

Airshare Newsletter

Issue No. 2

March 2008

PA31's for 2008

The Piper PA31 Chieftain offers economical performance across the European market. Airshare now has three of the type in operation and a fourth awaiting finalization of UK registration. A cruise speed of 170 Knots (195 MPH) means the aircraft can reach Geneva in two hours or, better still, some of the small aerodromes, closer to ski resorts.

Chambery, Sion, Grenoble are examples of the non congested smaller airports that we can access with your own aircraft. With ten minute transit times at both ends of your route and fast connections to your favourite ski resort you really can maximize the use of your time. Seating four in super comfort (club class) and up to six with room for the kit the aircraft is a real pleasure to fly in. Catering of your choice will make the trip pass in no time and allow you to actually enjoy flying again! Discover what our core clients take for granted, fast effortless transport can have a life changing effect. With shares starting at just £25,000 for 40 days use the PA31 is our suggested entry level aircraft for 2008. Call now for more details.

Buying well is key

With a twenty five year history of trading and Trans Atlantic operation Atlantic Bridge Aviation (ABA), the parent company of Airshare and LyddAir, has a strong track record in the acquisition and operation of a variety of aircraft types. With "over 90%" of corporate and business aircraft manufactured in the USA it is "vital to have a strong understanding of the dynamic nature of the aircraft market" said Robin Gordon, Marketing Director of Airshare. Both direct customers and the lease specialists will buy forward order positions for popular types, meaning that if you want an aircraft now you will struggle to get a best value deal. ABA looks not just at the USA market but Worldwide in order to scope the best example of the specific aircraft type for its customers. "Once the decision on type is

made" said Robin we can start to evaluate aircraft in the market. This is a complex process using industry insider software applications, specialist knowledge and contacts. The bottom line is that with ABA on your acquisition team you will be getting the best possible value aircraft for your needs.

Evaluating client needs.

All aircraft designs are optimized to a very high degree. Trades are made in terms of range, payload, short field performance, economy, cabin size, speed, maintenance Etc. Etc. Understanding your travel requirements is fundamental to our being able to offer a suitable

solution. Our current fleet of Airshare aircraft is available for air taxi/charter operations and is well suited to the European environment. We do recognize that individual clients may have differing travel needs and it is for this reason that we offer a bespoke "buy and operate" management contract.

Evaluate, buy, and operate.

For individuals who want to acquire their own aircraft we offer fixed pricing for the acquisition, engineering, re-registration, ferry. We do not make a separate charge to help you evaluate aircraft choices. Sensible management charges and access to the group's pilot and engineering resource mean economical operation.



B200 for Far East

Acquisition of a B200 for a client based in SE Asia began with evaluation of specific routes, costs, timings navigation charges, pilot hours Etc. This led to a buying decision for “the youngest B200 we can find”. When two of the target aircraft changed hands within “48

hours” we knew just how tight the market was said Robin. We exchanged contracts on an aircraft with the latest avionic fit (Proline 21) in the days before Christmas, leaving a challenging schedule (imposed by the dealer to avoid additional inventory tax) to close the deal before 31 December. Personal visits to complete the aircraft pre-buy inspection and some fast foot-work with our long standing escrow partners allowed us to complete the transaction inside the deadline. Fitment

of long range radio equipment (HF/Selcal) was a customer requirement for operation Trans pacific. Evaluation of suppliers and contracting of the work took place in the last few days of 2007, the aircraft being positioned to the supplier’s site for work to begin in the early 2008. Acceptance of the modified aircraft and ferry to Europe occurred in late January with the aircraft “in service” in the middle of February.

Airshare is offering a free travel analysis, looking at regular travel patterns for both individuals and companies. Flying from local airports not only saves time and money but allows an unfettered freedom of travel that was once for only the super rich. Airshare can be reached on 01797 322207 or via the web at www.airshare.aero

Evaluating your travel patterns

For a free, fast look at the time and money that using business aviation can save you just call us on 01797 322207 24/7!

From the people that brought you LyddAir Kent's favourite airline

With a ten year history at Lydd Airport Atlantic Bridge Aviation is the parent company of LyddAir and Airshare. Formed in 1989 Atlantic Bridge specialises in the import of “best” value aircraft from the USA, the major market for these types. With the Dollar at a ten year low against the Pound using our services to acquire and operate has never made more sense.



A Gulfstream Five gets airborne into weather. Capable of flying London to Japan with eight passengers the type offers global range with accommodation and cruise speeds to match.