No	\$1.575
1999	144	"A"	1,770	"0" SHS	Yes	No	Garmin 530/430	Yes	No	7	7	No	No	\$1.550
2000	171	"B"	690	700	Yes	Yes	KLN-90B	Yes	No	7	7	No	No	\$1.850
2001	214	"B"	755	755	Yes	Yes	Garmin 530s	Yes	No	8	8	No	No	\$1.800
2003	254	"C2"	610	610	Yes	Yes	Garmin 530s	Yes	No	9	9	Yes	No	\$2.150
2005	319	"C2"	330	330	Yes	Yes	Garmin 530	Yes	Yes	9	9	No	Yes	\$2.350

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	↑ = Price Increased
MDL = Model	DH = Damage History	↓ = Price Reduced
S/S = Stormscope	Air = Freon Air	+ = New to Market
MFD = Multifunction Display	Wx = Weather Uplink	

The following TBM 700's are currently for sale:

MODEL YEAR	SERIAL NUMBER	TTSN	FEATURES	ASKING PRICE
TBM	700A		Small door	
1990	001	3,542	558 SMOH, Garmin 530/430, WX-1000, New P&I 2006	\$1,295,000
1991	004	2,088	Garmin 530/430 w/ TWAS, Sandel EHSI, Damage	\$1,425,000
1991	009	2,989	678 SMOH, Garmin 530s, EHSI Ryan 9900, GDL-69A	\$1,400,000↓*
1992	053	2,245	EFIS, Dual Garmin 530's, GTX-300, WX-500, TAWS	\$1,575,000+
1992	063	2,958	2,696 Engine, KLN-90, GTX-330, No EFIS or Freon Air	\$1,380,000
1993	069	1,695	255 SHS, non-EFIS, KLN-90, WX-1000, New P&I 2005	\$1,475,000+
1993	089	2,950	EFIS, KMD-850 w/Traffic & Terrain, New P&I 2002	\$1,435,000
1994	096	953	Very low time, 1 owner, GNS-530, Argus 700CE Map	\$1,600,000
TBM	700B		Large door	
1999	137	650	1 owner, EFIS, Skywatch TCAD, MX-20 MFD, GPS, Air	\$1,895,000↓

1999	153	900	EFIS, KLN-90B, Argus 7000CE m/map, WX-1000 S/S	\$1,840,000
2000	166	1,565	EFIS, KLN-90B, RDR-2000, Freon Air, No Damage	\$1,895,000
2000	169	1,234	EFIS, Garmin 530/430, WX-1000E, ETM, Air, Radar	\$1,800,000
2002	226	951	EFIS, Dual Garmin 530's, IHAS-8000, Excellent P&I	\$1,985,000
2002	237	970	EFIS, KMD-850, EGPWS, TCAS, KLN-90B, Freon Air	\$1,985,000
2002	239	1,385	EFIS, Dual Garmin 530, KMD-850 MFD, EGPWS, NDH	\$1,950,000*
2002	242	495	EFIS, Dual Garmin 530's, KMD-850 MFD, EGPWS	\$1,950,000
<u>TBM</u>	<u>700C2</u>		<u>Increased Gross Weight – 7,430 lbs MRAMP</u>	
2003	261	410	EFIS, Dual Garmin 530, IHAS-8000, Air, Dual GTX-327	\$2,350,000
2003	273	1,350	EFIS, Dual Garmin 530, IHAS-8000, Roll Steering, ETM	\$2,250,000
2003	274	680	EFIS, Dual Garmin 530s, KMD-850, TAWS, WX-500	\$2,350,000
2004	289	712	EFIS, Dual Garmin 530s, KMD-850 MFD, Skywatch HP	\$2,400,000
2004	290	737	EFIS, Dual Garmin 530s, IHAS-8000, RVSM, ETM, S/S	\$2,375,000
2005	310	450	EFIS, Dual Garmin 530s, IHAS-8000, GTX 327/330	\$2,300,000
2006	340	940	EFIS, RVSM Dual Garmin 530's, IHAS-8000, WX-500	\$2,390,000+
<u>TBM</u>	<u>850</u>		<u>Increased Performance - 315 to 320 KIAS</u>	
2006	0356	343	EFIS, Dual Garmin 530, GMX-200 MFD, T/T, RVSM	\$2,750,000+
2006	0386	172	EFIS, Dual Garmin 530, GMX-200 MFD, T/T, RVSM	\$2,795,000+

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The announcement has finally been made at the NBAA convention that the 2008 TBM 850's will come equipped with the Garmin G-1000 glass panel.

The following information is from Garmin's website:

Now this simplifies everything. Garmin's G1000 is an all-glass avionics suite for OEM aircraft. It is a seamlessly integrated package that makes flight information easier to scan and process. G1000's revolutionary design brings new levels of situational awareness, simplicity and safety to the cockpit.

Integrate Your Cockpit

G1000 puts a wealth of flight-critical data at your fingertips. Its glass flightdeck presents flight instrumentation, navigation, weather, terrain, traffic and engine data on large-format, high-resolution displays.



Customize Your Display

Featuring a flexible design, G1000 adapts to a broad range of aircraft models. It can be configured as a two-display or three-display system, with a choice of 10- or 12 inch flat-panel LCDs interchangeable for use as either a primary flight display (PFD) or multi-function display (MFD). An optional 15-inch screen is also available for even larger format MFD configurations.

Enjoy Advanced AHRS Architecture

G1000 replaces traditional mechanical gyroscopic flight instruments with Garmin's super reliable GRS77 Attitude and Heading Reference System (AHRS). AHRS provides accurate, digital output and referencing of your aircraft position, rate, vector and acceleration data. It's even able to restart and properly reference itself while your aircraft is moving.

Put It on Autopilot

G1000 also includes the GFC 700, the first entirely new autopilot designed and certified for the 21st century. The GFC 700 is capable of using all data available to G1000 to navigate, including the ability to maintain airspeed references and optimize performance over the entire airspeed envelope.

Enhance Situational Awareness

G1000 seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. A Jeppesen® database supports onscreen navigation, communication and mapping functions. For safer arrivals and departures, optional ChartView™ — available through Jeppesen's JeppView™ subscription service — lets you overlay your aircraft's position on the electronic approach chart to provide a visual crosscheck. Using information from the built-in terrain and U.S. obstacles databases, G1000 displays color coding to graphically alert you when proximity conflicts loom ahead. In addition, you can augment G1000 with optional Class-B Terrain Awareness and Warning System (TAWS) for an extra margin of safety in the air.

View your position on taxiways with SafeTaxi™, a built-in database of over 650 U.S. airport diagrams. Optional FliteCharts™, an electronic version of the National Aeronautical Chart Office (NACO) U.S. Terminal Procedures Publication, lets you quickly find and view all NACO Departure Procedures (DP), Standard Terminal Arrival Routes (STARs), approach charts and airport diagrams on the MFD.

Add Weather, Radio and Traffic

With an optional subscription to XM WX Satellite Weather™ and the addition of the [GDL 69 or 69A](#) data link receiver, you'll have access to up-to-the-minute, high resolution weather for the U.S., right in the cockpit. Weather information includes NEXRAD, METARs, TAFs, Lightning and more and can be laid directly over Jeppesen and topographic map databases. Add a Garmin Mode S transponder, and the G1000 will also display Traffic Information Services (TIS) alerts that identify surrounding air traffic. For the best in "scan-your-own" weather analysis, the G1000 can be interfaced with Garmin's [GWX 68](#)™ digital color radar. At 6.5 kilowatts, it packs the power to penetrate serious weather.

Garmin and Socata Aircraft are working together to come up with a cost effective solution to retrofit older TBM's with the Garmin G600 system. This will give TBM "A", "B", "C2" and "850" owners the ability to upgrade to a glass panel giving state of the art technology to the entire fleet of TBM aircraft.

Please take a moment to visit our website at www.cajjets.com to learn more about the TBM and view the following TBM's we have for sale.

- | | <u>Price:</u> |
|---------------------------------|----------------------|
| • 1991 Socata TBM 700A, S/N 009 | \$1.400 |
| • 2002 Socata TBM 700B, S/N 239 | \$1.950 |

If you know of someone who is interested in receiving our newsletter please have him or her signup by visiting our website at www.cajjets.com or send an email to jp@cajjets.com. If you are ready to take the next step to purchase a TBM 700 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

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