



Brian Dunsirn TBM 850, SN 516
Photo Couresty of Jim Koepnick Photography

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CORPORATE
AIRSEARCH
INTERNATIONAL INC.

TBM E-News

May 2012

Dear JP,

Welcome to our TBM Electronic Newsletter.

Inventory levels for the TBM market continue to decrease as more aircraft are selling and less owners are interested in selling their aircraft therefore not many TBM's are coming up for sale in the pre-owned market.. The "A" and "B" market have been sluggish recently as buyers have opted for the better payload of the TBM 700C2 or the faster TBM

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Garmin G1000 Flight Deck

850. However with only seven TBM 700C2's, seven TBM 850 legacy's and only three TBM 850's with the G1000 avionics available for sale prices are firming up in these markets and buyers are paying close to the asking price. If the low inventory levels continue for the next several quarters we would expect price increases for the TBM 850 with the G1000 as presently they are priced about \$900,000 less than the list price on a brand new TBM 850. Over the years the average price differential has been in the \$400,000 to \$500,000 range where a purchaser would opt for a new aircraft with warranties, pilot training, and choice of paint and interior however as the differential bypasses \$500,000 most buyers have opted to save the additional money and buy a 1 or 2 year old pre-owned aircraft. Because of the economy the depreciation of the late model TBM 850's has been far greater than anticipated and now with the economy strengthening we expect the price differential to move closer to the average range which would mean the later model TBM 850 G1000 aircraft should start trading again in the \$2.6 to \$2.9 mm range. This will have a downward trickle effect for the rest of the TBM fleet enabling prices to increase slightly within each market segment. The days of the buyer being able to name their own price or move on to another TBM are gone as there are very few aircraft for sale that are low time, with excellent maintenance history and no damage history. If you are still sitting on the fence waiting to buy a TBM I would suggest you purchase one in the new future otherwise plan on spending more money if you continue to wait.

If I can be of any assistance with the market value of your TBM or in acquiring a pre-owned or new TBM 850 please do not hesitate to contact me.



Quick Links

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TBM'S Sold: 5

| YR. | S/N | MDL | A/F | ENG | EFIS | MFD | GPS | P/D | DH | RVSM | VREF | Price |
|------|-----|-----|------|------|--------|---------|---------|-----|----|------|---------|---------|
| 2005 | 317 | C2 | 1175 | 1175 | EFS-40 | KMD-850 | G-530's | No | No | Yes | \$1.753 | \$1.600 |
| 2006 | 387 | 850 | 1400 | 1400 | EFS-40 | GMX-200 | G-530's | No | No | Yes | \$1.796 | \$1.850 |
| 2008 | 443 | 850 | 935 | 935 | G-1000 | G-1000 | G-1000 | No | No | Yes | \$2.384 | \$2.425 |
| 2008 | 445 | 850 | 511 | 411 | G-1000 | G-1000 | G-1000 | No | No | Yes | \$2.530 | \$2.600 |
| 2010 | 560 | 850 | 100 | 100 | G-1000 | G-1000 | G-1000 | No | No | Yes | \$2.951 | \$2.700 |

Legend:

YR: Year
 S/N: Serial Number
 MDL: Model

MFD: Multifunction Display
 GPS: Global Positioning
 P/D: Pilot Door

VREF: Aircraft Value
 Price: Sales Price
 †: Price Increased

A/F: Airframe Time
 ENG: Engine Time
 EFIS: Electronic Display

DH: Damage History
 RVSM: Reduced Vertical
 Separation Minimum

↓: Price Reduced
 +: New to Market

* = Asking Price at time of Sale

TBM'S For Sale: 42

| YR. TBM | S/N 700A | TTSN | Features Small Clam Shell Style Door - 6,614 lbs MRAMP Weight | Asking Price Serial No 1 to 142 |
|---------|----------|-------|---------------------------------------------------------------------------|------------------------------------|
| 1991 | 03 | 3,430 | 350 SMOH, Garmin 530/430, Sandel EHSI, GTX-300, RDS-81, No Damage History | \$1,295,000 |
| 1991 | 13 | 3,675 | 175 SMOH, New Paint, Dual Garmin 530s with WAAS, GMX-200 MFD | \$1,395,000 |
| 1991 | 17 | 1,525 | 181 SHS, King KX-165/KY-196A, WX-1000E, RDS-81, KR-87, No Damage | \$1,150,000 |
| 1991 | 19 | 3,500 | 500 SMOH, EFIS-40, KLN-90B, New P&I 2003, Freon Air, Oxygen bottle | \$1,299,000 |
| 1991 | 21 | 2,085 | 565 SMOH, EFIS-40, Garmin 530/430 WAAS, GMX-200, TAWS, Sat. Wx | Sale Pending |
| 1992 | 27 | 2,378 | Garmin 530s, MX-20 MFD w/chartview, T/T, XM Wx, 2003 Paint & Interior | \$1,090,000 |
| 1992 | 53 | 2,591 | EFIS, Dual Garmin 530s, GTX-330 Mode S, WX-500 S/S, TAWS | Sale Pending |
| 1992 | 57 | 1,100 | Dual Garmin 530Ws, GTX-300, XM Wx, Traffic/Terrain, Stormscope, NDH | 1,275,000 |
| 1997 | 118 | 2,954 | Garmin GTN 750 & 650, GMA-35 Audio Panel, GDL-69A Wx, KMD-850 | \$1,275,000 |
| 1998 | 135 | 1,040 | 1 owner, Dual KLN-90Bs, KMD-850 MFD, T/T, KDR-610 Wx, NDH | \$1,095,000 |
| TBM | 700B | | Large Cargo Style Door, Gaseous Oxygen System, 31,000 Ceiling | Serial No 126, 129, 137 143 to 243 |
| 1998 | 137 | 850 | EFIS, WX-1000E Storm scope, MX-20 MFD, GTX-330 Mode S Transponder | \$1,475,000 |
| 1999 | 145 | 1,770 | EFIS, Dual King KX-165, KLN-90B GPS, WX-1000 Storm scope, Freon Air | \$1,475,000 |
| 2000 | 166 | 2,000 | EFIS, KLN-90B GPS, Dual King KX-165 nav/comm, Wx-1000E, RDR-2000 | \$1,400,000 |
| 2001 | 186 | 1,200 | One Owner Since New, RVSM, EFIS, KMD-850 MFD, KLN-90B GPS | \$1,650,000 |
| 2001 | 191 | 1,635 | EFIS-40, Dual Garmin GTN-750 included, KMD-850 MFD, GDL-69 XM Wx, Wx-1000 | \$1,399,000 |
| 2001 | 193 | 1,178 | EFIS, Garmin 530/430, KMD-850 MFD, Skywatch TCAD, Wx-1000E | \$1,450,000 |
| 2001 | 195 | 733 | EFIS, Garmin 530/430, Dual GTX-330 mode S, Skywatch, Wx-1000E, NDH | \$1,600,000 |
| 2001 | 200 | 1,575 | EFIS, Dual Garmin 530s, KMD-850 MFD, Skywatch TCAD, No Damage | \$1,450,000 |
| 2001 | 208 | 3,939 | 320 SMOH on ESP., EFIS, Garmin 530/430, GMX-200, Wx-500, Skywatch | \$1,200,000 |
| 2001 | 215 | 1312 | EFIS, Garmin 530s, KMD-850 MFD, EGPWS, Skywatch TCAD, NDH | \$1,400,000 |
| 2002 | 230 | 1,426 | EFIS, Garmin 530s, KMD-850 MFD, EGPWS, Skywatch TCAD | \$1,450,000 |
| 2002 | 232 | 1,160 | EFIS, RVSM, IHAS-8000 with Traffic/Terrain, KLN-90B GPS, S/S, NDH | \$1,450,000 |
| 2002 | 237 | 1,800 | EFIS, Dual Garmin 530s, KMD-850 MFD Traffic/Terrain, WX-500, NDH | \$1,275,000 |
| 2002 | 239 | 1,641 | EFIS, Dual Garmin 530Ws, GMX-200 MFD Traffic/Terrain, WX-500, NDH | Price on Request |
| 2003 | 244 | 1,885 | C1, EFIS, Dual Garmin 530s, KMD-850 MFD, Skywatch TCAD | \$1,395,000 |
| TBM | 700C2 | | Increased Weight - 7,430 lbs MRAMP - 800+ lbs Payload w/full fuel | Serial No 205, 240, 244 to 345 |
| 2003 | 252 | 2,375 | Pilot Door, EFIS, RVSM, Dual Garmin 530Ws, GMX-200 MFD, Roll Steering | \$1,700,000 |
| 2004 | 283 | 1,600 | 248 SHS, Pilot Door, EFIS-40, Dual Garmin 530's, GMX-200, No Damage | \$1,695,000 |
| 2005 | 308 | 765 | Includes RVSM, 1 owner, EFIS-40, Dual Garmin 530s, KMD-850 MFD, T/T | \$1,899,000 |
| 2005 | 318 | 520 | 1 owner, EFIS, RVSM, Dual Garmin 530s, GMX-200 MFD, Traffic & Terrain | \$1,850,000 |
| 2005 | 319 | 1,650 | EFIS, RVSM, Dual Garmin 530s, KMD-850 MFD, Traffic & Terrain | \$1,999,000 |
| 2005 | 321 | 800 | EFIS, Garmin 530s, GMX-200 MFD, TAS/TAWS, stormscope | \$1,850,000 |
| 2005 | 335 | 620 | EFIS, RVSM, Dual Garmin 530s, GMX-200, TAS/TAWS, GDL-69A, GAD-42 | \$1,775,000 |
| TBM | 850 | | P&W PT6A-66D Engine - 315 to 320 KIAS - Payload w/full fuel 800+ | Serial No 346 - 433 |
| 2006 | 351 | 675 | EFIS-40, Dual Garmin 530Ws, GMX-200 MFD, TAS/TAWS, RVSM, XM Wx | \$2,150,000 |
| 2006 | 362 | 800 | EFIS-40, Dual Garmin 530Ws, GMX-200 MFD, XM Wx, RVSM, Damage History | \$1,950,000 |
| 2006 | 364 | 1,200 | Pilot Door, Dual Garmin 530Ws, GMX-200 MFD, RVSM, Propeller Strike | \$1,990,000 |
| 2006 | 376 | 810 | Dual Garmin GTN-750's, GMX-200, DAC Roll Steering, RVSM, No Damage | \$1,995,000 |
| 2006 | 377 | 840 | EFIS, RVSM, Dual Garmin 530Ws, GMX-200 MFD, Traffic/Terrain, GTX-330 | \$1,970,000 |
| 2007 | 411 | 680 | EFIS, Dual Garmin 530Ws, GMX-200 MFD, RVSM, Roll Steering, NDH | \$2,150,000 |
| 2007 | 432 | 1,400 | One Owner, EFIS-40, Dual Garmin 530Ws, GMX-200, XM Wx, RVSM | \$1,950,000 |
| TBM | 850G | | Garmin G-1000 All-Glass Flightdeck | Serial No 434 - 620 |
| 2008 | 472 | 1,180 | Pilot Door, Garmin G1000, Chartview, GDL-69 Real Time Wx, RVSM, NDH | \$2,299,000 |
| 2009 | 493 | 440 | G-1000 Flight Deck, Chartview, RVSM, Synthetic Vision, GDL-69 Wx, NDH | \$2,595,000 |
| 2011 | 590 | 122 | G-1000 Flight Deck, Chartview, RVSM, Synthetic Vision, GDL-69 Wx, NDH | \$3,095,000 |

Frequently Asked Questions (FAQ)



TBM 850 Interior

What is the wing area and flap area for TBM?
The wing area is 193.75 sq ft and the flap area is 40.68 sq ft.

What is the wing loading? Power loading?
Wing loading is 38.3 lbs/sq. ft and Power loading is 8.72 lbs/SHP (TBM 850) with 10.60 lbs/HP for TBM 700C2

What is the wing dihedral?
At data plane is 6.5

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

| | |
|-----------------------------------|-----------------|
| • 1989 Hawker 800A, S/N NA-440 | SOLD!!! |
| • 2008 King Air B200GT, S/N BY-48 | \$4,995,000 |
| • 1991 Socata TBM 700A, S/N 003 | 1,000,000 Euros |
| • 1992 Socata TBM 700A, S/N 053 | SALE PENDING |
| • 2001 Socata TBM 700B, S/N 200 | \$1,450,000 |
| • 2002 Socata TBM 700B, S/N 239 | \$1,450,000 |
| • 2005 Socata TBM 700C2, S/N 317 | SOLD!!! |
| • 2006 Socata TBM 850, S/N 351 | \$2,150,000 |

TBM's Sold by CAI

Total TBM 700 fleet = 324 Aircraft - 781,720 Hours
Total TBM 850 fleet = 266 Aircraft - 149,818 Hours

(Data current as of May 2012)

If you are ready to sell or purchase a TBM 700/850 please let us know. We can act as a seller's or buyer's agent enabling you to put our 20+ years of expertise to work for you. We look forward to hearing how we can be of assistance.

Sincerely,



J.P. Hanley
President
Corporate AirSearch Int'l



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