AI² Market Report

Business Jet & Turboprop Aircraft – Volume 1, January 2022

Asset Insight
Asset Optimization Solutions

RECORD HIGH DEMAND DURING Q4; 8.4% ABOVE Q3

INVENTORY DROPS 54% Y/Y TO RECORD LOW 4.1%

DESIRABLE ASSETS SELL QUICKLY & AT TRANSACTION VALUES MEETING/EXCEEDING ASK PRICE

John B. Spoor
jspoor@assetinsight.com

Anthony Kioussis
akioussis@assetinsight.com

Barbara A. Spoor, ASA
bspoor@assetinsight.com

Francisco Picornell, ASA
fpicornell@assetinsight.com

David Wyndham
dwyndham@assetinsight.com

Asset Insight, LLC
1424 W. Church Street
Sandwich Airport
Sandwich, IL 60548
Tel: (888) 814-8258
www.assetinsight.com

To obtain a FREE current value for any aircraft, by specific Serial Number, using Asset Insight's eValues™ System, please visit our website www.assetinsight.com

To discuss Asset Insight's services, or schedule an eValues™ System demo, please call us at (540) 905-4555

Welcome to the AI² Market Report from Asset Insight, LLC. This Report analyzed values for every production year of every modern make/model Business Class aircraft, and our December 31, 2021, maintenance analytics covered 134 fixed-wing models and 884 aircraft listed for sale.

- **Posted Ask Price for limited, heavily picked-over, aging fleet decreases to record low figure. Younger, low-time aircraft sell quickly, often without 'for sale' listing, and at Transaction Value meeting, or exceeding, Ask Price.**

	Dec 2021	4Q 2021	Y/Y Dec
Tracked Fleet Average	-18.7%	-17.5%	-18.9%
Large Jets	-6.5%	14.5%	11.5%
Mid-Size Jets	-20.1%	-33.3%	-30.4%
Light Jets	-13.6%	-12.6%	-24.3%
Turboprops	-0.6%	-0.1%	-0.3%

- **Demand* reaches another record high level for all aircraft groups**

	Q4 '20	Q1 '21	Q2 '21	Q3 '21	Q4 '21
Tracked Fleet Average	2.27	2.27	2.42	4.06	4.40
Large Jets	2.99	2.83	2.89	4.20	4.65
Mid-Size Jets	2.29	2.35	2.71	3.90	4.32
Light Jets	1.71	1.82	1.80	3.93	4.16
Turboprops	2.05	2.00	1.98	4.32	4.45

* ***For available inventory aircraft****, based on Percentage of each Make/Model's active fleet listed for sale and its Days on Market; Scale: 0.00 (Lowest Demand) to 5.00 (Highest Demand)*

- **Inventory posts three consecutive monthly low Quality Rating figures during Q4**

	Dec 2021	4Q 2021	Y/Y Dec
Tracked Fleet Average	-0.8%	-1.9%	-3.8%
Large Jets	-2.3%	-0.5%	-4.5%
Mid-Size Jets	-1.9%	-4.6%	-6.5%
Light Jets	-1.0%	-3.8%	-2.4%
Turboprops	0.2%	1.4%	-2.4%

The overall Quality Rating worsened (decreased) to 5.146 on our scale of -2.5 (low) to 10 (high). Inventory remained within 'Very Good' territory but carries more near-term maintenance events.

- **Listed fleet's Maintenance Exposure (cost of embedded/accrued maintenance) increases (worsens) signifying maintenance events will cost more to complete**

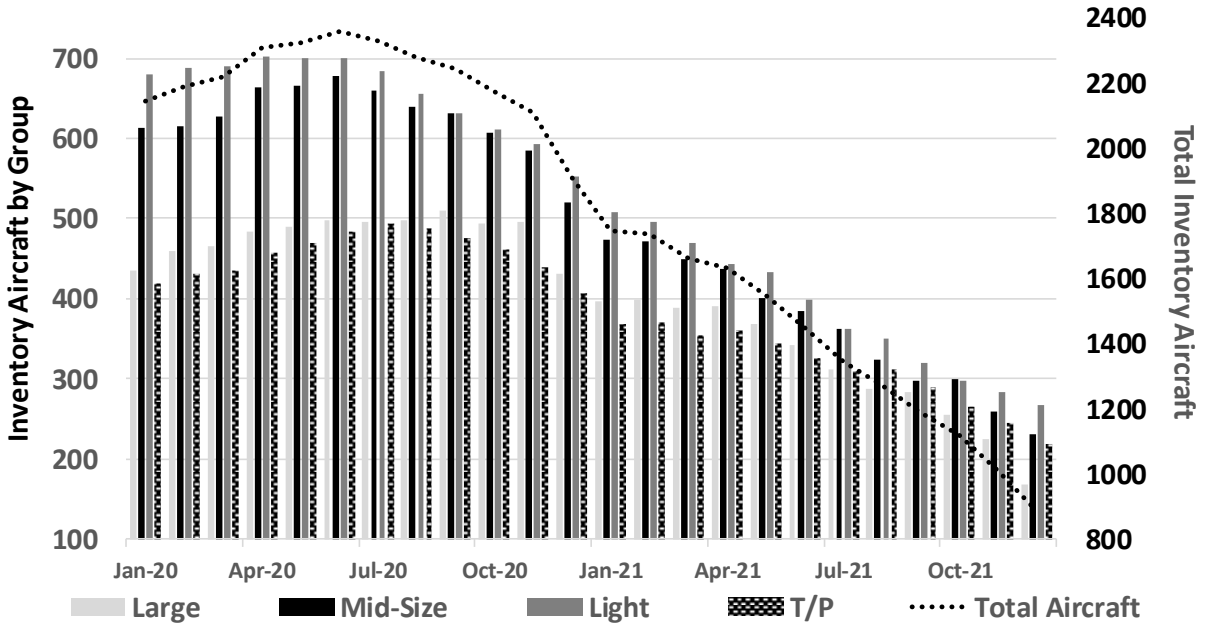
	Dec 2021	4Q 2021	Y/Y Dec
Tracked Fleet Average	7.0%	2.7%	6.0%
Large Jets	-7.0%	1.6%	8.7%
Mid-Size Jets	3.1%	3.6%	3.1%
Light Jets	2.1%	-0.1%	-7.7%
Turboprops	0.5%	0.6%	7.8%

- **Picked over inventory fleet's marketability (ETP Ratio) at record-worst (high) 81%**

The current ETP Ratio statistically evidences the difficulty aging aircraft sellers are encountering remarketing their asset, and the reason why the listed fleet's Days on Market increased 11% during Q4. Statistics demonstrate that any ETP Ratio over 40% represents excessive embedded maintenance in relation to Ask Price and hinders an aircraft's marketability (see chart on page 2). ***During Q4, aircraft whose ETP Ratio was 40% or higher were listed for sale more than 59% longer (on average) than aircraft whose ETP Ratio was below 40% (340 vs. 541 Days on Market).***

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

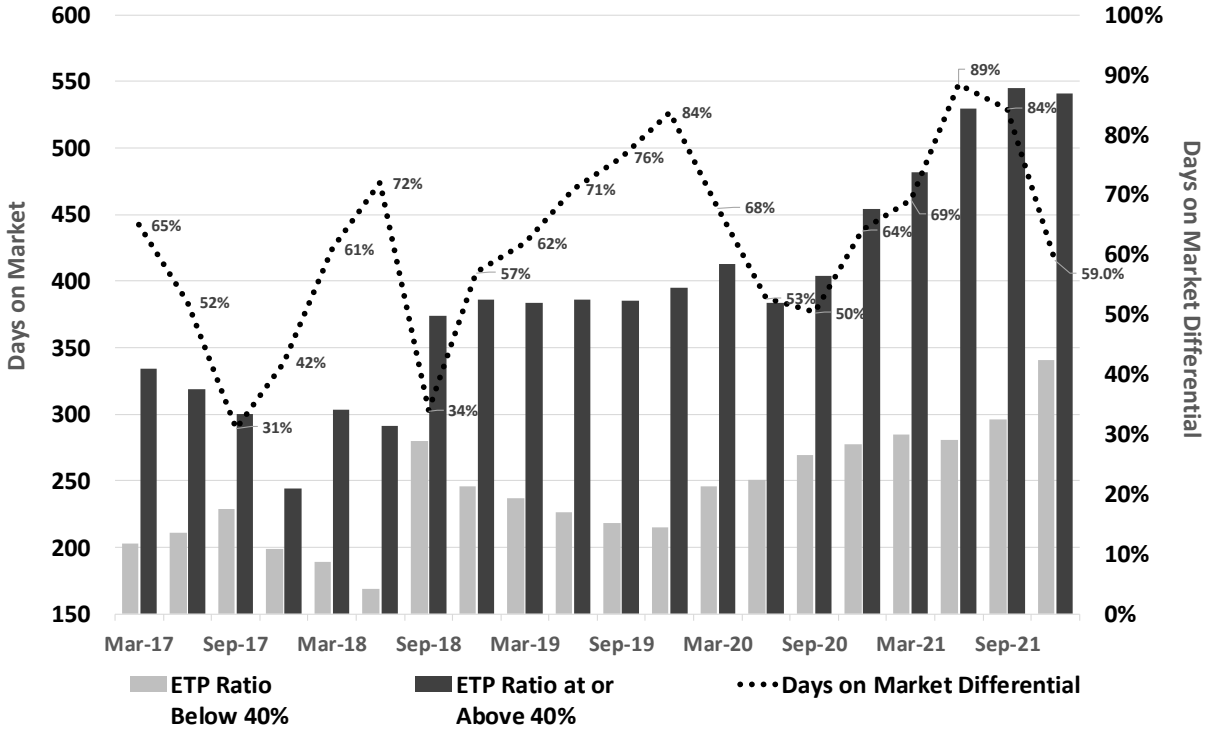
Tracked Inventory Fleet (Jan 2020 – Dec 2021)



Percent of the Active Fleet Listed "For Sale"					
Dec '20:	8.0%	10.7%	9.6%	6.9%	9.2%
Dec '21:	3.5%	4.9%	4.0%	3.9%	4.1%

(Source: Jetnet LLC)

Average "Days on Market" Differential based on ETP Ratio



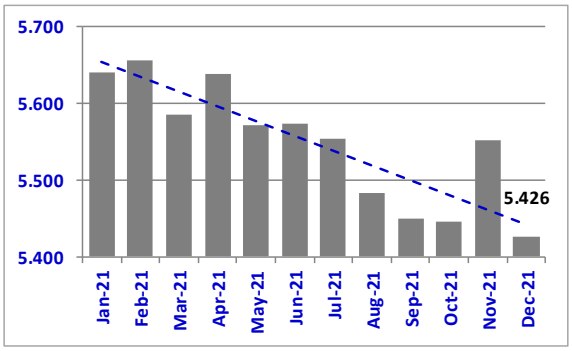
(Source: Jetnet LLC; Asset Insight LLC)

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

Large Jets

Asset Quality Rating

Scale -2.500 to 10.000

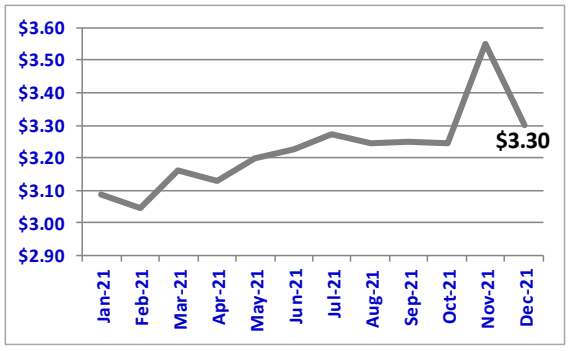


Asset Quality Rating Key

Outstanding	Excellent	Very Good	Good	Average	Below Average
5.500 or Greater	5.250 to 5.499	5.000 to 5.249	4.750 to 4.999	4.500 to 4.749	Less than 4.500

Maintenance Exposure*

($ Mil)



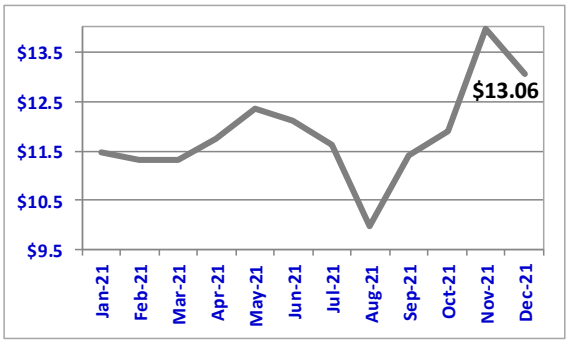
Maintenance Exposure - Reference Points

12-month Figures $ Millions			Historical Figures $ Millions	
Worst	Average	Best	Worst	Best
$3.55	$3.23	$3.05	$3.76	$2.58

** The accrued cost of future scheduled maintenance*

Average Ask Price

($ Mil)



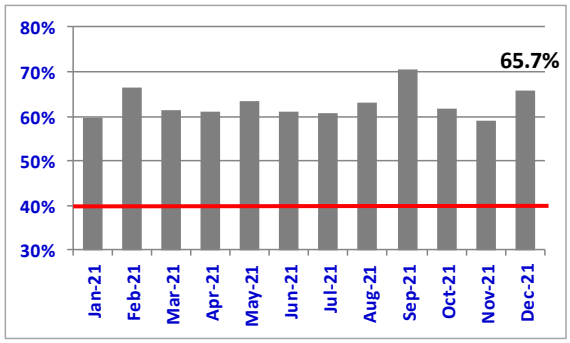
Ask Price - Reference Points

12-month Figures $ Millions			Historical Figures $ Millions	
Highest	Average	Lowest	Highest	Lowest
$13.96	$11.85	$9.99	$16.61	$9.99

Source: Jetnet (www.jetnet.com)

Maintenance Exposure to Ask Price Ratio

("ETP Ratio")



Importance of the ETP Ratio

- ***As the ETP Ratio decreases, the aircraft's "value" increases*** (in relation to its Ask Price)
- Aircraft whose ETP Ratio is above 40% are burdened, on average, with excessive Maintenance Exposure

Maintenance Exposure to Ask Price Ratio ("ETP Ratio") & Days on Market

Model	ETP Ratio	Days on Market	Model	ETP Ratio	Days on Market	Model	ETP Ratio	Days on Market
Boeing			**Dassault**			**Gulfstream**		
Boeing BBJ	15.0%	296	F2000LXS	6.0%	270	G 650ER	2.8%	65
Bombardier			F900EX EASy	13.7%	108	G500	3.0%	248
Global 6000	6.7%	441	F900EX	19.8%	439	G550	31.7%	187
Global XRS	29.2%	418	F900B	37.4%	130	GV	37.7%	329
Global 5000	40.8%	448	Falcon 2000	55.0%	322	GIV-SP	89.9%	174
CL-604	65.6%	316	**Embraer**			GIV	109.3%	174
CL-601-3A	138.9%	670	Legacy 650	14.9%	333	G-III	316.8%	852
CL-601-1A	352.3%	783	Legacy 600	32.6%	808			

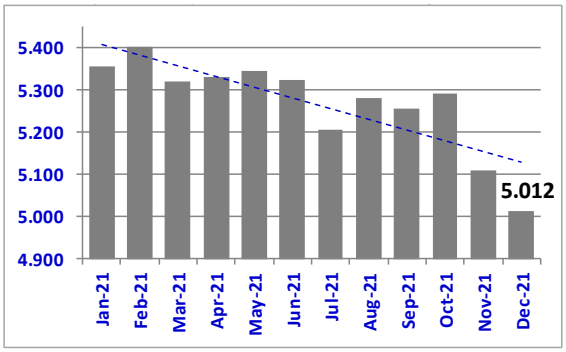
Ask Price and Days on Market source: Jetnet (www.jetnet.com)

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

Mid-Size Jets

Asset Quality Rating

Scale -2.500 to 10.000

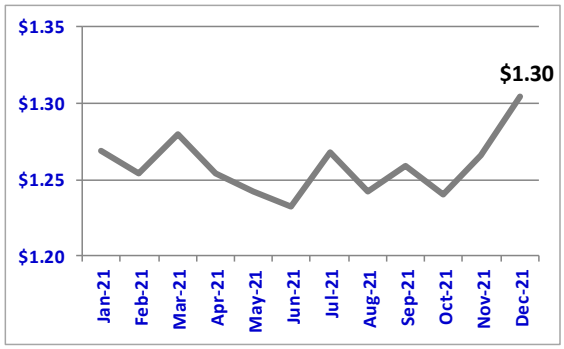


Asset Quality Rating Key

Outstanding	Excellent	Very Good	Good	Average	Below Average
5.500 or Greater	5.250 to 5.499	5.000 to 5.249	4.750 to 4.999	4.500 to 4.749	Less than 4.500

Maintenance Exposure*

($ Mil)



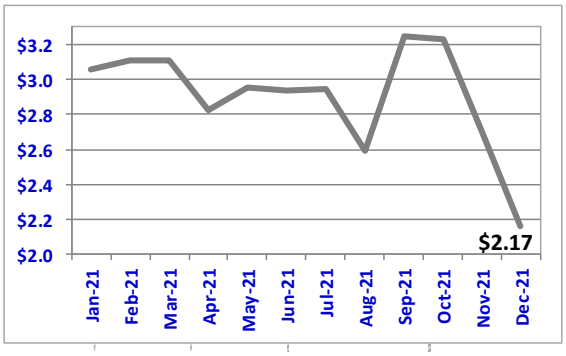
Maintenance Exposure - Reference Points

12-month Figures $ Millions			Historical Figures $ Millions	
Worst	Average	Best	Worst	Best
$1.30	$1.26	$1.23	$1.70	$0.85

** The accrued cost of future scheduled maintenance*

Average Ask Price

($ Mil)



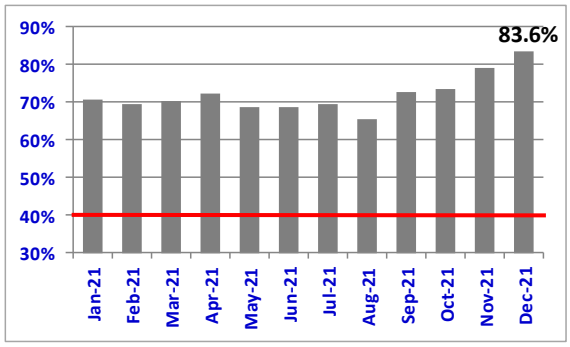
Ask Price - Reference Points

12-month Figures $ Millions			Historical Figures $ Millions	
Highest	Average	Lowest	Highest	Lowest
$3.25	$2.91	$2.17	$4.80	$2.17

Source: Jetnet (www.jetnet.com)

Maintenance Exposure to Ask Price Ratio

("ETP Ratio")



Importance of the ETP Ratio

- ***As the ETP Ratio decreases, the aircraft's "value" increases*** (in relation to its Ask Price)
- Aircraft whose ETP Ratio is above 40% are burdened, on average, with excessive Maintenance Exposure

Maintenance Exposure to Ask Price Ratio ("ETP Ratio") & Days on Market

Model	ETP Ratio	Days on Market
Bombardier		
Learjet 40	40.1%	216
Learjet 45 w/APU	83.9%	549
Learjet 60	90.8%	325
Learjet 55	158.0%	894
Cessna		
Citation Sovereign 680	14.9%	185
Citation X (MSG3)	40.3%	107
Citation Excel 560XL	54.4%	143

Model	ETP Ratio	Days on Market
Cessna		
Citation VII	64.1%	685
Citation VI	120.2%	959
Dassault		
Falcon 50	91.8%	229
Falcon 20-5	109.6%	442
Gulfstream		
G-150	16.2%	190
G-200	57.7%	323
G-100	120.2%	117

Model	ETP Ratio	Days on Market
Hawker		
Hawker 4000	33.1%	486
Hawker 850XP	35.2%	348
Hawker 400XP	41.5%	664
Hawker 800XP	68.8%	368
Hawker Beechjet 400A	74.5%	735
Hawker Beechjet 400	82.3%	704
Hawker 1000A	100.1%	1283
Hawker 800A	120.9%	1601
Hawker 125-700A	287.4%	290

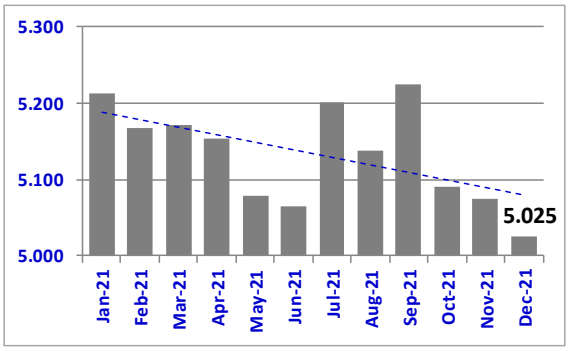
Ask Price and Days on Market source: Jetnet (www.jetnet.com)

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

Light Jets

Asset Quality Rating

Scale -2.500 to 10.000

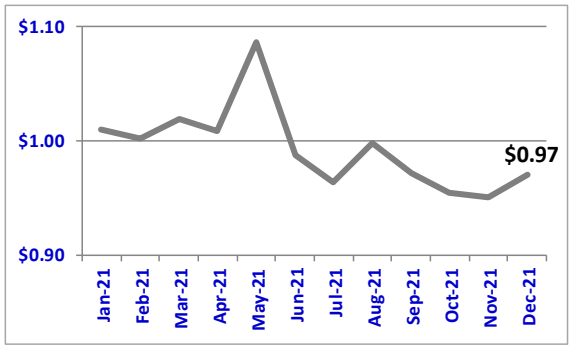


Asset Quality Rating Key

Outstanding	Excellent	Very Good	Good	Average	Below Average
5.500 or Greater	5.250 to 5.499	5.000 to 5.249	4.750 to 4.999	4.500 to 4.749	Less than 4.500

Maintenance Exposure*

($ Mil)



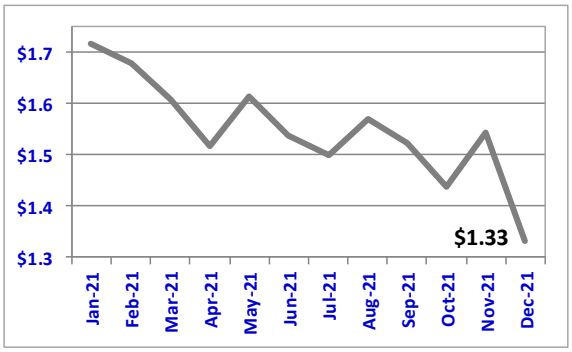
Maintenance Exposure - Reference Points

12-month Figures $ Millions			Historical Figures $ Millions	
Worst	Average	Best	Worst	Best
$1.09	$0.99	$0.95	$1.07	$0.57

** The accrued cost of future scheduled maintenance*

Average Ask Price

($ Mil)



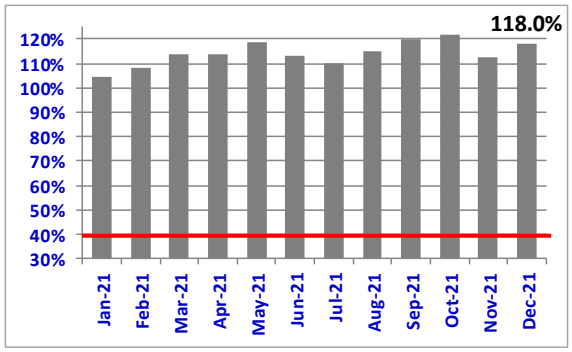
Ask Price - Reference Points

12-month Figures $ Millions			Historical Figures $ Millions	
Highest	Average	Lowest	Highest	Lowest
$1.72	$1.55	$1.33	$2.21	$1.44

Source: Jetnet (www.jetnet.com)

Maintenance Exposure to Ask Price Ratio

("ETP Ratio")



Importance of the ETP Ratio

- ***As the ETP Ratio decreases, the aircraft's "value" increases*** (in relation to its Ask Price)
- Aircraft whose ETP Ratio is above 40% are burdened, on average, with excessive Maintenance Exposure

Maintenance Exposure to Ask Price Ratio ("ETP Ratio") & Days on Market

Model	ETP Ratio	Days on Market
Beechcraft		
Premier 1A	73.5%	466
Premier 1	91.8%	392
Bombardier		
Learjet 31A	112.2%	652
Learjet 31	204.1%	733
Learjet 35A	229.2%	589

Model	ETP Ratio	Days on Market
Cessna		
Citation CJ4 525C	9.6%	57
Citation Encore +	18.9%	308
Citation CJ2+ 525A	23.6%	265
Citation Mustang 510	28.5%	397
Citation Encore	34.9%	40
Citation CJ2	44.0%	576
Citation V Ultra	45.5%	191
Citation CJ1	61.0%	602

Model	ETP Ratio	Days on Market
Cessna		
Citation V 560	124.9%	725
Citation ISP	137.3%	574
Citation II	137.5%	755
Citation III	179.7%	594
Citation Bravo	216.1%	272
Embraer		
Phenom 300	13.3%	441
Phenom 100	36.4%	400

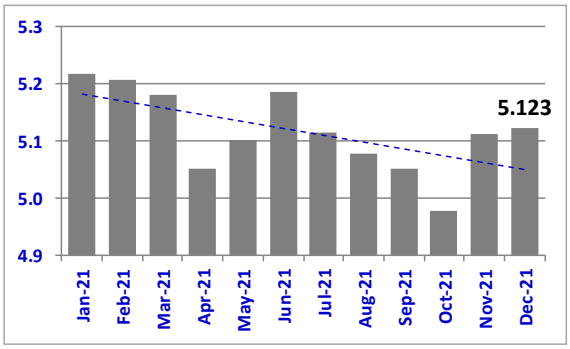
Ask Price and Days on Market source: Jetnet (www.jetnet.com)

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

Turboprops

Asset Quality Rating

Scale -2.500 to 10.000

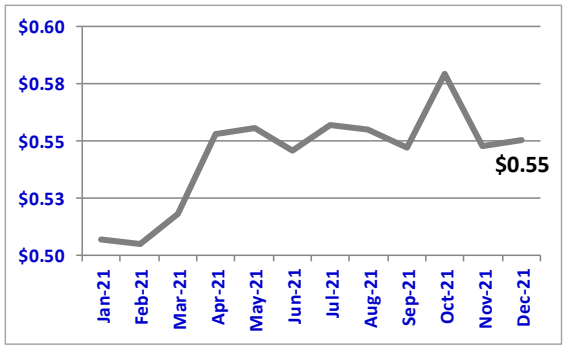


Asset Quality Rating Key

Outstanding	Excellent	Very Good	Good	Average	Below Average
5.500 or Greater	5.250 to 5.499	5.000 to 5.249	4.750 to 4.999	4.500 to 4.749	Less than 4.500

Maintenance Exposure*

($ Mil)



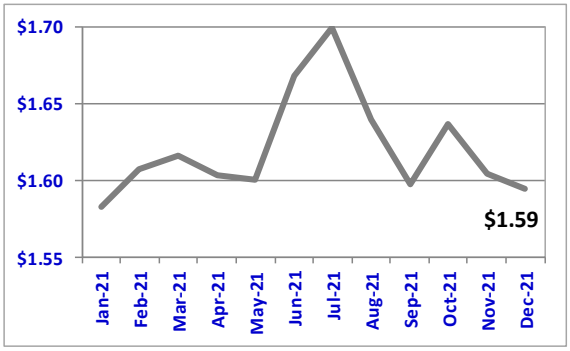
Maintenance Exposure - Reference Points

12-month Figures $ Millions			Historical Figures $ Millions	
Worst	Average	Best	Worst	Best
$0.58	$0.54	$0.51	$0.70	$0.44

** The accrued cost of future scheduled maintenance*

Average Ask Price

($ Mil)



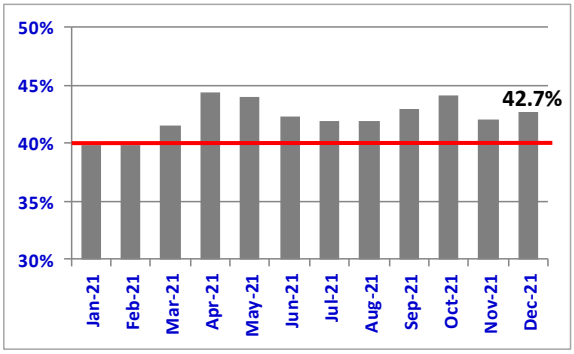
Ask Price - Reference Points

12-month Figures $ Millions			Historical Figures $ Millions	
Highest	Average	Lowest	Highest	Lowest
$1.70	$1.62	$1.58	$1.97	$1.40

Source: Jetnet (www.jetnet.com)

Maintenance Exposure to Ask Price Ratio

("ETP Ratio")



Importance of the ETP Ratio

- ***As the ETP Ratio decreases, the aircraft's "value" increases*** (in relation to its Ask Price)
- Aircraft whose ETP Ratio is above 40% are burdened, on average, with excessive Maintenance Exposure

Maintenance Exposure to Ask Price Ratio ("ETP Ratio") & Days on Market

Model	ETP Ratio	Days on Market
Beechcraft		
King Air 350i	14.4%	205
KingAir B-200 - Post-2000	30.9%	440
KingAir 350 - Post-2000	31.4%	391
KingAir 350 - Pre-2001	40.5%	391
KingAir 300	44.0%	464
KingAir B-200 - Pre-2001	48.3%	440
KingAir C90	93.6%	1059

Model	ETP Ratio	Days on Market
Cessna		
Caravan 208-675	22.7%	552
Caravan Grand 208B	33.4%	650
Caravan 208	49.3%	552
Daher - Socata		
TBM 850	23.0%	248
TBM 700A	66.2%	379

Model	ETP Ratio	Days on Market
Piaggio		
Piaggio P-180 II	29.7%	430
Piaggio P-180	109.3%	927
Pilatus		
Pilatus PC-12	16.7%	774
Piper		
Piper Meridian	18.7%	351

Ask Price and Days on Market source: Jetnet (www.jetnet.com)

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

Aircraft analyzed – maintenance analytics

Following is a list of the aircraft models researched to produce this Market Report's maintenance analytics:

Large Jets	Mid-Size Jets	Light Jets	Turboprops
Beechcraft-Hawker:			
	• Beechjet 400	• Premier 1	• King Air C90
	• Beechjet 400A	• Premier 1A	• King Air B-200
	• Hawker 400XP		• King Air 300
	• Hawker 700 Series		• King Air 350
	• Hawker 800 Series		• B-1900C
	• Hawker 900 Series		
	• Hawker 1000A		
Boeing:			
• BBJ			
Bombardier:			
• CL-601-1A; 3A; -3R; -SE	• Challenger 300	• Learjet 31	
• CL-604	• Learjet 45; 45 w/APU	• Learjet 35A	
• CL-605	• Learjet 45XR		
• Global 5000	• Learjet 55-55A		
• Global Express	• Learjet 55C		
• Global XRS	• Learjet 60		
	• Learjet 60XR		
Cessna:			
• Citation Latitude	• Citation Excel	• Citation CJ1+	
	• Citation Sovereign	• Citation CJ2	
	• Citation VI	• Citation CJ3	
	• Citation X (MSG3)	• Citation CJ4	
	• Citation XLS; XLS (MSG3)	• Citation Bravo	
	• Citation XLS+ (MSG3)	• Citation Encore; Encore +	
		• Citation I-SP	
		• Citation II	
		• Citation Mustang	
		• Citation V; Citation V Ultra	
Daher Socata:			
			• TBM 700; 850; 930
Dassault Falcon Jet:			
• F2000	• Falcon 20-5		
• F2000EX; F2000EX Easy	• Falcon 50		
• F2000DX; F2000LX	• Falcon 50EX		
• F900; F900B; F900C			
• F900EX; F900EX Easy			
• F900DX; F900LX			
Eclipse:			
		• Eclipse 500	
Embraer:			
• Legacy 600		• Phenom 100	
		• Phenom 300	
Gulfstream:			
• G-IV	• G-100		
• GIV-SP & GIV-SP (MSG3)	• G-150		
• GV	• G-200		
• G350	• G-280		
• G450			
• G550			
Piaggio:			
			• P-180; P180 II
Pilatus:			
			• PC-12
Piper:			
			• Malibu Meridian

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

Analysis Methodology – Maintenance Analytics

Asset Insight, LLC has developed a proprietary **Asset Grading System Process**™ (AGSP) that objectively evaluates assets relative to their Optimal Maintenance Condition and provides an easy-to-understand, uniform, yet robust, set of data that can be acted upon, on a timely basis, to protect and/or enhance an asset's financial performance.

The AGSP is based on patented algorithms analyzing current age, the hours and cycles on an aircraft's Major Sectors – airframe, engine(s), propeller(s), APU, paint, and interior – as well as the cost to repair or replace parts with no defined life. The AGSP derives an index (the "**Asset Insight Index**") providing an objective measure of an aircraft's current maintenance status and its related Financial Exposure going forward (the financial liability accrued with respect to future scheduled maintenance events).

The Asset Insight Index is comprised of three factors that evaluate two aspects of an aircraft's maintenance, its **Asset Quality Rating** and its **Maintenance Exposure Value**. The Asset Quality Rating is computed by averaging the aircraft's **Maintenance Rating** and **Financial Rating**, while the Maintenance Exposure Value measures an aircraft's accrued / consumed financial liability with respect to future scheduled maintenance events, presenting such information in financial terms.

Asset Quality Rating and the Factors Comprising the "Asset Insight Index"

Asset Quality Rating

The Asset Quality Rating allows any aircraft's maintenance status to be directly compared to any other aircraft's maintenance status, by virtue of the Asset Insight standardized scale. The Asset Quality Rating is computed by averaging the aircraft's Maintenance Rating ("ATC Score") and Financial Rating ("ATFC Score") – explained in the following two sections, and is based on a scale ranging from -2.500 to 10.000, the latter reflecting a newly produced aircraft (see scale below).

-2.500 – 2.000	3.000	4.000 – 6.000	7.000	8.000 – 10.000
Poor Asset Quality	Below average asset quality due to upcoming scheduled maintenance	Most aircraft will Score within this range, representing good asset quality	Very good asset quality (usually associated with recent production aircraft)	Exceptional asset quality (typical of new, or nearly new, production aircraft)

❶ Maintenance Rating – *Asset Technical Condition Score* ("ATC Score")

The "Asset Technical Condition Score" ("ATC Score") utilizes the Asset Grading System Process™ developed by Asset Insight, Inc. to objectively evaluate and grade an aircraft's maintenance status, on a standardized scale, relative to its Optimal Maintenance Condition (achieved on the day it came off the production line), utilizing the aircraft's (standard/typical) Scheduled Maintenance Program. The ATC Score is based on a scale ranging from -5.000 to 10.000, the latter reflecting a newly produced aircraft (see scale below).

-5.000 – 2.000	3.000	4.000 – 6.000	7.000	8.000 – 10.000
Poor Asset Quality	Below average asset quality due to upcoming, heavy, scheduled maintenance	Most aircraft will Score within this range, representing good asset quality	Very good asset quality (usually associated with recent production aircraft)	Exceptional asset quality (typical of new, or nearly new, production aircraft)

❷ Financial Rating – *Asset Technical Financial Condition Score* ("ATFC Score")

The "Asset Technical Financial Condition Score" ("ATFC Score") evaluates and grades the Aircraft's financial rating relative to its Optimal Maintenance Condition based on the Aircraft's ATC Score (see Maintenance Rating above). The ATFC Score is based on a scale from 0.000 to 10.000, the latter reflecting a newly produced aircraft (see scale below).

0.000	3.000	4.000 – 6.000	7.000	8.000 – 10.000
All scheduled maintenance events due	Aircraft with upcoming, high cost, scheduled maintenance events	Most aircraft will Score within this maintenance status cost range	Aircraft facing relatively low-cost maintenance events	New or recently manufactured aircraft

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

To score each aircraft make/model, the average cost for completing each maintenance event comprising the ATC Maintenance Program is determined. Having compiled the aircraft's maintenance history, the time (calendar, flight hours or cycles) accumulated toward each individual scheduled/anticipated maintenance event is used to determine the aircraft's ATFC Score.

The Financial Rating (ATFC Score) differs from the Maintenance Rating (ATC Score). While the ATC Score evaluates and grades an aircraft's maintenance status relative to its Optimal Maintenance Condition, the ATFC Score grades an aircraft's financial condition relative to its Optimal Maintenance Condition, meaning the ATFC Score is weighted by the estimated cost to complete each maintenance event. Accordingly, the Maintenance Rating is likely to differ from the Financial Rating.

For example, if an aircraft had only two maintenance components, and if one component was three-quarters of the way toward its overhaul while the second was one-quarter of the way toward its overhaul, their combined ATC Score would be 5.000, based on the following calculation: (75% + 25%) / 2 X Perfect Score (10.000) = 5.000.

However, if the first of these components has an overhaul cost of $1,000, while the second has an overhaul cost of $10,000, their combined ATFC Score would be 2.955 (see below).

	Remaining Useful Life	Overhaul Cost	Remaining Financial Value
Component #1	75%	$1,000	$750
Component #2	25%	$10,000	$2,500
		$11,000	$3,250

ATFC Score Calculation Methodology

Aircraft's Financial Ratio ($3,250 / $11,000) X Perfect Score (10.000) = **2.955**

Maintenance Exposure – *Asset Technical Financial Exposure Value* ("ATFE Value")

The "Asset Technical Financial Exposure Value" ("ATFE Value") measures the aircraft's financial exposure based on its maintenance condition – the liability accrued / consumed with respect to future scheduled maintenance events – and presents this information in financial terms, as follows:

Max $ Exposure for Make/Model — **$0 Maintenance Exposure**

Maintenance financial exposure equal to the cost of one cycle for each Scheduled Maintenance event

Typical aircraft maintenance cost exposure range

Newly manufactured aircraft

To derive an aircraft's ATFE Value, the estimated cost for completing each event comprising the ATC Maintenance Program has been established. Having compiled an aircraft's maintenance history, the time (flight hours, landings/cycles, and/or calendar period) accumulated toward each individual scheduled/anticipated maintenance event is used to compute the dollar liability accrued toward that event, with the ATFE Value representing the total accrued liability toward future maintenance events.

Ask Price vs. Maintenance Exposure to Ask Price Ratio ("ETP Ratio") Graph

The graph displays the relationship between each aircraft group's "Maintenance Exposure to Ask Price" Ratio (the ATFE Value divided by the Average Ask Price) and the Average Ask Price. In general, as aircraft Ask Prices rise, the Ratio should decrease – all other factors being equal. However, the Ratio's relationship to Ask Price is not an absolute inverse correlation. Aircraft with a greater or lesser maintenance-related Financial Exposure, but with the same Ask Price, may replace aircraft listed "for sale" during any given month. Accordingly, it is possible for both the Ratio and the Ask Price lines to move in the same direction.

Asset Insight, LLC
(540) 905-4555
info@assetinsight.com

Maintenance Exposure to Ask Price Ratio ("ETP Ratio")

The Maintenance Exposure to Ask Price Ratio ("ETP Ratio") is calculated by dividing the aircraft's Maintenance Exposure (the financial liability accrued with respect to future scheduled maintenance events) by its Ask Price. Accordingly, as the ETP Ratio decreases, the aircraft's "value" increases (in relation to its Ask Price). Aircraft whose ETP Ratio is 40% or greater are believed to have accrued an excessive level of Maintenance Exposure in relation to their Ask Price. ETP Ratios are only available in cases where a statistically significant sample of aircraft Ask Price and maintenance status can be derived for a specific Make / Model.

General Information

Asset Insight, LLC (www.assetinsight.com) provides asset evaluation and financial optimization services. The company's "Asset Grading System Standard," and related analyses, provides the ability to translate the asset's technical condition into easy-to-understand, actionable financial information. Asset Insight is independent of any manufacturer, appraisal firm, financial services firm, or technical services facility, enabling it to provide an unbiased view of an asset's condition with respect to its technical status and related financial exposure. The company is managed by business, technical and financial professionals with significant experience in aviation asset management.

The analytics in this document are not intended to represent a technical evaluation of any Aircraft. Further, the reader, or any party using information contained in this Report, should recognize that this Report is limited in scope, and that discrepant conditions may exist in any one or more analyzed aircraft that were not known by Asset Insight, LLC.

The Asset Insight Index and its components are based upon the aircraft maintenance condition information reviewed by Asset Insight, LLC as of a certain date. Running any analytics on any aircraft utilizing a different date, revised maintenance data and/or utilization figures will likely generate different results.

Asset Insight, LLC makes no representation concerning the value or condition of any aircraft. Additionally, Asset Insight, LLC does not warrant the accuracy of the information obtained by Asset Insight, LLC that has been used to produce this Report.

Copyright Notice

Asset Insight, LLC
P.O. Box 27740, Las Vegas, NV 89126
Telephone: (540) 905-4555 | www.assetinsight.com

To obtain an instant valuation for any aircraft, by specific Serial Number, using Asset Insight's eValues™ system, please visit our website (www.assetinsight.com). To discuss Asset Insight's services, or schedule a demonstration of Asset Insight's services, please call us at (540) 905-4555.