

Gulfstream V

Market Summary

October 20, 2026

187 ACTIVE FLEET	18 LISTED FOR SALE	10 RESALES IN SIX MONTHS	~250 days MEDIAN TIME LISTED
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If you own a Gulfstream V, values have risen since March, but buyers are taking their time. Eighteen are listed, about 10% of the 187 still active, only 10 have resold in six months, and the typical listing has now been on the market for about eight months.

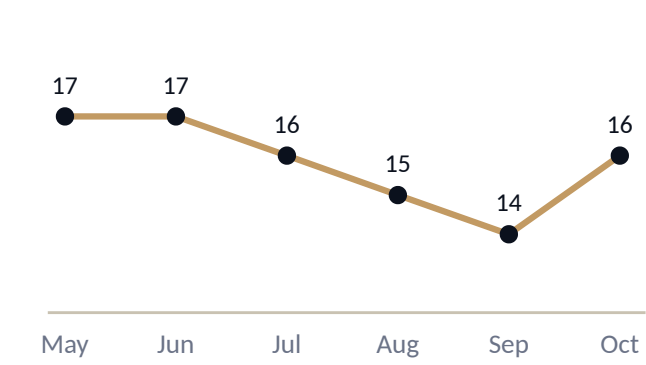
01 • THE NUMBERS

What the data shows

- **Fleet:** 194 built between 1996 and 2006, 187 active. Average length of ownership is about 8.4 years, and about 19% of the fleet sits in fractional programs.
- **Supply:** 18 listed, 13 verified and 5 unverified, none for lease. Listings eased from 17 in May to 14 in September, then rose to 16 in the October series.
- **Sales:** 10 resales from May to October, from 3 a month in the spring to 1 a month in August and September, and none so far in October.
- **Time on market:** the monthly median has climbed from 154 days in May to 247 days in October.
- **Asking prices:** only 4 of the 18 listings show a price, so there is too little to read as a range. Their monthly average has moved between about \$8.4M and \$9.9M.
- **Valuation:** a modeled average value for the type rose from about \$7.8M in March to \$9.65M in August.

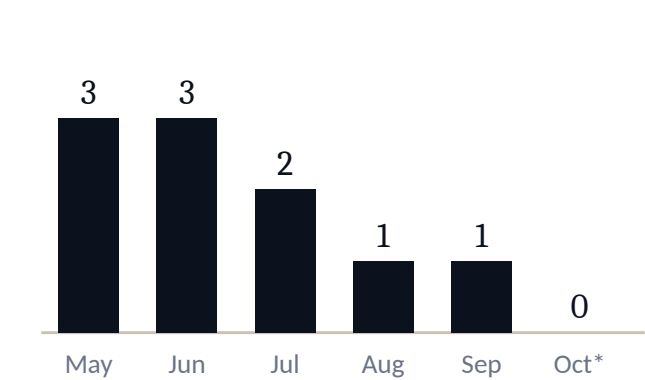
Supply, sales and time on market

Aircraft listed for sale



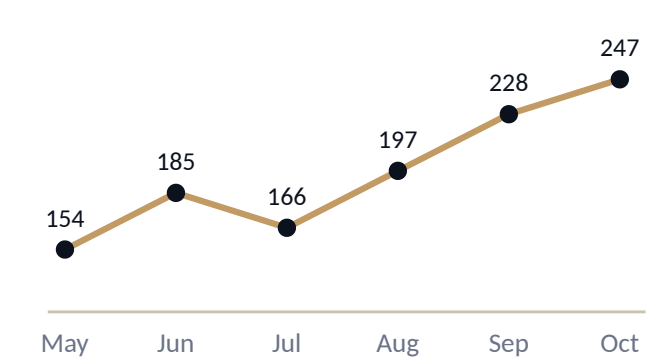
Monthly count, May to October 2026, including unverified listings.

Resales per month



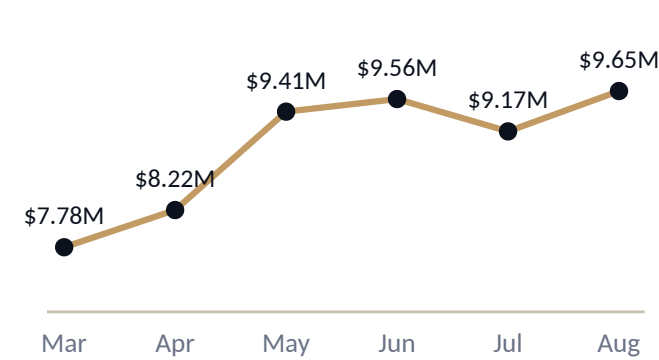
*October to date, as of October 20.

Median days on market



Monthly median, May to October 2026.

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	154	82%
Middle East / Africa	12	6%
South / Central America	11	6%
Asia	5	3%
Western Europe	4	2%
Unknown	1	<1%

Reading the GV market

- **A slow market.** Ten sales in six months and a median listing time that has grown by about 90 days since May. By our own arithmetic from the figures here, 18 listings at under two sales a month is more than ten months of supply. Amstat's published absorption rate is 7.8 months, so a fair range is roughly 8 to 11.
- **Values are up, with a caution.** The modeled valuation index is up about 24% from March to August. With so few sales, treat it as a direction, not a price.
- **Asking is not selling.** Only 4 of 18 listings show a price, so there is no reliable asking range to compare against. Hours, engine program status, records and damage history decide where an aircraft lands.
- **Few are in Europe.** 82% of GVs are in North America and only 4 are in Western Europe, which matters if the likely buyer is not local.

The type at a glance

Measure	Figure
Year of manufacture, whole fleet	1996 to 2006
Airframe hours, whole fleet	0 to about 19,850
Average length of ownership	about 8.4 years
Median time on market, October	247 days
Modeled average value, August	about \$9.65M

Compare your aircraft on year, hours and landings first, then on engine program status, records, interior and paint. The ranges above cover the whole fleet, not only listed aircraft.

2000 Gulfstream V, \$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 V at about \$2.9M a year to operate at 250 hours (\$7,883 per flight hour variable, about \$2.0M, plus about \$0.9M a year fixed including crew recurrent training, with fuel at \$6 a gallon and a two-pilot crew). An aircraft that sits listed for eight 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. Only 4 of 18 listings show an asking price. The monthly series and the current snapshot differ slightly (for example 16 vs 18 listed). Aircraft are subject to prior sale or withdrawal from the market.