



JULY 19, 2019

VREF VALUATION FOR  
(YOUR NAME HERE)

**2006 GULFSTREAM G200**  
**N NUMBER: (#)**



VREF Residual Value Report is not an appraisal and does not meet USPAP standards,  
and should not be used in place of a formal desktop or on-site appraisal.



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The **Gulfstream G200**, formerly known as the **IAI Galaxy**, is a twin-engine business jet. It was designed originally by Israel Aerospace Industries (IAI) and was produced by IAI for Gulfstream Aerospace from 1999 through 2011.

The G200 was originally named "Astra Galaxy". When Gulfstream Aerospace purchased Galaxy Aerospace in 2001 the model was rebranded as the Gulfstream G200. Israel Aircraft Industries' subsidiary Galaxy Aerospace Inc. began designing the Galaxy in the late 1980s in a risk-sharing partnership with the Soviet aircraft design bureau Yakovlev OKB. The program officially launched in September 1993. Yakovlev handled design and manufacturing of the forward fuselage and empennage. However, the Russian company had trouble meeting agreed production schedules, and the partnership was ended in 1995. This led to another risk-sharing agreement, with EADS Sogerma manufacturing the fuselage and empennage, and IAI being responsible for final assembly and other prime contractor duties.

The Galaxy was based on a new wider fuselage, attached to a strengthened Astra SPX wing with integrated winglets and modified high-lift devices, powered by new 5,700-lb thrust Pratt & Whitney Canada PW306 turbofans, and with improved Pro Line 4 avionics and an all-new interior. The decision to use the existing

Astra SPX wing imposed a maximum limit on size but allowed a fuselage large enough to accommodate three abreast seating. The main change from the Astra SPX wing was the introduction of Krueger flaps on the leading edges of the inboard section. These recovered some of the field performance lost as a result of the Galaxy's higher wing loading. It used rubber de-ice boots on wing and horizontal stabilizer leading edges. The aircraft has seating configurations for 8 to 10 passengers. The G200 has a forward-tilting stance when on the ground.

### AIRCRAFT DATA

AIRFRAME TOTAL TIME (AFTT): ..... 4372.5  
SINCE MAJOR OVERHAUL (SMOH)  
SMOH - ENGINE #1: ..... 0  
SMOH - ENGINE #2: ..... 0

### SUMMARY

VALUE ITEM	.....\$RETAIL	.....\$WHOLESALE
BASIC PRICE	..... 4,400,000	..... 3,836,800
ADDS/DEDUCTS	..... 0	..... 0
AIRFRAME	..... 0	..... 0
ENGINE(S)	..... 0	..... 0
CONDITION	..... 0	..... 0
<b>TOTAL:</b>	<b>\$4,400,000</b>	<b>\$4,400,000</b>



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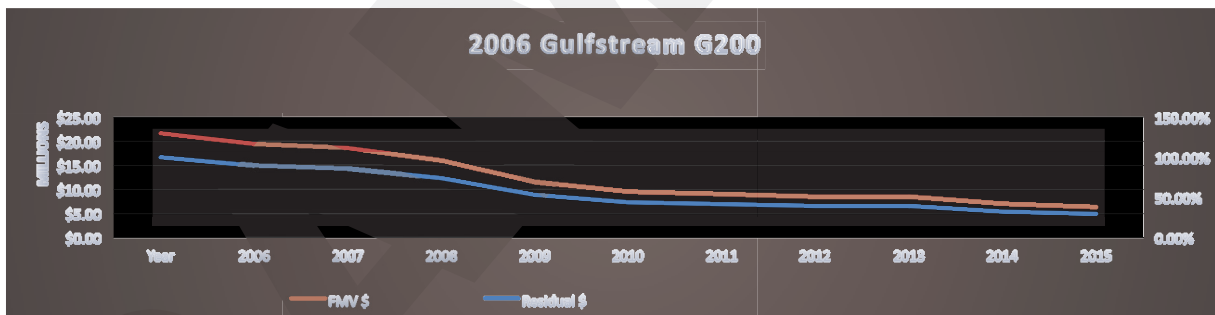
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Year	Residual Value % (x 100)	FMV \$	OLV \$	NOLV \$
2006	1	\$21,646,000.00	\$19,048,480.00	\$17,316,800.00
2007	0.90	\$19,400,000.00	\$17,072,000.00	\$15,520,000.00
2008	0.86	\$18,600,000.00	\$16,368,000.00	\$14,880,000.00
2009	0.74	\$16,000,000.00	\$14,080,000.00	\$12,800,000.00
2010	0.53	\$11,500,000.00	\$10,120,000.00	\$9,200,000.00
2011	0.44	\$9,500,000.00	\$8,360,000.00	\$7,600,000.00
2012	0.42	\$9,000,000.00	\$7,920,000.00	\$7,200,000.00
2013	0.39	\$8,500,000.00	\$7,480,000.00	\$6,800,000.00
2014	0.39	\$8,500,000.00	\$7,480,000.00	\$6,800,000.00
2015	0.32	\$7,000,000.00	\$6,160,000.00	\$5,600,000.00
2016	0.29	\$6,350,000.00	\$5,588,000.00	\$5,080,000.00
2017	0.24	\$5,300,000.00	\$4,664,000.00	\$4,240,000.00
2018	0.21	\$4,500,000.00	\$3,960,000.00	\$3,600,000.00
2019	0.21	\$4,500,000.00	\$3,960,000.00	\$3,600,000.00
2020	0.19	\$4,200,000.00	\$3,696,000.00	\$3,360,000.00
2021	0.18	\$4,000,000.00	\$3,520,000.00	\$3,200,000.00
2022	0.18	\$3,800,000.00	\$3,344,000.00	\$3,040,000.00
2023	0.17	\$3,600,000.00	\$3,168,000.00	\$2,880,000.00
2024	0.16	\$3,500,000.00	\$3,080,000.00	\$2,800,000.00
2025	0.15	\$3,300,000.00	\$2,904,000.00	\$2,640,000.00



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### RETAIL PERCENT CHANGE

Change Last Quarter: ..... -2.22%  
Change Last 12 Months: ..... -2.22%  
Change Since New: ..... -79.67%  
Price When New: ..... \$21,646,000

### BASE PRICE INCLUDES

ProLine 4 avionics, ESP, RVSM, TAWS A, TCAS II,  
excellent P&I, NDH.

### ENGINE

P&W 6040lbs TBO 6000  
PW306A

### MARKET DATA & RECENT ADS

ADs = 06-10-18 perf tables; 07-07-11 fuel pump; 07-  
07-13 wiring harness; 07-17-16 relief valves; 08-16-10  
hydr tubes; 10-20-04 airbrakes; 11-20-04 cracked  
nuts; 11-23-07 aileron servo.

Demand Rating: B

### PERFORMANCE & SPECS

Config ..... Twn, fanjet  
Mx sts ..... 18  
Mx T.O. wt ..... 34,850 lbs  
Cruise ..... 470 kts  
Range ..... 3400 nm  
T.O. .... 5845 ft  
Wing span ..... 58ft 2in  
Length ..... 62ft 4in  
Height ..... 21ft 5in

### IMPORTANT NOTE

Prices depicted in VREF are averages based on the  
marketplace from the previous quarter. These average  
prices may not represent a specific serial number. Each  
serial number is unique. Prices can vary widely due to  
time, condition, maintenance history and equipment.