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TBM Newsletter

January 2011

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	P/D	Wx	P	I	DH	RVSM	Price
1992	046	A	1,625	391 SHS	Yes	Yes	G 530/430	No	Yes	8	8	No	No	\$1.250
2000	177	B	1800	0 SHS	Yes	Yes	Garmin 530s	No	Yes	7	8	No	Yes	\$1.350
2003	205	C2	1240	1240	Yes	Yes	Garmin 530s	No	No	7	8	Yes	No	\$1.550
2002	235	B	1,650	15 SHS	Yes	KMD-850	G 530/430	No	Yes	7	7	No	No	\$1.300
2003	263	C2	950	950	Yes	KMD-850	Garmin 530s	No	No	8	8	Yes	No	\$1.600
2003	280	C2	1,325	1,325	Yes	KMD-850	Garmin 530s	Yes	Yes	8	8	No	Yes	\$1.588
2005	329	C2	775	775	Yes	GMX-200	Garmin 530s	No	Yes	9	9	No	Yes	\$1.650
2006	359	850	600	600	Yes	GMX-200	Garmin 530s	No	Yes	9	9	No	Yes	\$1.925
2006	374	850	600	600	Yes	GMX-200	Garmin 530s	No	Yes	9	9	No	Yes	\$1.950

Legend:

- | | | |
|----------------------------------|---------------------|-------------------------|
| S/N = Serial Number | P/D = Pilot Door | 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 | | P/D = Pilot Door |

The following TBM 700's are currently for sale:

MODEL YEAR	SERIAL NUMBER	TTSN	FEATURES	ASKING PRICE
TBM	700A		Small door	
1991	002	3,770	2,886 SMOH, Dual Garmin 530's, KMD-850, Damage	\$1,150,000
1991	003	3,280	200 SMOH, Sandel EHSI, Garmin 530/430, GTX-330 S	\$1,250,000
1991	005	2,963	Dual Garmin 530W, MX-20 MFD, King EHSI, RVSM	\$1,050,000↓
1991	013	3,210	1162 SHS, SB14261, Dual Garmin 530, Waas, GMX-200	\$1,250,000
1992	027	2,378	Garmin 530s, MX-20, T/T, XM, Chart View, 2003 P&I	\$1,375,000
1992	030	4,378	35 SMOH, Garmin 530, Sandel, Garmin 327, No EFIS	\$1,095,000
1992	053	2,575	EFIS, Dual Garmin 530's, GTX-300, WX-500, TAWS	\$1,250,000*
1992	063	3,297	Dual King KY-196B, KLN-90B, 2002 P&I, Mx Program	\$995,000*+
1993	069	1,955	Located in Malaysia, King KX-165, King KLN-90B, DH	\$1,000,000+
1995	098	2,450	EFIS, Garmin 530/430, GMX-200, No A/C, damage	\$1,245,000
1999	142	1,140	ESP Gold, EFIS, Garmin 530/430, Moving Map w/T&T	\$1,465,000+
TBM	700B		Large door	
1998	137	800	EFIS, WX-1000E, MX-20 MFD, GTX-330 Mode S	\$1,475,000

1999	145	1,770	EFIS, Dual King KX-165, KLN-90B, WX-1000, freon air	\$1,475,000
1999	150	2,275	EFIS, Garmin 430, GMX-200 MFD, KLN-90B, Skywatch	\$1,349,000↓
1999	151	1,350	EFIS, Garmin 530s, GMX-200 MFD, Skywatch, Wx-500	\$1,525,000
1999	152	778	EFIS, Garmin 530/430, GAD 42 roll steer, Skywatch HP	\$1,495,000
1999	154	1,404	EFIS, Garmin 530/430, GMX-200, GDL-69A, GTX-330	\$1,675,000
2000	169	2,100	EFIS, Garmin 530/430, GMX-200, Roll Steering, GDL-69	\$1,480,000
2001	186	1,200	1-owner, RVSM, EFIS, KMD-850 MFD, KLN-90B GPS	\$1,650,000
2001	200	1,346	EFIS, Dual Garmin 530's, KMD-850, Skywatch, NDH	\$1,425,000*+
2002	215	1,295	EFIS, Garmin 530s, KMD-850 MFD, EGPWS, Skywatch	\$1,500,000
2002	230	1,200	EFIS, Garmin 530s, KMD-850 MFD, EGPWS, Skywatch	\$1,550,000↓
2002	232	1,160	EFIS, RVSM, IHAS-8000 w/T/T, KLN-90B, S/S, NDH	\$1,525,000
2002	234	1,010	Pilot Door, EFIS, Garmin 530W's, KMD-850, EGPWS	\$1,600,000*
2002	237	1,800	EFIS, Garmin 530s, GMX-200, TAWS, RDR-2000, S/S	\$1,495,000
2002	239	1,521	EFIS, Dual Garmin 530W, GMX-200 w/T&T, chartview	\$1,475,000↓*
2002	243	1,350	EFIS, Garmin 530s, KMD-850, IHAS 8000 T&T, Wx-500	\$1,599,000*
2003	244	1,885	C1, EFIS, Dual Garmin 530s, KMD-850 MFD, Skywatch	\$1,525,000
<u>TBM</u>	<u>700C2</u>		<u>Increased Gross Weight – 7,430 lbs MRAMP</u>	
2003	259	1,600	EFIS, Dual Garmin 530's, GMX-200 MFD, GTX-327	\$1,775,000
2003	283	1,350	Pilot Door, EFIS, Dual Garmin 530s, KMD-850, freon air	\$1,835,000
2004	301	825	EFIS, RVSM, Dual Garmin 530s, IHAS-8000, WX-500	\$1,729,000↓*
2004	306	1,165	Pilot Door, EFIS, Garmin 530s, KMD-850 w/TAS & TAWS	\$1,685,000↓
2005	319	1,095	EFIS, RVSM, Dual Garmin 530s, KMD-850 MFD, T/T	\$1,999,000
2005	321	800	EFIS, Garmin 530s, GMX-200 MFD, TAS/TAWS, S/S	\$1,995,000
2005	326	890	EFIS, Dual Garmin 530s, IHAS-8000, RVSM, S/S, NDH	\$1,850,000↓
2005	327	770	EFIS, Dual Garmin 530s, GMX-200-TAS/TAWS, RVSM	\$1,900,000
2005	328	765	Pilot Door, EFIS, Dual Garmin 530s, GMX-200, RVSM	\$1,850,000+
2005	334	1,081	EFIS, Dual Garmin 530s, GMX-200 with TAS/TAWS	\$1,795,000
<u>TBM</u>	<u>850</u>		<u>Increased Performance - 315 to 320 KIAS</u>	
2006	355	520	EFIS, Pilot Door, G 530's, GMX-200, GDL-69, RVSM	\$2,195,000+
2006	356	960	EFIS, Dual Garmin 530W's, GMX-200, GDL-69, RVSM	\$1,995,000
2006	364	990	Pilot Door, Dual Garmin 530W's, GMX-200, RVSM	\$2,199,000+
2006	365	625	EFIS, Dual Garmin 530W's, GMX-200, GDL-69, RVSM	\$2,250,000
2006	366	950	EFIS, Dual Garmin 530, GMX-200, Traffic/Terrain, RVSM	\$2,000,000
2007	393	750	EFIS, Dual Garmin 530s, GMX-200 MFD, RVSM, NDH	\$2,695,000
2007	397	485	Pilot Door, Dual Garmin 530, GMX-200 w/chart, RVSM	\$2,495,000
2007	410	370	1-Owner, EFIS-40, IHAS-8000, Dual Garmin 530, RVSM	\$2,450,000
2007	425	501	Pilot Door, EFIS, Dual Garmin 530W, GMX-200, RVSM	\$2,500,000
<u>TBM</u>	<u>850</u>		<u>GARMIN G-1000 GLASS PANEL</u>	
2008	452	180	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,500,000
2008	464	85	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,800,000
2008	468	350	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,600,000
2008	481	465	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,600,000
2009	488	225	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,500,000↓
2009	516	195	Garmin G-1000, GMC-710 Autopilot, GDL-69, RVSM	\$2,650,000*+

*Owned or exclusively represented by Corporate AirSearch Int'l., Inc.

Happy New Year! Great news for TBM owners as there are now only fifty four TBM 700A, B, C2's and TBM 850's available for sale. With more than 550 aircraft produced there is only 10% of the fleet available for sale which is a well balanced market where neither the buyer nor seller has an advantage. This is the lowest number of TBM's we have seen for sale in quite some time. Some aircraft have been withdrawn from sale as business activity has increased therefore the owners have more use for their aircraft so have decided to keep them. The majority of owners have adjusted their asking prices to the current market so aircraft are now trading within 2% to 6% of their asking prices which is more inline with a stable recovering market. While the bottom feeders are still present the majority of sellers are no longer entertaining their low unrealistic offers as there are other buyers now willing to pay a fair market price for a well equipped low time aircraft. With automobile gasoline predicted to climb to \$4.00 a gallon this year and possibly to \$5.00 next year we expect Jet A pricing to increase as well which will make more buyers consider replacing their twin engine gas guzzlers with the fuel efficient TBM. I am predicting we will see more sales this year in the TBM market than in 2010 and would not be surprised if the factory increases production of new aircraft. The buyers have had their turn over the last couple of years but nothing lasts forever. While we do not foresee an increase in pricing for the pre-owned TBM market for 2011 we do see a stable market for the greatest built single engine turboprop ever manufactured.

There is now a 5-blade propeller option being offering by MT Propeller for all TBM models. The STC should be available around March or April of this year. We have been informed that Rice Lake Air Center will be the exclusive distributor for the U.S. Congratulations Joe Robbins. Besides giving your TBM a new cool look the 5-bladed propeller offers the following advantages:

- Best vibration damping characteristics for almost vibration free propeller operations
- Bonded on stainless steel leading edge for best erosion protection of the blades
- General performance improvement (5% take-off & climb, 3-5 knots cruise with 1800 rpm)
- Approx. 7 lbs less weight than the original metal propeller
- Cooler ITT on ground with condition lever at low and high idle position
- More ground clearance => less F.O.D
- Unlimited blade life
- F.O.D repairable blades
- Significant cabin noise and vibration reduction
- No propeller speed restrictions on ground while operating in low idle



(Above Performance data are based on MTOW, ISA)

Please take a look at our listings below and visit our website at www.caijets.com to view complete specifications and pictures.

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|-------------------------|---------|---------------------|
| • 1992 Socata TBM 700A | S/N 053 | \$1,250,000 |
| • 1992 Socata TBM 700A | S/N 063 | \$995,000 |
| • 2001 Socata TBM 700B | S/N 200 | \$1,425,000 |
| • 2002 Socata TBM 700B | S/N 234 | \$1,600,000 |
| • 2002 Socata TBM 700B | S/N 239 | \$1,475,000 |
| • 2002 Socata TBM 700B | S/N 243 | \$1,599,000 |
| • 2004 Socata TBM 700C2 | S/N 301 | \$1,729,000 |
| • 2009 Socata TBM 850 | S/N 516 | \$2,650,000 (G1000) |

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,

A handwritten signature in black ink that reads "J.P. Hanley". The signature is fluid and cursive, with a long, sweeping underline that extends to the right.

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