

Gulfstream IV-SP

Market Summary

October 20, 2026

292

ACTIVE FLEET

32

LISTED FOR SALE

~8 months

OF SUPPLY AT CURRENT PACE

~180 days

MEDIAN TIME LISTED

If you own a Gulfstream IV-SP, the market has moved in your favour since spring: asking prices are about 8% higher than in May and listings are down from their August peak. It is still a slow market, with about four sales a month and a typical aircraft listed for around six months.

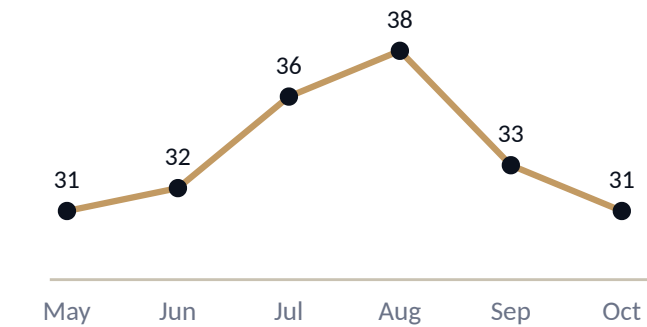
01 • THE NUMBERS

What the data shows

- **Fleet:** 304 built between 1992 and 2003, 292 still active. Average length of ownership is about 7.2 years, and about a quarter of the fleet sits in fractional programs.
- **Supply:** 32 listed, 18 verified and 14 unverified, none for lease. Listings rose from 31 in May to 38 in August and have eased to 31 to 32 since.
- **Vintage and hours:** listed aircraft are 1993 to 2003 builds, mostly around 1998. Airframe time runs from about 4,500 to 15,800 hours, centred around 10,200, with 2,300 to 7,100 landings.
- **Asking prices:** only 10 of the 32 show a price. Those run from \$2.5M to \$6.9M and centre at about \$4.6M to \$4.75M. The rest are price on request.
- **Time on market:** from 4 to 1,167 days. The monthly median has moved between about 130 and 230 days, and stands near 180 days now.
- **Sales:** 21 resales from May to September, between 3 and 6 a month, and 2 so far in October.

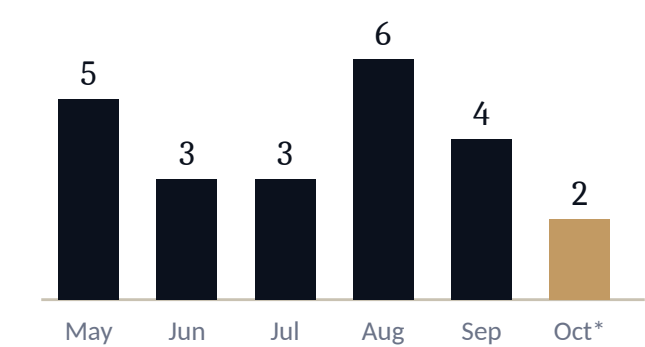
Supply, sales and prices

Aircraft listed for sale



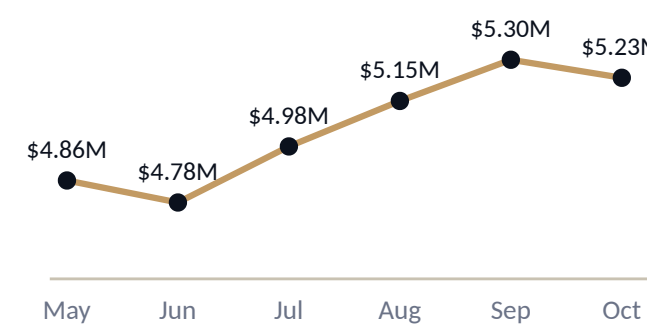
Monthly count, May to October 2026, including unverified listings.

Resales per month



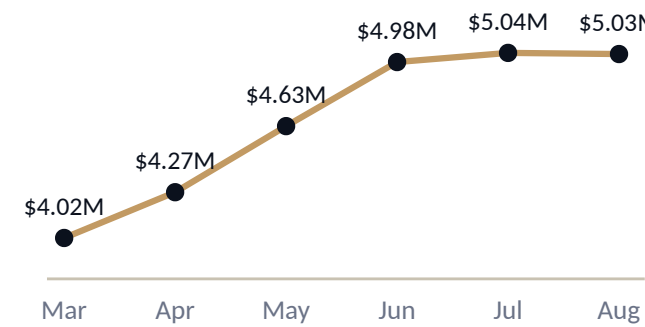
*October to date, as of October 20.

Average asking price (\$M)



Monthly, May to October 2026. Based on listings that publish a price.

Valuation index (\$M)



Modeled average value, adjusted for age, hours and engine programs. Through August. Not transaction prices.

Fleet by region

Region	Aircraft	Share
North America	227	78%
Middle East / Africa	33	11%
South / Central America	15	5%
Asia	10	3%
Western Europe	4	1%
Eastern Europe / W. Asia	1	<1%
Unknown	2	1%

Reading the IV-SP market

- **Roughly 8 months of supply.** 32 aircraft listed against about 4 sales a month. This is our own arithmetic from the figures in this report, not a published market statistic.
- **Prices are firming, slowly.** Average asking prices are up about 8% since May, and a modeled valuation index is up about 25% from March to August. The index is an estimate, not a record of sales.
- **Asking is not selling.** Published asking prices run from \$2.5M to \$6.9M, and only 10 of the 32 listings show one. Hours, engine program status, records and damage history decide where an aircraft lands.
- **Few are in Europe.** 78% of IV-SPs are in North America and only 4 are in Western Europe, which matters if the likely buyer is not local.

The listed aircraft today

Measure	Range across listings	Typical
Year of manufacture	1993 to 2003	around 1998
Airframe hours	about 4,500 to 15,800	about 10,200
Landings	2,300 to 7,100	n/a
Asking price (10 of 32 listings)	\$2.5M to \$6.9M	about \$4.6M to \$4.75M
Time on market	4 to 1,167 days	about 180 days

Compare your aircraft on year, hours and landings first, then on engine program status, records, interior and paint.

1999 Gulfstream IV-SP, \$4.9M. This one is ours: MyVIP Aviation brokered the sale in an international transaction. One sale is a single data point, not a market price. Hours, condition and records vary between aircraft.

Industry estimates put a Gulfstream IV-SP at about \$2.6M a year to operate at 250 hours (\$7,208 per flight hour variable, about \$1.8M, plus about \$0.8M a year fixed including crew recurrent training, with fuel at \$6 a gallon and a two-pilot crew). An aircraft that sits listed for six months still carries its fixed costs.

If you would like a straight read on where your aircraft sits against this, by year, hours and program status, we are glad to give one, with no obligation.

Source: industry fleet and transaction data as of October 20, 2026, and MyVIP Aviation research. Counts include unverified entries and are not valuations. Asking-price figures are based on the 10 aircraft with a published price. Monthly averages come from a separate series and may differ slightly from the snapshot. Aircraft are subject to prior sale or withdrawal from the market.