

 Type  
Business Jet

 Max Seats  
16

 Engine • Takeoff Power  
Rolls Royce 9020 lb thr | AE3007A2

Average retail value

\$15,750,000

\$0 vs previous revision

Adjusted retail value

\$16,531,500

+ 5.0% vs average retail value

Average wholesale value  
\$13,979,000 \$0

Adjusted wholesale value  
\$14,756,958 + 5.6%

Factory new list standard price  
\$31,600,000

Factory new average equip price  
\$31,600,000

### Valuation Adjustments

Category	Adjusted wholesale	Adjusted retail
<b>Airframe / Engine Utilization</b>		
Total Airframe Hours: 4153	\$27,958.00 + 0.2%	\$31,500.00 + 0.2%
<b>Add For Value Items</b>		
Legacy 600 Primus Elite Avionics	\$750,000.00 + 5.4%	\$750,000.00 + 4.8%
<b>Maintenance Programs</b>		
<b>Custom Adjustments</b>		
Paint		
Interior		
Avionics		
Conversion & Modifications		

## Base Average Equipment

3 Cabin Zones; ADs SBs complied; Avg AFTT; Complete Logbooks since new; Honeywell Primus 1000 for 600; Honeywell Primus Elite for 650; In flight baggage; Maintenance & Inspections Half-Life unless specified; No DH; Observer Seat; P&I rated 8/+; RRCC Eng

## Bluebook Notes

Priced on RR Corporate Care

JSSI programs available, refer to Aircraft Maintenance Section for details

EAP programs available, refer to Aircraft Maintenance Section for details

Legacy 650 equipped with Primus Elite includes DU875 LCD, ADSB-Out, Fans1A, VNAV, WASS & XM WX

## Disclaimer

The Aircraft Bluebook is a service for purchasers, sellers, broker/dealers and others in the industry to assist them in arriving at a fair market value of an aircraft.

All valuations outlined in the Aircraft Bluebook should be considered representative averages for the type, model, and year of manufacture of that aircraft over the recent calendar quarter. Individual circumstances will vary.

Intended as a guide to valuation, the Aircraft Bluebook value summations are based on recently observed transaction activities of similar types and combined with user input value adjustments to arrive at a likely valuation. These values, however, cannot fully consider all relevant factors, conditions, or market dynamics. To accomplish an exacting, individualized valuation, an aircraft appraisal is required.

The information contained here is prepared with great care and pride from many market sources, is edited, and is believed to be correct but cannot reflect all the particular factors involved in the professional appraisal process of any particular aircraft.

Historical value reference material, previous quarters' data, is provided for general trend analysis and market pricing changes occurring since the latest edition.

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