


MARKETLINE

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NEWSLETTER

Biz Aircraft Market Recovering Despite Economic Woes

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Aircraft Bluebook – Price Digest 

News networks these days have few positive perceptions when reporting on the U.S. economic recovery. Stories cite home foreclosures, a lack of jobs and the price of gas as prospective signs of a weak economy.

While doubts persist about the United States in an economic recovery, the business aviation sector is not following suit. For instance, late-model, large-cabin, long-range aircraft are selling at or above values published in the Aircraft Bluebook.

While North American business aircraft transactions have been lackluster, increasing sales on other continents are supporting the overall business aircraft market. Whatever the reason, inventories for late-model aircraft for sale continue to shrink. This can be interpreted as an indication of values held in check.

New aircraft models designed and equipped with the latest technology are breathing new life into the industry. Legacy aircraft, on the other hand, will never experience an economic comeback. Darwin’s “survival of the fittest” affects business aircraft, too.

While the U.S. economy still struggles to make a better comeback, business aviation has wheels in the well for the long haul.

Jet

Bluebook-at-a-glance

<i>Increased</i>	41
<i>Decreased</i>	298
<i>Stable</i>	583

Lear 35s are now being reported with MSP, and values trended upward due to the re-

ported equipped price in Bluebook. Late-model Bombardier Global XRSes gained value by \$1 million when compared to the previous quarter.

Turboprop

Bluebook-at-a-glance

<i>Increased</i>	1
<i>Decreased</i>	93
<i>Stable</i>	511

Like the rest of the industry, turboprops continued to demonstrate some good signs of stability. Payload, range and cost of operation will be key factors to watch. As competition for commodities becomes more aggressive on a global level, bringing new services to remote regions of the world will also play a role in continued stability in this market segment.

Multi

Bluebook-at-a-glance

<i>Increased</i>	10
<i>Decreased</i>	32
<i>Stable</i>	616

Single

Bluebook-at-a-glance

<i>Increased</i>	148
<i>Decreased</i>	335
<i>Stable</i>	2056

The multi and single markets are some of the best indicators of stability.

A majority of these aircraft are represented by personal acquisition. Buyers and sellers

agree on price, and financial institutions fund these transactions.

Helicopter

Bluebook-at-a-glance

Increased..... 69

Decreased 122

Stable 865

The Robinson R44 and R22 gained slightly in value when compared to the previous quarter. The majority of models remained stable for another quarter.

Aircraft Bluebook – Price Digest here for you

Please contact Aircraft Bluebook if you have any specific concern in a particular aircraft market. We will be happy to share with you the most up-to-date information available for your market segment. Call us toll-free at 877-531-1450 or direct at 913-967-1913.



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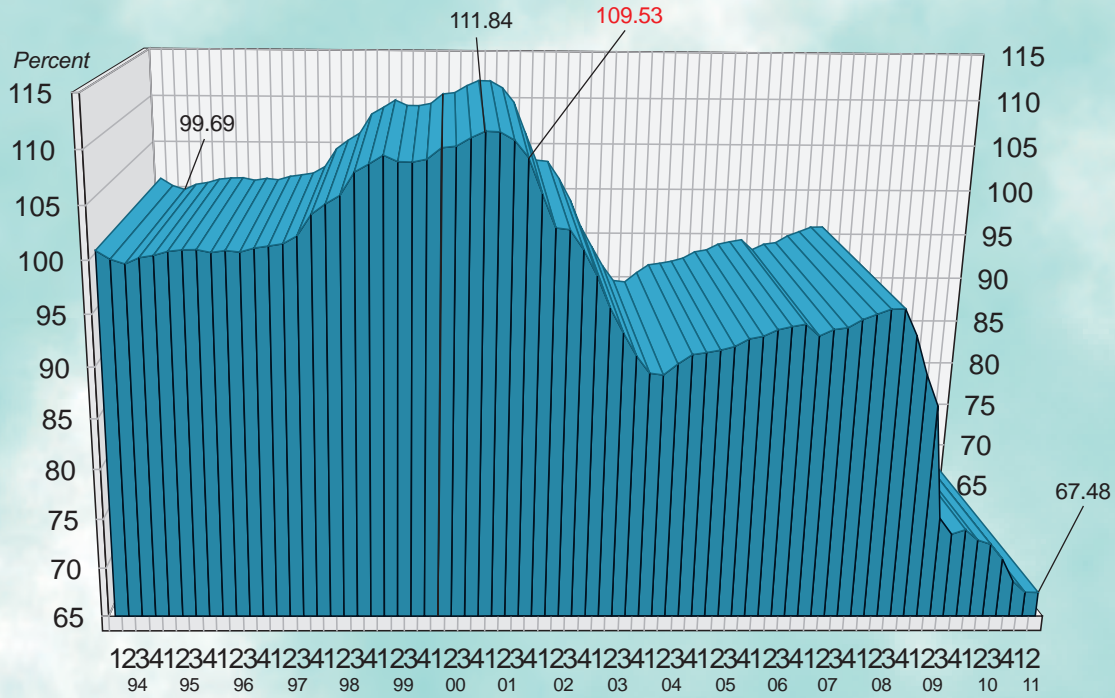
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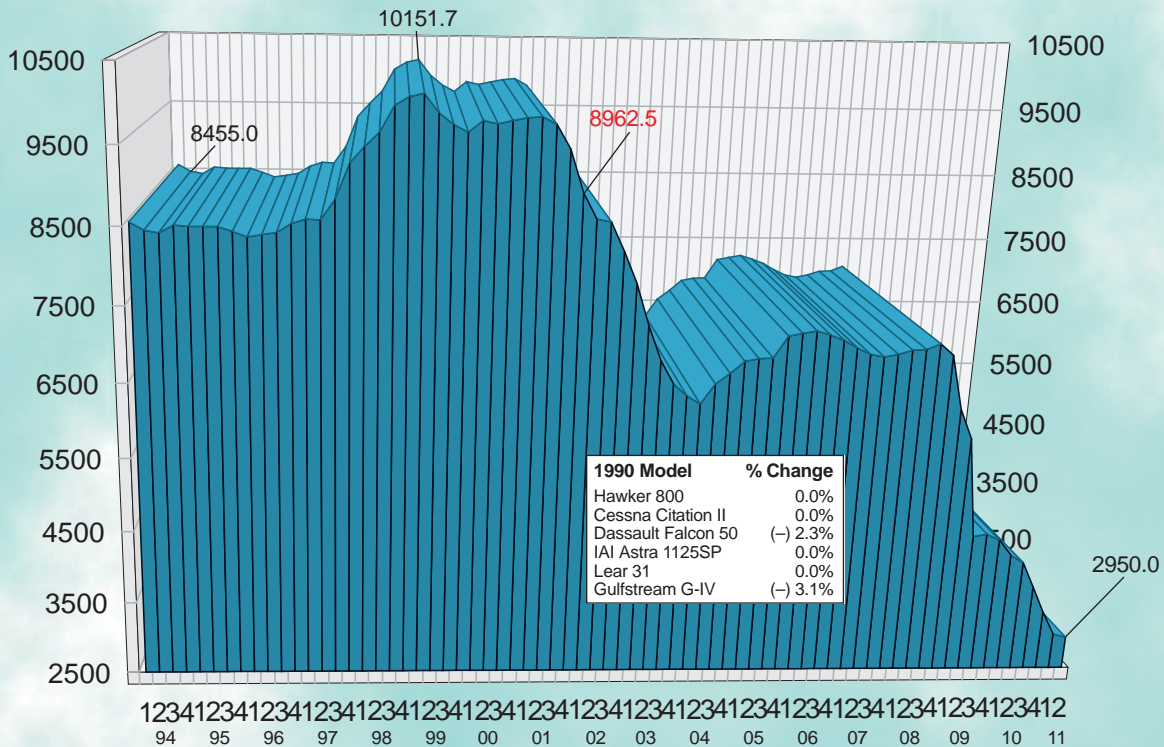
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USED AIRCRAFT MARKET VALUE



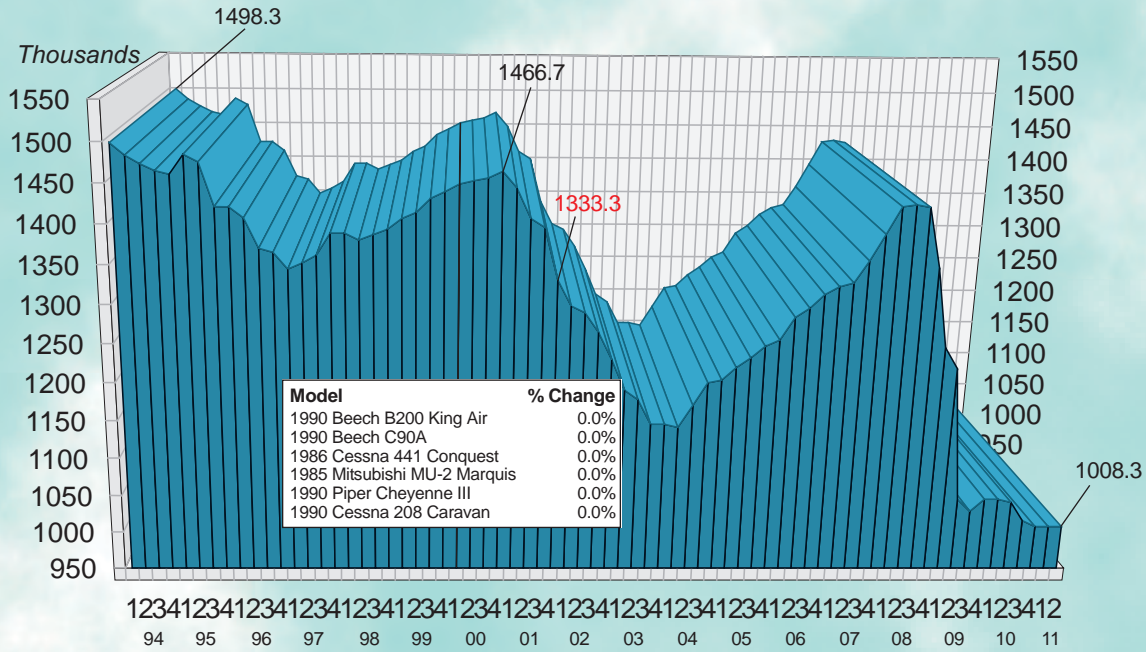
Used Aircraft Market. This chart displays each model's quarterly value in relationship to its average equipped price at the inception of the aircraft. The study begins in the Spring quarter of 1994 and includes the Jet, Turboprop, Multi, Piston and Helicopter. For all charts, the red number indicates the first reporting date after 9-11.

JET



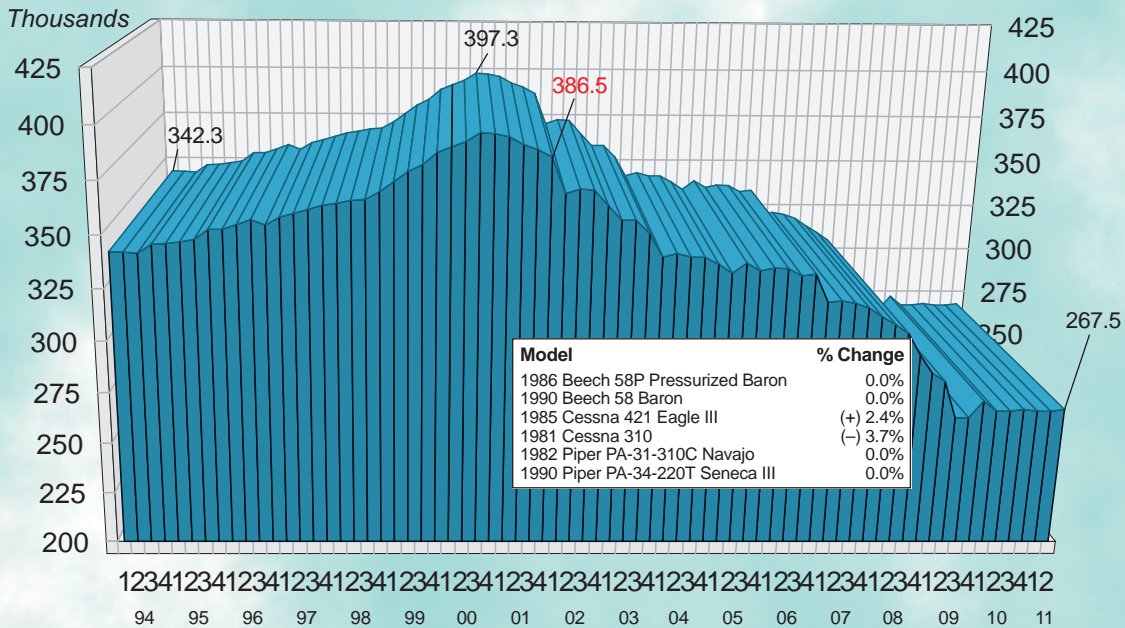
Jet. The jet chart depicts the average price (in thousands) of the six 1990 jets listed in the box.

TURBOPROP

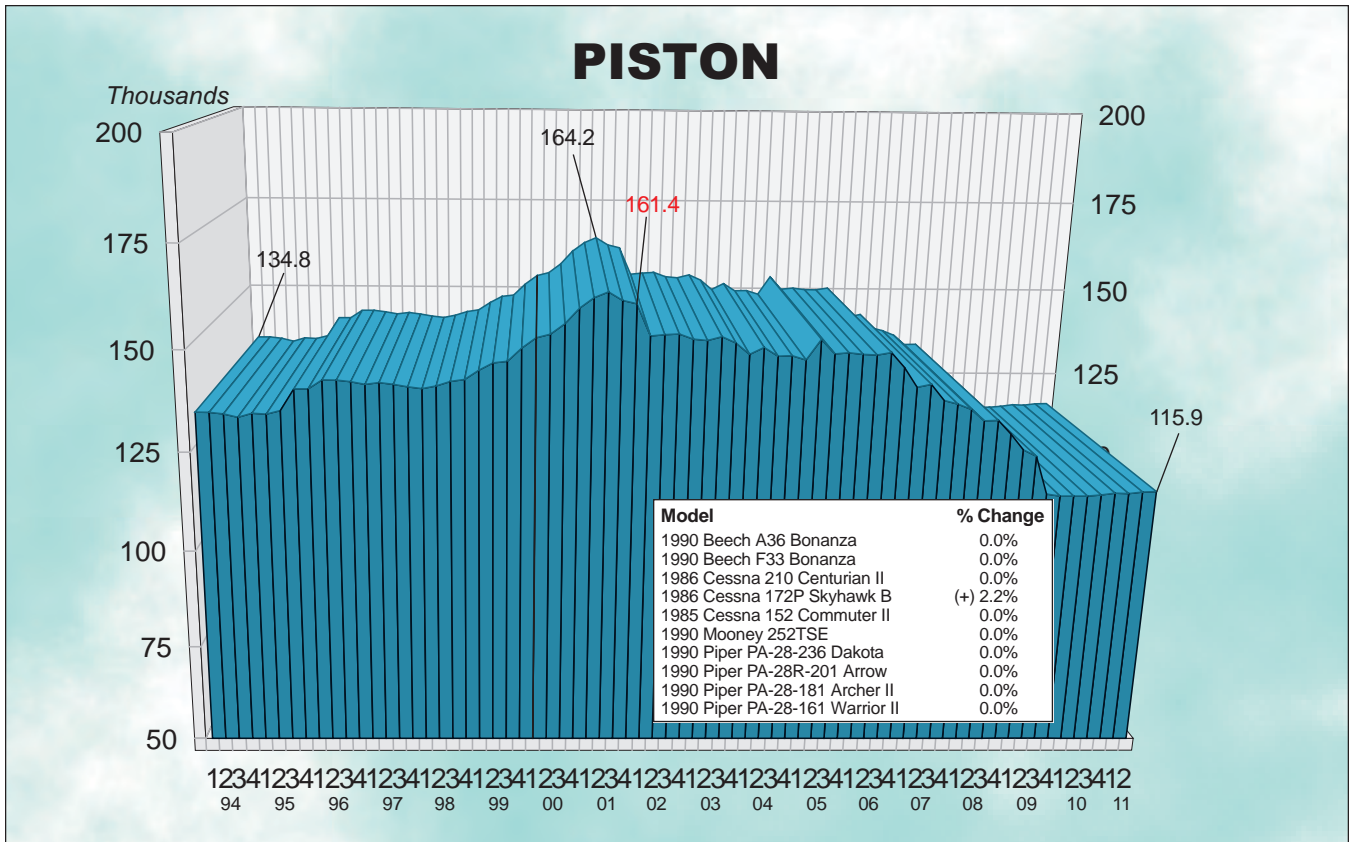


Turboprop. The turboprop chart depicts the average price (in thousands) of a 1985, 1986 and four 1990 turboprops listed in the box.

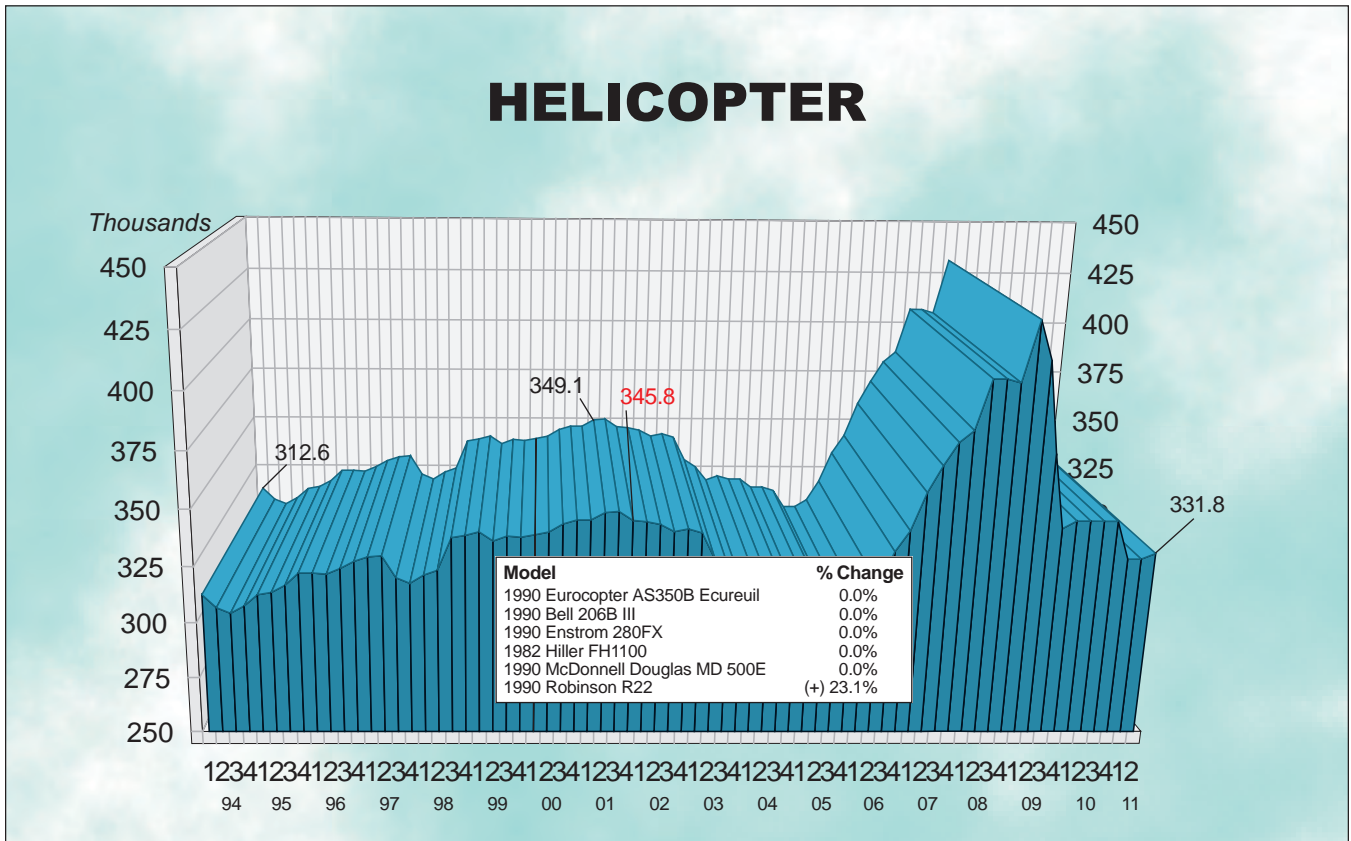
MULTI



Multi. The multi chart depicts the average price (in thousands) of the six multi models listed in the box. Each model's year will precede the name of the aircraft.

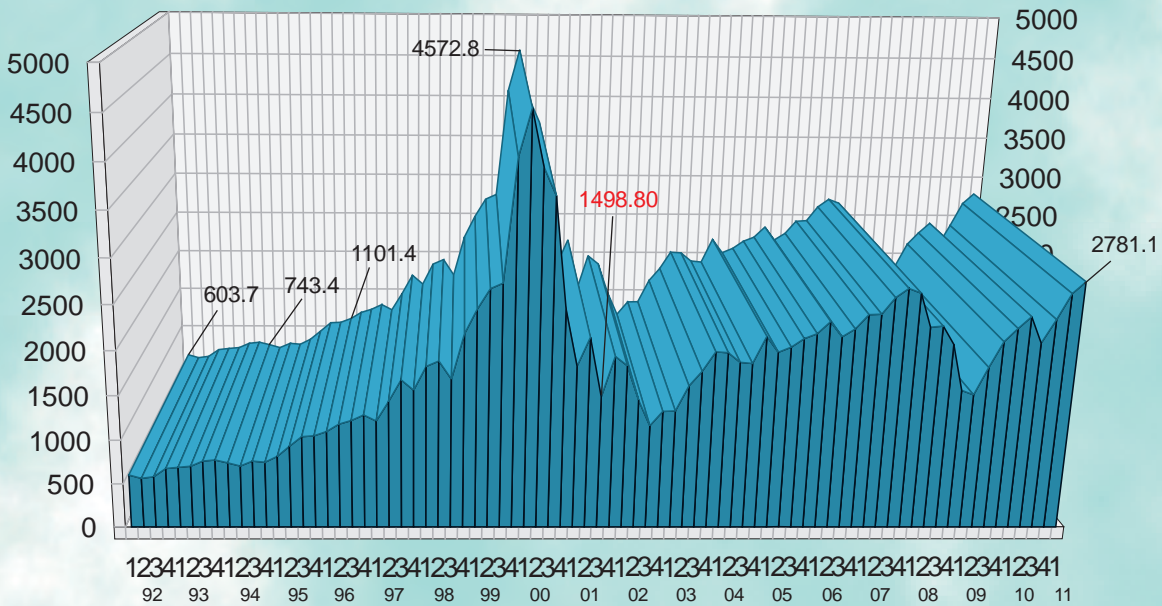


Piston. The piston chart depicts the average price (in thousands) of the 10 pistons listed in the box. Each model's year will precede the name of the aircraft.



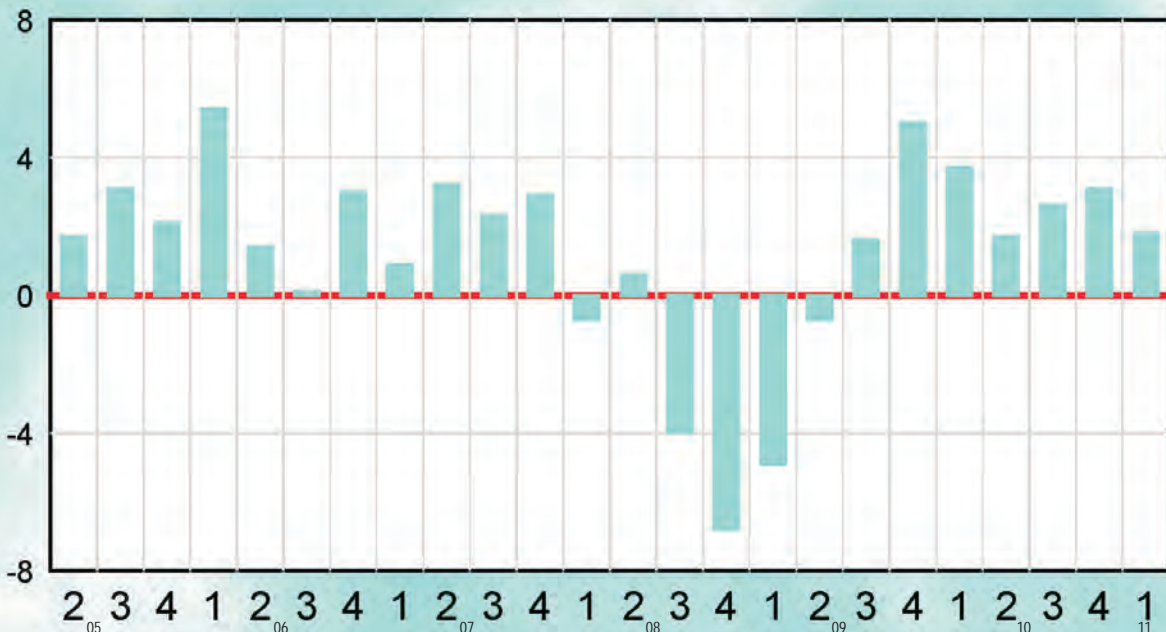
Helicopter. The helicopter chart depicts the average price (in thousands) of the six helicopters listed in the box. Each model's year will precede the name of the aircraft.

NASDAQ



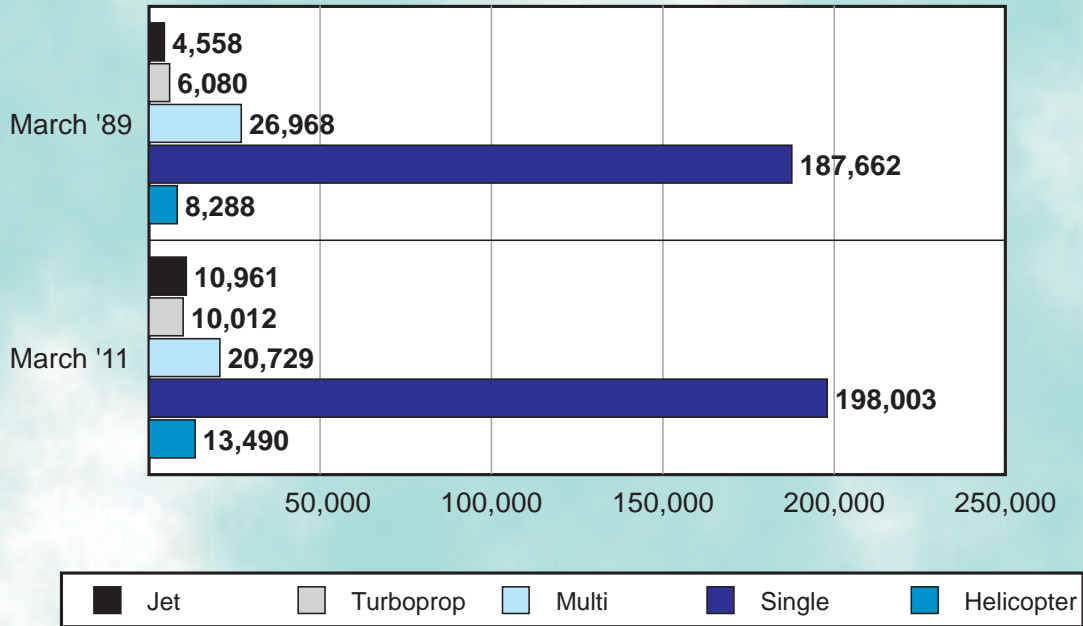
NASDAQ: This ratio scale chart depicts the change for the NASDAQ daily average from quarter to quarter beginning at the end of the first quarter of 1992. Each data point represents the closing daily average on the last trading day of each quarter. This study originates in the first quarter of 1971.

U.S. REAL GROSS DOMESTIC PRODUCT



U.S. Real Gross Domestic Product: This graph represents real gross domestic product measured by the U.S. Bureau of Economic Analysis. Each data point represents the BEA's final figure or latest estimate of the quarter-to-quarter seasonally adjusted annual rates of change in real GDP "based on chained 2005 dollars." The study begins with the second quarter in 2005.

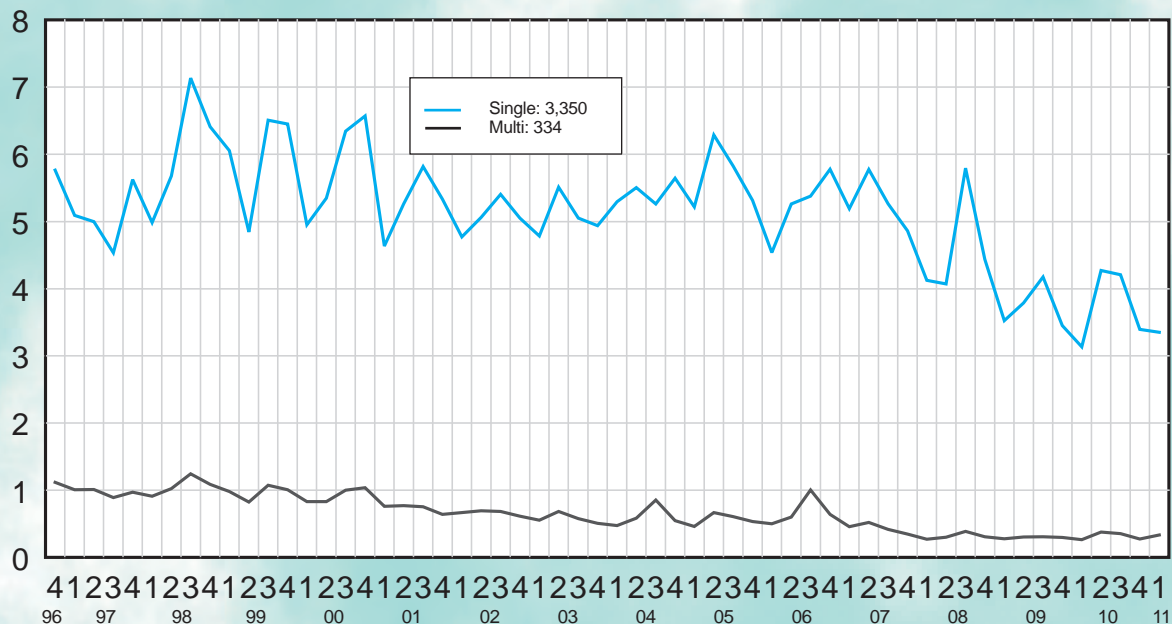
AIRCRAFT ON REGISTRY



Aircraft on Registry. The Aircraft on Registry chart depicts the number of aircraft reported in Aircraft Bluebook which are listed on FAA records and considered to be in the U.S. inventory.

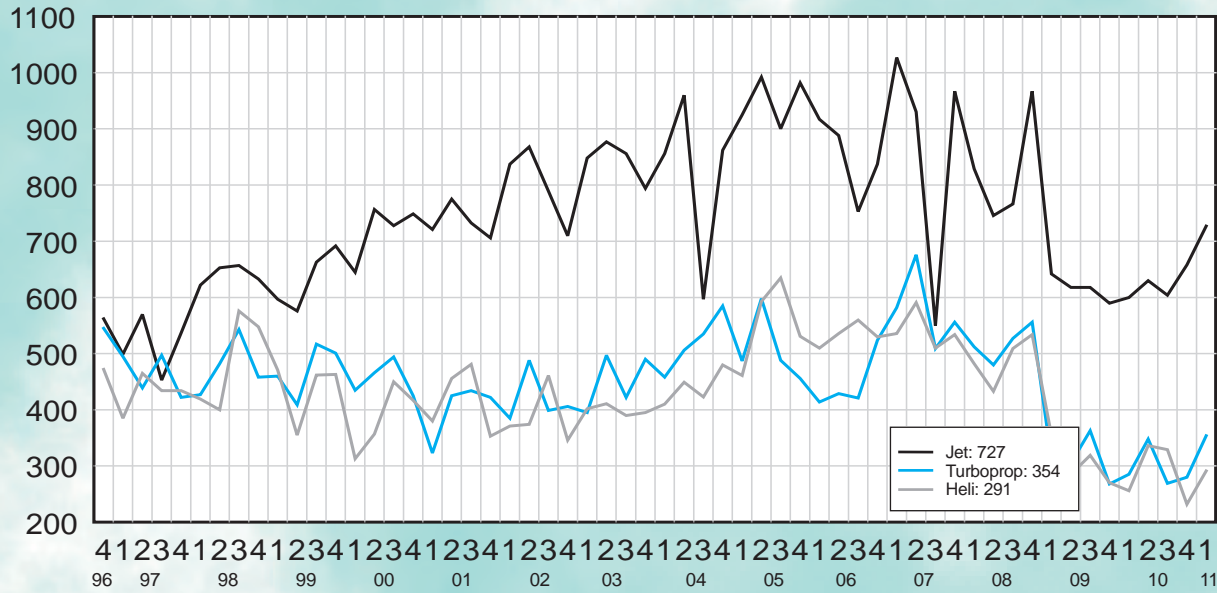
CHANGE OF STATUS SINGLE • MULTI

Thousands



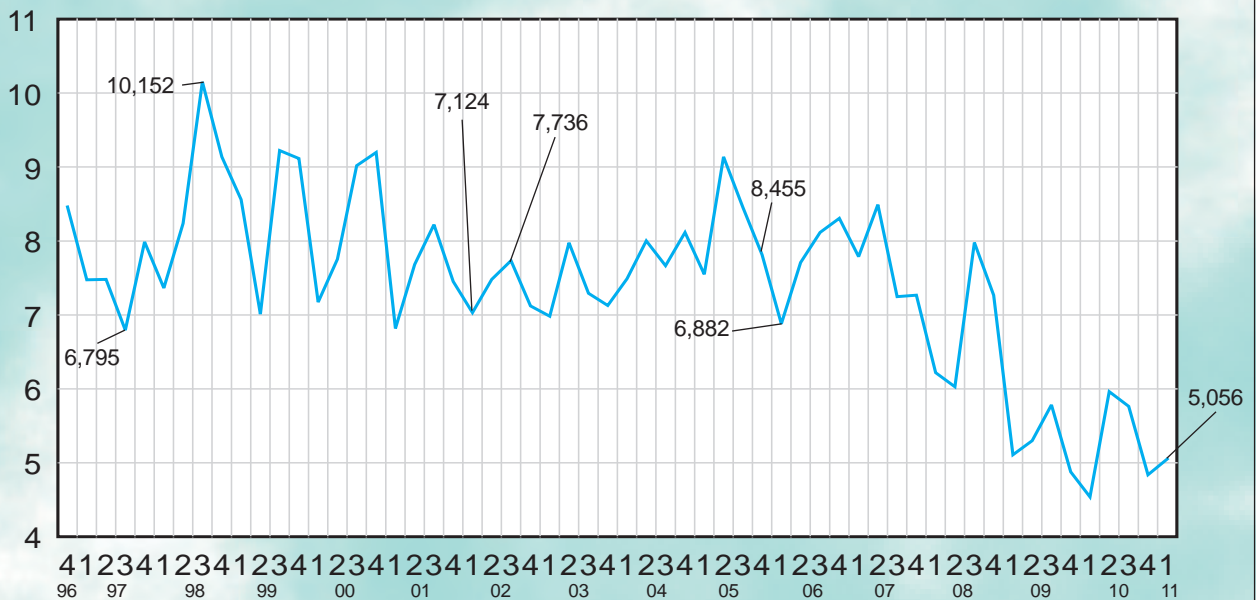
Single/Multi. The blue line in the Single • Multi chart depicts change-of-ownership data for singles. The black line represents multis.

CHANGE OF STATUS JET • TURBOPROP • HELI



Jet/Turboprop/Heli. The black line in the Jet • Turboprop • Heli chart represents change-of-ownership information for jets. The blue line depicts turboprops, while the gray line represents helicopters.

CHANGE OF STATUS TOTAL MARKET



Total Market. Depicts change-of-ownership data for all aircraft included in the Aircraft Bluebook. The numbers are from the FAA Registry. Gliders, homebuilts, airliners and other aircraft not found in the Bluebook are not included in this study.