

# When I get older, losing my air

Opportunities for older jets  
Why breaking up is never easy



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## 1991 Gulfstream IV

- 9500 hrs. 4,750 cycles
- Engines 85% JSSI
- Collins Pro Line 4
- TCAS II
- 12, 24, 36, 48 Month Inspection Due within 4 months
- No: ADS-B, FANS, WIFI
- Gear due 250 cycles



What did this 1991 GIV sell for?

A - \$1.00 - \$1.25 million

B - \$1.26 - \$1.5 million

C - \$1.51 - \$1.75 million

D - \$1.76 - \$2.0 million

## Appraisal Overview

Serial Numbers: 1156 & 1182

Rolls-Royce Mk 611-8

Engine TBO Hours: 8000

Aircraft sold in the past 6 months:	38
Average Selling Price	\$2,180,000
Aircraft Bluebook Wholesale	\$2,450,000
Subject GIV Hours/Landings	9,500/4,750

### Adjustments:

Inspection costs:	12 Months:	\$25,700
	24 Months:	\$66,900
	36 Months:	\$72,900
	48 Months:	<u>\$218,400</u>
	Total:	\$383,900

Landing Gear: \$300,000

ADS-B Out (No FANS 1/A): \$250,000

Total Adjustments \$933,900

Aircraft Bluebook Estimate: \$2,450,000

Net Value of Subject Aircraft: \$1,516,100



1991 Gulfstream IV PARTED OUT

- SOLD CLOSE TO \$2MM







On a scale of 1 to 5, how much of an affect will the ADSB Out deadline of January 1, 2020 have on the older jet aircraft market.

*(1 being no noticeable affect and 5 being very noticeable affect)*

Of the below aircraft which one do you believe would be the best candidate for a "part out"?

A – Gulfstream GIV

B – Bombardier CL 604

C – Hawker 850XP

D – Dassault Falcon 2000