

Aircraft Bluebook

King Air 360

Beech King Air 360

2021



Type

Turboprop



Max Seats

17



Engine • Takeoff Power

P&W 1050 shp | PT6A-60A

Average retail value

\$

7,500,000

\$0

vs previous revision

Adjusted retail value

\$

8,288,136.64

+ 10.5%

vs average retail value

Average wholesale value

\$6,657,000

\$0

Adjusted wholesale value

\$7,392,027.64

+ 11.0%

Factory new list standard price

\$8,390,000

Factory new average equip price

\$8,390,000

Valuation Adjustments

| Category                      | Adjusted wholesale | Adjusted retail      |
|-------------------------------|--------------------|----------------------|
| Airframe / Engine Utilization | \$735,027.64 + 11% | \$788,136.64 + 10.5% |
| Total Airframe Hours: 431     | \$419,391.00       | \$472,500.00         |
| Engine 1 SMOH Hours: 431      | \$157,818.32       | \$157,818.32         |
| Engine 2 SMOH Hours: 431      | \$157,818.32       | \$157,818.32         |
| Add For Value Items           |                    |                      |
| Maintenance Programs          |                    |                      |
| Custom Adjustments            |                    |                      |
| Paint                         |                    |                      |
| Interior                      |                    |                      |
| Avionics                      |                    |                      |
| Conversion & Modifications    |                    |                      |

## Base Average Equipment

ADs SBs complied; Avg AFTT; Complete Logbooks since new; Digital Flight Management System (FMS); Digital Pressurization Indication; IS&S ThrustSense Autothrottle; Maintenance & Inspections Half-Life unless specified; Multi-Scan Weather Radar; No DH; P&I rated 8/+; Pro Line Fusion Avionics Suite; TCAS II

## 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 <u>averages</u> for the type, model, and year of manufacture of that aircraft over the recent calendar quarter. Individual circumstances will vary.

Intended as a <u>guide</u> 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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