

Fuel Prices ... Fueling Price Gouging Brokers

Most of the time, I write these whitepapers about general topics which stand the test of time ... but aren't written about a particular point in time. In this particular whitepaper, the timeframe I am writing it in is important because it is at a time when fuel prices have rapidly inflated (due to America's military engagement with Iran – April, 2026).

I am writing this within that context to use that rapid price increase as an example of how the predatory exploitative private jet charter broker world is using fuel price increases as their latest catalyst/excuse to price gouge their customers even more than usual.

As exhibit A, I use this recent article from CNBC entitled:

“The cost to fly private is up as much as 20% with fuel prices soaring.”
<https://www.cnbc.com/2026/04/03/private-jet-travel-costs-rise-fuel-prices.html>.

The content in this article infuriates me (not because of the fuel prices), I do recommend private fliers to read it. I want you to read the article not because it validates the obvious – “fuel has increased so my private jet flight cost has increased” – but to actually “look behind the words” that are in it and find the exploitation (see my earlier whitepapers).

At its core, the article restates the obvious – fuel prices have gone up – so prices of transactions which consume that fuel will certainly go up ... duh ... round of applause for Captain Obvious. From that perspective, the editorial selection team gets a D- for feeling the need to write an article about “blatantly obvious things that everyone knows”.

I am not going to specifically name the writers of this article here – but I will just refer to them as “The Writers”. Without further ado, let's analyze the content and find teachable moments and learn some lessons:

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The part of the article that infuriates me is the 2nd paragraph of the article which states this:

“Vimana Private Jets CEO Ameerh Naran said the firm recently booked a \$520,000 flight from Dubai to London on a Boeing business jet for a client. That same trip cost the client \$400,000 in 2023. The difference was entirely due to jet fuel prices — which now average about \$4.65 a gallon globally — Naran said.”

Being in this business now for over 24 years, I instantly knew what was going on here and my blood boiled fast. Now that I have calmed down – I’m going to use my experience, logic and modern AI to steer you in the right direction providing as many clues along the way as I can.

Let’s drill into this just a bit. For clarification and transparency purposes, I do not know which BBJ (Boeing Business Jet) Ameerh is referring to? Is he referring to a BBJ 747-8, a BBJ2, a BBJ3, a BBJ 737 Max? Let’s try to figure it out based on what we know about world prices and fuel consumption rates. From a fuel consumption perspective, **let’s take the worst possible scenario** and assume it is a BBJ 747-8 which burns around 3800 gallons of fuel per hour (a BBJ2 burns about 840 gallons of fuel per hour) (Note – there are only 6 BBJ 747-8’s still flying (as of 2026) – so it is feasible that Ameerh was able to put his passengers on one of these).

Dubai to London is an 8 hour flight. Let’s assume the usuals for that type of aircraft: 500 gallons for taxi, 5000 gallons for takeoff and 30,400 for cruising and landing → 35900 gallons of fuel. Fuel prices are up 120% since 2023 which yields a price of around \$8.70 per gallon (Note – Ameerh actually said his fuel price is now \$4.65 a gallon – but I am truly going out of my way to give him the benefit of the doubt and use a dramatically higher price for the purposes of this article – if I use the number he quoted, the story gets much worse!). If Ameerh used a BBJ 747-8, his fuel charge alone would have been \$312,330.

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Ameerh charged the client \$520,000 – so there is no way that this type of plane was used when the fuel charge component is \$312,300. Obviously, Ameerh is referring to a BBJ2,3 or BBJ 737 Max.

Now is when I am going to use modern technology to help provide evidence and add clarity behind the analysis. **Let's go to ChatGPT.**

(Note – your time is really valuable – you will learn a lot by reading through these prompts and the information returned – but if you just want to get to the finale, please jump straight to page 14 for the unbelievable conclusions!)

Chat Prompt 1: Type in “what is the price of jet fuel in dubai per gallon” ...

Response:

Simple answer:

- *Dubai jet fuel price \approx \$2.2 – \$2.5 per gallon (wholesale)*
- *Retail aviation fuel can be significantly higher*

*If you want, I can break it down by **airline vs private jet costs** or show how Dubai compares to the U.S. or Europe.*

Chat Prompt 2: Type in: “yes please break it down for private jet costs”

Response:

✂ 2) What private jets actually pay (FBO retail)

Private jets refuel at FBOs (Fixed Base Operators), which add:

- airport fees
- handling charges
- profit margins
- smaller purchase volumes

Typical real-world pricing:

- **\$4.5 – \$7 per gallon (common global range)**

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- In many airports: ~\$5.5 – \$6.5/gal average retail
- U.S. average (2025): ~\$6.65/gal retail

📁 Dubai is usually **mid-to-lower end of this range** due to cheaper oil logistics

✅ **Dubai** realistic estimate (private jet):
 ➡ ~\$4.5 to \$6.5 per gallon

⚙️ 3) Total fuel burn cost (what you actually spend per hour)

Fuel price alone doesn't tell the full story — jets burn a LOT.

Fuel burn + hourly cost:

- Light jet:
 - 60–100 gallons/hour
 - ≈ \$300 – \$700/hour fuel cost
- Midsize jet:
 - 150–250 gallons/hour
 - ≈ \$750 – \$1,500/hour
- Heavy / long-range jet:
 - 400–600 gallons/hour
 - ≈ \$2,000 – \$4,000+/hour

✅ Bottom line

If you charter or operate a private jet in Dubai:

- Expect ~\$5–\$6 per gallon
- Fuel alone can cost:
 - \$500/hour (small jet)
 - \$1,000–\$4,000/hour (larger jets)

If you want, I can estimate **total cost of a specific route** (e.g., Dubai → London or NYC) including fuel, charter price, and breakdown.

Chat Prompt 3: Type in: “have you priced in the most recent price increases because of the war in iran?”

Short answer: **No** — the earlier ~\$4.5–\$6.5/gal estimate is already outdated in the current war environment. Prices have moved up meaningfully in the last few weeks.

Here's the **updated, reality-based breakdown factoring in the Iran war (as of now)**:

📁 What changed (very important)

- Oil has surged **above \$100–\$170/barrel** due to supply disruptions and Strait of Hormuz risks
- Jet fuel prices have jumped ~50–60% **since the war began**
- In some markets, jet fuel reached **\$150–\$200 per barrel** (extreme spikes)

📁 Translation: **fuel is no longer “cheap in Dubai” like before — the global market dominates pricing**

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Updated jet fuel price (2026 war conditions)

Wholesale (bulk / airline level)

- ~\$3.5 – \$5.0 per gallon (recent real-world data)
 - U.S. already ~\$3.9/gal mid-March
 - Still rising with volatility
-

Private jet (Dubai realistic NOW)

Because retail tracks wholesale with markup:

New realistic range: \$6 – \$9+ per gallon

- Previously: \$4.5–\$6.5
 - Now: ~30–70% higher
 - At stressed airports or supply disruptions: \$10+ / gal possible
-

Bottom line (most accurate current view)

If you're flying private out of Dubai **right now**:

Expect:

- ~\$6 to \$9 per gallon typical
- \$9–\$12+ possible in tight supply situations

And:

- Fuel is now one of the **dominant costs of private jet travel again**
-

If you want, I can estimate a **real charter price (total trip cost)** for a route like:

- Dubai → London
- Dubai → NYC

Those numbers have changed a lot because of this.

Chat Prompt 4: Type in: “yes - please estimate a real charter price from dubai to London”

Route basics

- Distance: ~3,400 miles
 - Flight time: ~7–8 hours
 - Typical aircraft: super-midsize → ultra-long-range jets
-

1) Normal (pre-war) pricing baseline

Before the Iran conflict escalated:

- **\$62,000 – \$85,000** (typical one-way)
 - Broader realistic range:
 - Super midsize: \$80K–\$120K
 - Heavy jet: \$120K–\$180K
 - Ultra-long-range: \$180K–\$280K
-

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2) Current (war-adjusted) pricing reality

Because of:

- fuel up ~50–70%
- insurance + war risk premiums
- aircraft scarcity in the Gulf

 Prices have **jumped significantly**

 **Realistic current ranges:**

- **Super midsize jet:** \$100,000 – \$150,000
 - **Heavy jet (most common):** \$140,000 – \$220,000
 - **Ultra-long-range luxury:** \$200,000 – \$320,000+
-


Extreme scenarios (happening right now)

During peak disruption or evacuations:


- Flights reported as high as **\$300,000+**
 - Prices can **triple** if:
 - aircraft are scarce
 - insurance restrictions apply
 - repositioning flights are required
-

3) What drives the total cost

This route is expensive because multiple factors stack:

 **Base flight cost**

- ~\$7,000 – \$10,000 per hour for common jets
- × ~7–8 hours → ~\$50K–\$80K baseline

 **Fuel (NOW a major driver)**

- Now **20–30%+ of total trip cost**
- Heavily impacted by war-driven oil spikes

 **Additional fees**

- UK Air Passenger Duty (can be thousands)
 - Landing + handling fees (\$2K–\$5K+)
 - Crew overnight + logistics
 - Insurance surcharges (BIG increase right now)
-

4) Simple “real-world” scenarios

 **Typical business trip (most common)**

- Aircraft: Challenger 350 / similar
- Cost: ~\$120K – \$180K

 **Luxury / larger group**

- Aircraft: Gulfstream / Global series
- Cost: ~\$180K – \$280K

 **Urgent / high-risk period**

- Limited availability
 - Cost: \$250K – \$350K+
-

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- 💡 5) Ways people are lowering cost (right now)
- Empty legs: sometimes 40–60% cheaper
 - Flexible departure airport (e.g., not central Dubai)
 - Booking aircraft already positioned in UAE
-

✅ Bottom line (most accurate current answer)

👉 For a Dubai → London private jet today:

- Typical realistic price:
→ \$120,000 – \$220,000
- High-end or tight market:
→ \$220,000 – \$350,000+

I will get back into the BBJ2 and BBJ3 analysis because I do want to keep this as fact based vs. opinion based as much as I can, but I do want to revisit Ameerh's statement a bit – remember when he said: “That same trip cost the client \$400,000 in 2023”? Which leads me to this prompt:

Chat Prompt 5: What would this same trip have cost back in 2023?

Great question — and this is where the contrast really becomes clear.

✈️ Dubai → London private jet cost in 2023 (pre-spike world)

💰 Typical 2023 pricing (real market data)

- \$62,000 – \$85,000 for a standard one-way charter
- “Starting from” deals:
 - ~\$50K–\$56K (super midsize / heavy jet entry pricing)
- Broader realistic range:
 - ~\$50K – \$100K depending on aircraft and availability

👉 A very typical real booking in 2023:

- ~\$70K–\$90K for a heavy jet (most common choice)

2023 vs NOW (big picture)

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Scenario	2023 price	2026 (current war conditions)
Low-end deal	\$50K	\$100K+
Typical flight	\$70K – \$90K	\$120K – \$220K
High-end luxury	\$120K – \$180K	\$200K – \$320K+

What changed (in plain English)

1) Fuel was MUCH cheaper

- Jet fuel was a **smaller % of total cost**
- No war-risk premiums
- Stable supply through the Gulf

2) Aircraft availability was better

- No regional instability
- No evacuation demand spikes
- Easier aircraft positioning

3) Insurance + risk costs were lower

- No conflict-zone pricing
- Lower underwriting costs

The real takeaway

In 2023:

- Private jet Dubai → London felt “expensive but predictable”
- You could reliably book around **\$70K–\$90K**

In 2026:

- It's **far more volatile and fuel-driven**
- The *same flight* is now often:
 - **~2× more expensive**
 - sometimes **3× in extreme cases**

Simple answer

- **2023** **typical** **cost:**
 → **~\$70,000 – \$90,000**

- **Today** (war-adjusted):
→ ~\$120,000 – \$220,000+

So **WITHOUT** taking into consideration the current war pricing of fuel, Ameerh charged his client \$400,000 for a flight that the client may have been able to get for \$180,000 (based on what ChatGPT is quoting for a high end luxury jet). But I don't know the details of the trip (e.g. how many passengers) - let's give Ameerh the benefit of the doubt – a Boeing business jet is dramatically more expensive than a G6 ... but how much more? (Let's go big and find out what the difference between pricing on a G6 is vs. a BBJ 737 Max!)

Chat Prompt 6: What is the price difference between a private jet flight on a G6 vs. a Boeing BBJ 737 Max??

This is a **perfect apples-to-oranges comparison** — and that's actually the key insight:

- A **Gulfstream G650** (“G6”) is a *private jet*
- A **Boeing BBJ 737** is essentially a *flying mansion / mini airliner*

So the price difference isn't just incremental — it's a **different category of aviation**.

Core cost comparison (hourly)

Aircraft **Hourly charter cost** **Category**

G650 (G6) \$10K – \$18K/hr Ultra-long-range jet

BBJ 737 \$15K – \$30K/hr VIP airliner

Sources:

- G650: ~\$10K–\$18K/hr
- BBJ 737: ~\$15K–\$22K+ (sometimes up to ~\$30K)

Difference:

- BBJ costs roughly **+50% to +150% more per hour**

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Real trip example (Dubai → London)

(~7–8 hours flight time)

✘ G650 (G6)

- Base: \$80K – \$140K
- Real-world total: **\$120K – \$220K** (with fees, fuel, war impact)

✂ BBJ 737

- Base: \$120K – \$240K
- Real-world total: **\$180K – \$350K+**

Side-by-side difference

Factor	G650 (G6)	BBJ 737
Typical total trip	\$120K – \$220K	\$180K – \$350K+
Price difference	—	+\$60K to +\$150K+
Passengers	10–19	20–60+
Cabin	Luxury jet	Full apartment / airline-scale

🔥 Why the BBJ is so much more expensive

1) Fuel burn is massive

- G650: ~380 gallons/hour
- BBJ 737: ~720+ gallons/hour

👉 Nearly 2× fuel consumption

2) It's a completely different aircraft class

- G650 = business jet
- BBJ = **converted airliner**

You're paying for:

- bedrooms, lounges, conference rooms
- flight attendants + larger crew
- airline-level maintenance

3) Airport & logistics costs jump

- Larger aircraft = higher:
 - landing fees
 - handling fees
 - parking constraints

The real takeaway (this is important)

 The BBJ is **not just a more expensive jet** — it's used for different missions:

Choose G650 if:

- 2–12 passengers
- fastest, most efficient long-range travel
- “normal” ultra-luxury private flying

Choose BBJ 737 if:

- 15–50+ passengers
- heads of state / royal families / touring groups
- you want a **flying hotel**

Bottom line

- **G650 (G6):** ~\$120K – \$220K (Dubai → London)
- **BBJ 737:** ~\$180K – \$350K+



Price

difference:

 Typically **\$60K to \$150K+ more for the BBJ**

So let's summarize these results to get to the semblance of a conclusion and we will go with the absolute highest end of assumptions based on what we have seen (e.g. we will take the max numbers, not the min numbers).

We just don't know how many passengers Ameerh was quoting – and we don't know exactly which BBJ the client was using. So we will ask ChatGPT one final question – and then summarize all of this information (apologies for the length of this ... stay with me 😊)

Chat Prompt 7: What is the price difference between a private jet flight on a G6 vs. a Boeing BBJ3?

Now we're getting into **top-tier aviation territory** — the difference between a **Gulfstream G650 ("G6")** and a **Boeing BBJ3 737** is *huge*, even compared to the regular BBJ.

Here's the most accurate, current breakdown 🖱️

💰 Hourly cost comparison (2026 reality)

Aircraft	Hourly charter cost	Fuel burn
G650 (G6)	\$10K – \$18K/hr	~380–500 gal/hr
BBJ3 737	\$18K – \$30K/hr	~900 gal/hr

👉 Key takeaway:

- BBJ3 is typically **~1.5× to 2× more expensive per hour**
- And burns **~2× the fuel**

✈️ Real trip: Dubai → London (7–8 hours)

✂️ G650 (G6)

- Base flight: ~\$80K – \$140K
- Real-world total (fees + fuel + war impact):
👉 **\$120K – \$220K**

🛩️ BBJ3 737 (bigger than standard BBJ)

- Base flight: ~\$140K – \$240K
- Real-world total: _____ total:
👉 **\$200K – \$400K+**

📊 Direct price difference

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Scenario	Price difference
Typical trip	+\$80K to +\$180K
High-demand / war conditions	+\$150K to +\$250K+

Why BBJ3 is MUCH more expensive than even a regular BBJ


1) It's the largest 737 BBJ variant

- Huge cabin (~1,100+ sq ft)
- Designed for:
 - bedrooms
 - lounges
 - dining rooms

 It's closer to a **private Boeing airliner** than a jet

2) Fuel burn is extreme

- G650: ~400–500 gal/hr
- BBJ3: ~900 gal/hr

 At today's ~\$6–\$9/gal:

- G650 fuel: ~\$2.5K–\$4K/hr
 - BBJ3 fuel: **\$5K–\$8K/hr**
-


3) Operating complexity jumps

BBJ3 requires:

- larger crew (more flight attendants)
 - higher landing/handling fees
 - limited airport access
 - more expensive insurance
-

4) Availability is very limited

- Very few BBJ3s exist
- Often owned by governments / billionaires

 Scarcity = **pricing power**

The real-world use case difference

G650 (G6)

- 2–12 passengers
- fastest long-range private travel
- “efficient luxury”

BBJ3

- 20–60+ passengers
 - heads of state / royal families
 - flying **corporate HQ or palace**
-

✔ Bottom line

👉 G650 (G6):

- ~\$120K – \$220K (Dubai → London)

👉 BBJ3 737:

- ~\$200K – \$400K+

👉 Difference:

- Typically **+\$80K to +\$180K**
- Can exceed **+\$250K** in stressed markets

💡 One important insight most people miss

If you fill the plane:

- G650 (10 people): ~\$15K–\$20K per person
- BBJ3 (30–50 people): **\$4K–\$10K per person**

👉 The BBJ3 can actually be **cheaper per seat** — despite being way more expensive overall.

Conclusions

- We know Ameerh’s client didn’t fly on a Boeing BBJ 747-8 since just the fuel charge would have been more than \$300k USD – and there are only 6 of these planes in existence.

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- Availability of BBJ3's is very limited – “Very few BBJ3s exist - Often owned by governments / billionaires”. Think about that a bit – if the plane is owned by governments and billionaires – they aren't farming those planes out to Ameerh to make extra money. True billionaires happily let their planes sit in their parking spots so only they can use it – that's the true point. Governments certainly are not farming out those planes to Ameerh either – not during wartime.
- **So what this means is that Ameerh used a BBJ2 which puts HIS high end cost at around \$300k (most likely less than that). Everything after that is PURE MARKUP!**
- **He made \$100k – back in 2023 on that flight – think about that (look in the watermark – Don't Be an EPF!).**
- Now that we exposed the baseline for the overall 2023 flight cost – let's now focus on **JUST THE FUEL UPCHARGE** piece of what Ameerh has stated and how Ameerh is using the war to further exploit his clients. It is an 8 hour trip from Dubai to London – and a BBJ2 burns about 900 gallons per hour (really 840 but I'm rounding up for conservative purposes), uses about 1200 gallons on the takeoff burn and about 300 gallons on taxi → which translates to 7200+1200+300 for a total of 8700 gallons of fuel – let's just go all in and round it up to 9000 gallons. Now remember – this is really really really important – we are only focusing not on the total fuel price, but just the difference between what fuel was before the war vs. the current price of the fuel during the war.
- The high end price of jet fuel per gallon in Dubai was \$3.50 per gallon (it was actually less – but I'm using the high end number). The high end spike % per gallon because of the war is 120% (yup – it's a lot – no doubt) – that would make the current price of jet fuel in Dubai with a 120% spike equal to \$8.70 a gallon (Remember, In the article quote – Ameerh uses the number \$4.65 – so I'm going over the top and being super duper nice in his benefit when I use

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almost double that price of \$8.70 for this analysis). So now we have a conservatively rounded up quantity and a rounded up price → 9000 gallons x \$8.70 a gallon = \$78,300. (Ameerh quoted his price being \$4.65 → 9000 x \$4.65 = \$41,850). But remember – the price wasn't \$0 in 2023 – the price was \$3.50 – so the actual fuel cost in 2023 was \$31,500. Which means that the actual real \$ fuel upcharge because of the war is \$78,300 minus \$31,500 → \$46,800. OK – we agree - fuel definitely went up. **But does that give Ameerh a license to charge his client \$120,000 because of that additional \$46,800 fuel cost?** (If we use Ameerh's own quoted numbers, he charged his client \$120,000 because of an additional \$15,300).

- **He used the war as a front to gouge the client an extra \$73,200!!!! (On top of the \$100k he was already overgouging!)**
- **Remember – if I used Ameerh's own words of \$4.65 a gallon on how he priced that trip – he would have gouged the client for an extra \$104,700 ON TOP OF THE \$100,000 he has already been gouging them!**
- **Ameerh has most likely been gouging the client an additional \$100,000 on each flight from Dubai to London most likely for several years. He's now using the war as justification for him to tack on an extra \$73,200 for a grand total price gouge of \$173,200 (or an extra tack on of \$104,700 for a total price gouge of \$204,700 if we use his own admission).**

- Think I'm exaggerating? Just do a google search "Ameerh Naran lifestyle" – and then you can spend hours watching a few of his hour long lifestyle of the rich and famous videos where he's driving supercars and sailing on superyachts.

Not only is he price gouging and exploiting YOU to the n'th degree – he's literally throwing it in your face and bragging about it!

Stop being an Exploited Private Flier!