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Airbus Unveils Its Grand Vision for Flying in 2050

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By **KAVERI NITHTHYANANTHAN**

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Airbus has shed light on what the aircraft of the future will look like and how that could change passengers' experiences when they fly in 2050. Of course, it's a plane Airbus hopes one day to build itself.

So, what does the future hold in the eyes of one of the world's biggest aircraft manufacturers and would any airline actually buy into an idea where space is provided on an aircraft to play virtual golf?

From the video, it appears that the cabin crew that greet you and guide you toward the correct aisle have disappeared. Instead, they are replaced by hand-print scanners that check you in and then show images of where your seats are located.

Airbus believes the futuristic web-like roof, providing panoramic views, will be strong enough to withhold the pressures associated with flight. None of the video images seem to show where the cockpit may be situated. Perhaps there's no need for them in Airbus's eyes, but we are guessing here.

But it's not the new-fangled changes that has put Airbus's dream in the spotlight.

Will any airline buy a plane that doesn't have first or economy class, but instead separates the cabins into different zones?

Let's face it, for many airlines with more than one class, it's the more expensive seats that are the most lucrative and could generate 40% of profit from airlines seats, while premium passengers only represent around 12% of those traveling.

Airbus believes the plane of the future will allow you to move around and sit in these different

zones, according to your needs. There's the possibility of hosting interactive conference calls, reading bedtime stories to your children when work takes you miles away. Then there's the "vitalizing zone," which allows you to recharge your batteries in vitamin and antioxidant enriched air, mood lighting. And if that wasn't enough, you could play 18 holes of virtual golf.

While Ryanair is unlikely to buy into such a concept, since it is an airline that would rather get rid of toilets to make room for extra seats, perhaps an airline like Emirates or another cash-rich Middle Eastern airline known for its luxury service will.

Paul Sheridan of aviation consultants Ascend Worldwide said that providing virtual golf may not be the priority airlines will be eyeing when they decide their plane orders. "Airlines will look at the technology changes and the cost of flying the aircraft first," he said.

However, he said airlines have used the A380 to differentiate themselves, with Emirates putting showers in first-class sections and bars in business class and Korean Airlines putting in a duty free shop.

"However, what tends to happen with airlines is that the economics dictate that they will need to fill the spaces with more seats," he said. That does of course hinge on the possibility that all the oil money hasn't evaporated by then.

But with all this dreaming, there is one certainty: 2050.

[Airbus](#), [airlines](#), [aviations](#), [Emirates](#), [Ryanair](#)

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3:32 am June 15, 2011

todd wrote:

these designs work better as a very light business jet, where there's not too many people to make a small section for virtual golf impractical. also we have to ask if the webbing frame can handle lightning strikes. plus the cabin storage has to be programmed to stop at the right seat from back to front while allowing for the possibility that not all passengers board in the right order. the smarter move for a big plane is to have two levels one for seating the other for recreation.

7:52 pm June 14, 2011

Michael Cheng wrote:

There are so many farfetched elements, I don't even know where to begin. I don't know what century Airbus is operating in, but to bring everything in the video to life would probably take until 2150. I'm still flying in airplanes today that are basically just larger and slightly faster versions of plane from 40 years ago, and some are still from 30 years ago.

Plus, I honestly wouldn't care about some multi-use area that only accommodates 3-5 people on a plane with 300 people. It just doesn't make sense unless a few select passengers are willing to pay much more to use that space than anything available on the ground. And, instead of a webbed structure, just give me port windows that are twice as large and I'll be blown away.

My top three wishes are much more practical. Just give me a nearly silent plane, more legroom, and somewhere to stretch out and gather with others. Oh wait, that's only on Air Force One.

6:32 pm June 14, 2011

Arthur wrote:

They'll still jam us in like sardines.

3:49 pm June 14, 2011

Michael J. wrote:

This plane, if ever built, will cater to only people who can afford the premium air fare. I don't foresee this as being a standard in the airline industry. The current trend in the airline industry is to trim down costs and charge customers with services/goods that were provided free-of-charge in the past such as food, luggage, etc. This concept is more in-line with the Concorde plane which went out of business in 2003.

2:48 pm June 14, 2011

Toni K. wrote:

I didn't have any problems when watching the video with Apple Safari 5.0.5 on Mac OS X. If the video causes problems for people who are using IE, Firefox or Chrome, it means that the Windows version of Adobe Flash Player is buggy.

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