



VANITY FAIR

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Last week UAE capital Abu Dhabi hosted traditional air show of the same name. Between us, it is difficult to attribute this show to any significant international events. The absence of any contract, two dozen planes and helicopters, much more limousines and visitors, ready to buy, all at once for exorbitant prices – these are first impressions of three days spent days in Al Bateen Executive Airport, which conveniently fit into the business district of Abu Dhabi.

Perhaps this is where organizers managed to gather at one venue all leading Middle Eastern operators who provide services in the highest segment, and it is here that a visit to an aircraft means a very decent deal, for both sides. Therefore, it is logical that next to Gulfstream G650 and the Falcon 7X, as well as newcomer Embraer Legacy 500, you see VVIP liners as ACJ340, BBJ and similar "classic" with fashionable salons.



Abu Dhabi Air Expo – is a get-together for customers with the highest self-esteem, on the brink of the absurd: often the type of the aircraft is not important for the client, but onboard service and the scale of the liner are, price tag is a secondary factor.

A real Star of the show became Saudi's Sky Prime Aviation Services Airbus Corporate Jet 340 for 77 pax, which is available for charter flights for a price tag of \$ 22,000 per flight hour. Once on board, at first you just get lost, and then you realize that this clients will never move to any other jet type, no matter how paradoxical it may sound.

Qatar Executive present a brand new Gulfstream G650. They are confident, that their future fleet of Gulfstreams will be able to meet expectations of the most demanding customers of the region, despite strong competition.

Talking to carriers representatives, we concluded that Middle East market of VVIP services, despite the difficult economic situation in the world practically wasn't reduced. Client actively "go" on the big liners with the best "set" on the board. But the flight geography has changed a bit. "Classic" Europe and the US gradually gave way to flights within the region and in the "Far East", especially in China and Japan.

Abu Dhabi Air Expo announced several startups - GI Aviation enters the air taxi market with a "budget» Pilatus PC-12NG, and Abu-Dhabi Aviation launches regular business charters after examples of popular Rotana Jet in the UAE and neighboring countries. And here we have noticed that the number of passengers on this category of flights really rolls. Al Bateen Executive Airport, with its three FBO simply overwhelmed.



Businessmen actively use alternative fast and comfortable travel, even if the distances are insignificant. Pricing on these flights is very democratic, you agree that fly to the nearby Sir Bani Yas for \$ 60 very attractive.

Well, the helicopter segment has been presented very modestly. A brand new Bell Helicopters with 505 Jet Ranger X and luxurious Bell 429 equipped with a VVIP lounge «MAGnificent» by Mecaer Aviation Group. Several dealers of Finmeccanica Helicopters made available visitors AW139 and AW189. Falcon Aviation Services even arranged demonstration flights on their brand new AW189. But Abu Dhabi Aviation and the Egyptian Petroleum Air Services actively offered services for offshore flights to numerous platforms Bell 412EPI all the same AW139.



Abu Dhabi Air Expo, which was supposed to work for three days, ended almost as early as the first day. Severe storms that struck the Abu Dhabi March 8 really done things. A pile of iron, damaged aircraft and bad weather forecast, played a cruel joke. Deciding not to risk, the main participants of the airshow just left. Although the main goals were achieved - the first day was a real sell-out of officials and potential customers.



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