Comlux America in Indianapolis includes Wi-Fi connectivity, high-speed Internet and GSM mobile telephony. Zurich-based charter specialist Fly Comlux operates this Central-Asia based ACJ319 bizliner. The interior by Gamba offered little encouragement, as reported at EBACE in May, EBAA CEO Fabio Suisse, the question asked regarding corporate jet deliveries, down from 25 percent in the second quarter last year, and Gulfstream shipped 19 aircraft in the first quarter, 11 more than in the same period in 2012.

Despite a reduction in the used aircraft inventory from 31,000 aircrafts for sale in the summer of 2009 to about 25,000 today, sales slumped at best, and the primary driver continues to be price. According to Bryan Comstock, director of sales and marketing, “The first few months of 2013 are still being considered by many in the EU believe it could take another two to three years to get back to a growth course.” Europe will eventually come back, but not to its previous prominence in our forecast, all of Europe accounts for 19 percent of future jet deliveries, down from 25 percent in the previous decade. That difference, he concluded, “has largely been caused by Asia which has shown steadily increasing market potential.”

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The first aircraft, an executive variant, was delivered in the summer of 2009 to about 25,000 today, sales slumped at best, and the primary driver continues to be price. According to Bryan Comstock, director of sales and marketing, “That’s where we got our growth curve over the past four years. We just look at the number of airplanes changing hands, that has increased, each of those represents an opportunity.”

One of the reasons for this is that general manager Chuck Kragh describes this year’s first quarter as better than the same quarter last year, characterized by a lot of demand to update small Gregos and hard goods, but not so much on electronics. At this point, he added, there are two lines at St. Louis Downtown Airport doing interior work as well as maintenance work being completed at a high rate, and a third line is coming up to full speed to do DBBs in a separate hangar.

Like many other centers with a Part 145 repair station approval and OMA service approvals, Jet Aviation St. Louis is pulling in interior refurbishment jobs to be done at the same time an airplane is in the shop for required major inspections. “We have a total of 30,000 square feet of hangar space and we can do virtually everything on site here in a single hangar complex,” said Luscum. “But it would be a mistake to think that only the larger independent completion and refurbishment centers are the only winners in the interiors sector.

Sabreliner has found a lucrative market in helicopter cabin refurbishment, primarily on UH-60 and S-70 models. “When Sikorsky came out with the M model, it didn’t really see a head-to-head reason,” said Sabreliner’s Tracy O’Keefe. “Where we get involved, we try to put it all on the same platform and the new version of the S-70 into our head-of-state and executive upgrades of the UH-60 and S-70.”

The Prairieville, Mo.-based center has already delivered 15 of the extensively modified helicopters and has a potential backlog valued at about $70 million.

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Continued from preceding page year at the Singapore Air Show, it has already signed two projects with Chinese clients: a BBJ for a maintenance check and cabin refurbishment and an executive Boeing 767-200ER for a major interior refurbishment.

In Singapore, Jet Aviation has a well-established maintenance center, in addition to numerous repair station approvals, and has begun expanding its cabin refurbishment capabilities.

In China itself there is Ameco Beijing, a joint partner with German industry heavyweight Lufthansa Technik. The center in Beijing is experienced in commercial aircraft support and is now rapidly expanding its business aircraft refurbishment side of the house. Also in China is Taiko, better known in the west as Taeco (Taikoo Aircraft Engineering Co). The Xiamen-based center claims to be the only center with authorization from both Airbus and Boeing to provide cabin outfitting.

The Big Stuff is a Driver

The world of executive business and private jet conversions from airliner configuration might be best summed up by Bernd Schramm, COO of Amac, a fast-growing completion and refurbishment center in Basel, Switzerland. “We can’t complain,” he said, what he can’t complain about is the recent arrival of the center’s first Boeing 747-8 for conversion and recent delivery of an Airbus ACJ319 green completion and Boeing 777 major refurbishment, “on time and on budget.” And a 2012 net sales increase of 30 percent over 2011 is hardly worthy of complaint.

Last June, Amac added a new 88,200-sq-ft hangar to accommodate the company’s growing maintenance and overhaul business. Currently in the new hangar for a C-check is an Airbus A340, and with “all the required aviation authority approvals, we can handle everything from the Boeing 777 to the ACJ330 and ACJ340, as well as Boeing’s older 747-400 and the new 747-8.”

Schramm said this year’s first quarter was “a little better than [the same time last year] and we’re planning to add a fourth hangar.” No complaints, indeed.

At Airbus Corporate Jet Centre, head of sales and marketing Bruno Galzin described 2012 as “pretty quiet,” but added that the company has more prospects this year than last.

The Airbus subsidiary describes itself as the only center dedicated to the Airbus ACJ series and currently occupies a niche market doing green completion work and cabin refurbishment on the ACJ319 and ACJ320. But with a hangar he described in May as “currently full and a backlog of five aircraft,” business is good, thanks primarily to a jump of 45 percent in aircraft service business from 2011 to 2012.

Galzin said aside from its niche green completion work, the Toulouse-based facility has been promoting itself as a one-stop center for everything from design to maintenance and overhaul to interior refurbishment.

It does not do green completion work on the larger Airbus executive airplanes, but does do cabin refurbishment work on executive widebodies such as the ACJ330 and ACJ340. The center can also provide most of the VIP Pass program’s services on the ACJ330 and ACJ340 series.

With a market base of some 100 single-aisle ACJs currently in service and now starting to come due for a required heavy maintenance check, the company offers an opportunity for owners to simultaneously make major interior upgrades. Making the process easier, ACJC recently received EASA certification as a Camo (continuing airworthiness management organization) center. ACJC has also recently won Part 145 repair station approval from Russian aviation authorities.

Taking the full-services goal still further, ACJC has also received an STC to install an auxiliary fuel system in the ACJ318. The center installed the first system in May, adding two fuel tanks in the aft cargo bay. The process requires between 10 and 12 weeks—“we think most likely 10 weeks”—during which ACJC can also provide cabin refurbishment work as well as maintenance.

Galzin said ACJC has still not decided whether to move to providing green cabin completion services to the widebody ACJ market. “It’s still not part of our strategy,” he said. “We prefer to remain in this niche market for the time being.”

At EBACE, ACJC revealed a redesigned ACJ319 cabin by ACJC designer Sylvain Mariat and inspired by Stanley Kubrick’s film, 2001: A Space Odyssey. It includes a U-shaped galley and decorative Baccarat crystal using fiber-optic lighting, and passengers are greeted by a hologram displaying their names. (See article on page 21.)

Lufthansa Technik is a heavy hitter in the completion and refurbishment business, and according to spokesman Bernd Habbel, “For 2013 in Hamburg, we’re pretty well sold out and one slot is opening up in 2014 for a widebody.” He added that the company’s U.S. completion and refurbishment center in Tulsa, Okla., is “pretty much sold out for 2013.” Currently in the shop in Hamburg are a BBJ, a 767-400 and two executive 747-8s. In Tulsa, the center is working on two BBJs and one ACJ318.

Comlux America of Indianapolis

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Quick TAKES

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Techin to expand its manufacturing, certification and engineering as the first Turkish company with EASA design approval. 

At the same time, 328 announced it has delivered three aircraft to charter operator Skybird Air in Nigeria this year, all three of them 328DBJs (Dornier Business Jets). The 328DBJ has additional fuel tanks that extend range to nearly 2,000 nm.

BBJ3 Makes Maiden Appearance at EBACE 

Jet Aviation and Boeing Business Jets teamed in May to exhibit the first BBJ3 to grace the static display line at EBACE, and the Boeing completion specialist did the cabin justice.

Jet Aviation has been outfitting executive Boeings since 1978 and has delivered 24 since becoming a Boeing authorized completion and service center in 1996, but the BBJ3 was the first of the type to be completed at the Basel center. The interior was a creation of the Jet Aviation Design Studio.

With seating for 38 passengers and eight crew, it includes a lounge, dining room staff area and private washroom with en suite lavatory. Among the design highlights are stone vanities, hand-tufted carpet with silk details, marquetry inlay and metal surfaces treated with satin champagne gold finish.

Jet Aviation Wins Custom Approval 

Cabin electronics specialist Custom Control Concepts of Kent, Wash., has appointed Jet Aviation Basel its exclusive authorized service center for Europe.

Under terms of the agreement, Jet Aviation will perform component-level repairs on CCC equipment and provide necessary return-to-service approvals. CCC has agreed to provide training, equipment and parts.

Custom Control manufactures customized in-flight entertainment equipment, lighting and cabin management systems. Subsystems include in-flight audio and video systems, communications and hand-held device interface.

Metrojet Partners with Leather Institute 

Metrojet, a supplier of business aviation services in Asia, has announced a business partnership with The Leather Institute, based in Red Bank, N.J.

The agreement establishes Metrojet as part of The Leather Institute’s affiliate network, offering full aircraft interior care services, including refreshing of leather components.

“Metrojet will be the first exclusive Asia-based business aircraft maintenance company able to provide interior care services to business jets in Hong Kong, China, Zhuhai, Macau, the Philippines and India,” said Steve Hughes, Metrojet director of maintenance and engineering.

Burnet Urges, ‘Maximize Your Slot’ 

Selection of the right MRO is a key to a successful cabin refurbishment, according to Burnet Interiors, which recently acquired an EASA Part 21G production organization approval in a continuing effort to improve its range of services.

While new aircraft generations require less frequent and shorter maintenance downtime,

Continued from page 22

Yankee Pacific has become one of the larger one-stop shops for cabin components. In this rendering, the company shows one possibility for a lavatory in a widebody aircraft.

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described 2012 as “profitable,” with a doubling of revenues over 2011. “Part of it was moving into new facilities and having more space to do more work,” said CEO David Edinger.

The center, as have some others, is making a concerted move to increase its MRO service revenues. Comlux America will now focus exclusively on BBJ green cabin completion work, while Comlux Aviation Services, now authorized to support Boeing’s business jets, will take on the role of maintenance and overhaul, as well as cabin refurbishment, of aircraft from light jets up through the BBJ.

Earlier this year, Greenpoint Technologies in Kirkland, Wash., delivered its 19th BBJ, a BBJ3 for an unidentified customer, and currently taking up a good part of the hangar is one of the first executive 747-8s.

Jack Lawless, CEO at Associated Air Center, said his Dallas Love Field center came into 2013 with a strong backlog and is now working into 2014, “including two large head-of-state refurbishment projects.” On the green completion side, a BBJ, an A330 and a 747-8 will carry the workload through to 2015.

The company is also expanding Hangar One to accommodate a 747-8 and is pursuing an executive 787 cabin project.

Lawless looks forward to the market for cabin completion of the larger executive jets, such as the latest crop of ACJ330s and Boeing 747-8s. A significant number of 747-8 contracts has already been awarded, and the 787s should extend the widebody bubble through the 2020 time frame, he explained. “The peak in widebody completion demand will hit in 2014, and by 2015 it will start creating some stress as the slots fill up.”

He also pointed out that the bookings at the various completion centers have a trickle-down effect on tier-one suppliers, who are already having trouble keeping up with demand. For example, he explained, “There are just three or four major suppliers providing cabin management systems for everybody, and those same suppliers are also working on cabin management systems for a half-dozen smaller business jet manufacturers. It’s the same with custom carpet manufacturers, with only three or four high-end suppliers and demand starting to stretch them to capacity.”

According to the GAMA numbers, lighter bizliner deliveries in 2012 were relatively healthy—two ACJ318s and six ACJ319s by Airbus and two BBJs and two BBJ2s by Boeing—and in this year’s first quarter, Airbus recorded one delivery each of the ACJ318 and ACJ319 and Boeing delivered just one BBJ.

Everybody Wants the Latest Technology

New-aircraft buyers are focused on the latest cabin technology: primarily high-speed Internet, wireless cabin connectivity, audio/visual on-demand (AVOD), high-definition quality, and the ability of any smartphone or tablet to interface with the cabin management and entertainment.

This is especially true of fractional ownership and charter operators and individuals who plan to make their aircraft available for charter.

In the world of charter, especially of large-cabin aircraft for longer trips, a lack of in-flight Internet connectivity is frequently a deal-breaker and operators are scrambling to cater to demand.

Fractional ownership pioneer NetJets has a firm order with Bombardier for 50 Globals and options for another 70, all of them equipped with single-channel Inmarsat Aero H+ SwiftBroadband as standard, providing a data transfer rate of 432 kbps, delivered to a personal communication device via the cabin WiFi connection.

Technology, in fact, is adding exponentially to the stress levels at larger completion centers, at which it may be more than two years from the time an ACJ or BBJ cabin design is frozen to the time it is delivered. The frequency is growing with which completion directors are dealing with major work-order changes demanded by a client as much as six months into the installation cycle.

TrueNorth Avionics in Ottawa believes it has an answer to the rapid growth of cabin communication equipment and that answer is “software-defined” and wrapped around minimal hardware. “We build the hardware and all the features are software based,” said CEO Mark Van Berkel. “I can ship the equipment as late as the day before the airplane is delivered and anything that came out in the last 18 months is going to be software fresh.”

With interior refurbishment of large-cabin airplanes, cabin electronics has always been a major consideration, and one that the suppliers are endlessly pursuing.

At EBACE, Rockwell Collins revealed that its Tailwind 500 and 550 multi-region in-flight direct broadcast satellite television systems now enable live high-definition and high-compression digital video programming. At the same time, it announced that its Venue cabin management system (CMS) was selected for...
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Quick required by major Hollywood studios. The company says it incorporates a backbone. The company says it incorporates a
framework for studio-licensed content delivery. However, the airframer has chosen Air Comm Management and entertainment systems.

Pilatus has dubbed the new Pilatus PC-24 “The SureAquaStraw from SureAqua Technologies.” The product uses ionized water to produce a fine mist that is safe for human consumption. The company has sold more than 1,000 systems worldwide, with the majority of sales in the Middle East and North Africa. The system is designed to deliver a continuous spray of ionized water to clean and sanitize surfaces without the need for chemicals. The system is compact and portable, making it ideal for use in areas where traditional cleaning methods are not feasible. The company continues to expand its sales and distribution network, with a focus on emerging markets such as the Middle East and Africa. The company is also working on new product developments, including a mobile version of the system for use in vehicles and on-the-go applications. The company is headquartered in Singapore and has a global network of distributors and partners. For more information, visit www.sureaquatechnologies.com.
continuing to drag other markets along,” he said. At this point, he added, EH is “dedicated to the 787 project and is bidding on two more larger aircraft.”

Robert Roth, president of Global Aircraft Interiors in Ronkonkoma, N.Y., described the first quarter of 2013 as active. “I quoted more jobs in March than I did the previous three months put together. This year is looking promising.”

GAMA seems to agree. According to the association, OEMs have reported “phones ringing from U.S. companies.” Now the question remains, how many of those phone calls will translate to signed contracts? Altogether, the story of the completion and refurbishment industry this year, and for some time thereafter, appears to be made of a series of contradictions. And this leaves analysts trying to see into the future through crystal balls that are clouded at best. The only thing on which everyone seems to agree is that without a sustained and robust economic recovery in the U.S. and Europe, the industry is in for more of the same for some time to come.

Continued from preceding page

**Quick TAKES**

**Boutsen Wins Design Award**
At the annual International Yacht and Aviation Awards event in April, Boutsen Aviation won the Private Jet Design Award.

According to founder and president Thierry Boutsen, “The aircraft we submitted was in fact the 123rd aircraft we sold and our first Airbus ACJ319.”

The Monaco-based firm managed the entire acquisition process, from purchase of the green airplane, through cabin completion, to customer delivery.

“We entrusted the cabin design and completion to Jet Aviation Basel,” said Boutsen. The interior features a forward executive lounge and dining area, a mid-cabin stateroom with lavatory and shower, and an entourage area with business-class seating for 20.

**Greenpoint Unveils 747-8**
Greenpoint Technologies, a Kirkland, Wash.-based completion center focusing on BBJ outfitting, was at EBACE exhibiting a one-twentieth-scale-model cabin cutaway of its latest project, an executive Boeing 747-8.

The interior is a product of Greenpoint’s in-house design team and includes the Aeroloft and an elevator to permit access between the main deck from the ground, all in a cabin “befitting a royal family, head-of-state or business entrepreneur.”

The exterior livery on the model, according to Greenpoint, symbolizes patterns inspired by the wings of a gyrfalcon, the largest of the falcon family and one known for its ability to fly long distances.

**Comlux Aviation ACJ319 Project**
Comlux Aviation Services, the U.S.-based maintenance, completion and refurbishment center of Zurich-based Comlux Group, has been awarded a contract for the scheduled maintenance and simultaneous cabin refurbishment of an Airbus ACJ319.

Maintenance for the six-year-old twinjet includes mandatory C4 and six-year checks and exterior paint. The airplane is operated and maintained on behalf of the Malaysian government by Jet
NetJets Global 6000s go high-tech

NetJets, the leader in fractional ownership, has been designing and delivering extraordinary experiences for years. Their fractional ownership membership includes the strictest standards for ownership and maintenance. No other aircraft design has been more successful than the NetJets Signature Series 6000.

In November last year, NetJets began delivering the airplane, described by Bombardier Business Aircraft president Steve Ridolfi as “the most magnificent jet in the world.”

It has only Mach 0.85 speed and a range of 6,754 nm with two passengers, but also great comfort and world-class, high-speed Internet connectivity. On global missions that may stretch to 1,100 hours non-stop, comfort is not merely nice, but necessary. For that end, the 6000 is divided into three distinct zones capable of accommodating up to 13 passengers usually. Usually, the interior is mixing with African Sapele surface finishes, brushed steel trim and ostrich-embossed leather upholstery. The forward zone includes a well-equipped galley, surrounded by seating for four. Zone two is a four-place conference center with a 24-inch, high-definition pop-up video monitor and individual seat monitors. The third zone is a private state that includes single-club seating for two with a 16-inch display that can be an equivalent twin bed. And even with that much capability, there is sufficient aisle space to allow easy access to the lavatory.

The galley includes a conversion oven, coffeeemaker and cooling drawers for ice, meals and drinks. To provide for more storage and counter space, the galley is approximately 12 inches longer than that in the standard Global 6000.

Cabin Comforts

Realizing that an airplane with “global legs” might find itself in some of the world’s more remote locations where water quality is questionable, NetJets had a water purification system installed that includes charcoal filtration and an ultraviolet bacterial filtration chamber.

The cabin environment is a key to both comfort and good health, and the proprietary fresh-air/ozone-treatment system in the 6000 was designed specifically for that purpose.

The interior of the big trijet was designed specifically for two- and three-place divans have both FAA and EASA approval.

NetJets worked closely with Bomba
der to create a Global 6000 interior that meets the modern, high-tech demands of the operator’s customers.

Elliot Aviation, a long-time player in the small to midsize aircraft, avionics, MRO and cabin refurbishment industry, is making a move into the large-cabin market, and a recently delivered Falcon 900EX. Collins was installed, along with a new high-definition entertainment system with cabin wireless connectivity and a new sound system from Alto Aviation. Also added were electric shades, new cabinetry, new carpet, 24-karat gold inlay, granite countertops and new lavatory sinks. A change in the interior configuration allowed installation of a new side-facing divan in the aft cabin zone, and a tail-mounted camera looking forward prominently shows the company logo (one of the Elliot Family shop sign) atop the forward fuselage.

Customer demand prompted the move into larger business jet mods and interiors, explained Daugherty. “We have customers for whom we did the cabin refurbishment on a midsize jet who are now moving up to a larger aircraft, and we have others who are adding a larger business jet to their fleet.” At the same time, he added, “We expect to see our business in small and midsize aircraft continue to grow. We’re not trying to do all this to all things to everyone. It’s a logical natural progression.”

To ensure it has the resources, Elliot has doubled the size of its service department and expanded its avionics shop by 50 percent since 2011 and most recently obtained a long-term lease on a 24,000 sq.-ft. maintenance hanger at Quad City International Airport. The expansion will also require hiring of another 50 workers, in addition to the 250 currently at its Moline, Ill. Facilities. Also added to the staff is Greg Sede, who was promoted to president in May.

Bluejay cabin takes flight at ACJC

It takes a certain amount of courage, not to mention creativity, to peak pretty much anywhere. I recently had the opportunity to visit NetJets’ ACJC 319/319 Crystal cabin concept. This led to the use of new technologies displayed the name of artisans in seat blowers in the last cabin in interior design and communications.

According to ACJC, a key to this new and contemporary cabin is the use of light and space in perspectives modulated through translucent partitions between the forward lounge and dining area. The partitions are made of transitional glass from Vision Systems and can change from clear to opaque with the application of a small amount of electrical current, changing the cabin from one designed to encourage social interaction to one more tailored to privacy. More remarkable is that a proprietary system from a “snow” supplier, the glass can be “tuned” to act as speakers providing “concert-hall-quality sound.”

Parts of the cabin sidewalls also act as speakers to create the impression of a concert hall. While creating this concept, said Mariat, “I thought of the movie and imagined how it could be fantastic to listen to the opening from Richard Strauss’ tone poem Also Sprach Zarathustra (Thus Spoke Zarathustra).”

The cool blue contemporary design is also highlighted by use of such items as a crystal decorative light from the French House of Baccarat, using carbon and glass fibers. Noted at the heart of a flat, carbon-fiber surface, the fine light of the crystal glasses from a central solar sphere, surrounded by a constellation of LED pendants.

For the executive seats, Mariat found inspiration in the avant-garde of the revolutionary lounge chair and ottoman made famous by American designer Charles Eames.

While the overall look is contemporary, Mariat included a nod to the venerable trunk, a symbol of travel in a golden age long past. I wanted it to represent the ancestral French know-how of trunk manufacturers by using leather, wood and crystal inserts. I knew that ACJC owners and tos in growing numbers are demanding more than simply a refitted meal from a caterer. Mariat created a special U-shaped galley where flight attendants and chefs can work with ease. I wanted to offer a real kitchen in which to cook marvelous meals for guests.”

This “real kitchen” is also one that exists in the dreams of every chef. The countertop is in satin-finish glass, with the warm distressed front and an aluminum backbone tile to sit together in a design that is “sophisticated and pure yet practical.”

Every aspect of the interior was subject to the design team’s attention, including the private lavatory-spacious and ergonomic, with gowns papered with “an “ostrich,” square shower and gran-

It’s a quiet space that brings a woman’s kitchen and large bed down. Baccarat decorative lighting, and like the rest of the cabin, the latest in entertainment technology, from the 46-inch HD monitor to the iPod docking station.

Completed & Refurbishment SPECIAL REPORT

Completions on Honeywell’s Enhanced Flight Vision System (EFVS) are wrapping up.

The EFVS system, which combines Honeywell’s infrared imaging camera and GPS technology, provides飞行员 with an electronic flight instruments display and Synthetic Vision System, with their own head-down displays.

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Rather than merely use colors and opulent materials, the ACJC airplane employs clear tones and noble materials to enhance space, along with carpets of wool and silk blends. For the veneer cabinetry and appointments, smoked oak with a satin varnish complements glossy paint. The ACJC materials shop even obtained EASA approval for what Mariat believes is the first real Chinese lacquer finish in an aircraft cabin.

Mariat and his team also saw to the cabin electronics, incorporating LED mood lighting, satellite live television, audio/visual on demand, high-speed Internet connectivity with telephony and WiFi access.

The goal, explained Mariat, is to “create a harmony, an ambiance, a place where luxury is not only about previous materials and opulence, but refinement, good taste and elegance.”

“Another aspect of my work is focused on the well-being of passengers and ergonomics that are also major drivers to be taken into account, without which the most beautiful cabin would be nonsense.”

VIP Completions, explained Wilson, “presents all the options, from aircraft cost, size and performance, through to availability of completion center slots, geographical consideration, financial structuring and design feasibility, to name some but not all the considerations.”

Also factored into the process is risk management, an audit of involved operations from suppliers to completion center, and critique of contract.

**Dassault Investing $60 Million**

Dassault Falcon will increase the size of its completion center in Little Rock, Ark., by 250,000 sq ft “to accommodate future Falcons,” the first of which will likely by the Falcon SMS now in development.

The company said it delivered 66 business jets last year and “expects that number to increase in the coming years.” To meet the growing demand, the company expects to invest $60 million in new construction and refurbishment of existing facilities.

The new construction will be dedicated to production and completion facilities and a 14-bay hangar. As part of the refurbishment, the existing cabinetry, upholstery and headliner shops will see an upgrade.

The entire expansion will bring the total Dassault footprint in Little Rock to 1.25 million sq ft, “with advanced tools and processes that shorten completion time and increase quality and accuracy.”

**AirJet Unveils New ACJ319 Cabin**

AirJet Designs has unveiled an ACJ319 interior that will feature a lounge with a double-club seating area, divan and hi-lo coffee table. It was created for an unidentified Asian customer.

The cabin completion work is being done by Sabena Technics in Bordeaux, France. Customer delivery is expected in mid-summer.

According to AirJet creative director Jean-Pierre Alfano, the result will be “an interior that is elegant and functional, providing the owner with a personalized aircraft.”

Earlier this year, AirJet Designs’ Dolce Vita BBJ interior creation received accolades in the 2013 International Yacht & Aviation Awards competition. ■
passengers on a long-range jet.

To further enhance the cabin environment, a custom noise-damping package has resulted in an average cabin noise level consistently below 50 dB(SIL). That’s about as noisy as your average kitchen refrigerator.

Numerous studies have shown low cabin humidity on the typical passenger jet—about 2 to 3 percent—is a major contributor to health problems from simple jet lag to life-threatening deep vein thrombosis. NetJets’ solution in the 6000 is a system (also proprietary) that maintains the average relative cabin humidity at 10 to 12 percent.

Suma noted that based on customer interviews, the longer the flight, the more customers considered global connectivity a necessity rather than a convenience. To satisfy that need, the 6000 is equipped with Satcom Direct SwiftBroadband, with download speeds “just under 1 mbps, using compression techniques for data acceleration.” Connectivity over the U.S. and most of southeastern Alaska with Aircell’s GoGo Biz gives passengers 3-mbps data download speeds at altitudes above 10,000 feet. The cabin management system is Rockwell Collins’s Venue, with Blu-ray player and 720p high-definition throughout. In the works with an independent supplier is voice over Internet protocol (VoIP) and a WiFi feature to allow full video streaming, both of which will interface with the CMS.

“We also worked with an independent supplier to provide tablet-based controls as standard loose equipment that will allow passengers to control the CMS,” explained Suma.

Since many travelers will be coming aboard with their own iPads, the system will also allow passengers to use their personal iPads through an app available from the Apple store. The flight attendant may then grant access from the cabin master control. One of the nicer features is that once the app is downloaded, that particular iPad will work on any airplane in the NetJets Global 6000 fleet.

NetJets Europe took delivery of its first Global 6000 in February and anticipates having a fleet of three by year-end. With airplanes based in the U.S. and Europe, NetJets’ reach will be truly global, allowing nonstop flights between such city pairs as London-Shanghai and New York-Moscow.

With such comfort and technology available for $3.1 million for a one-sixteenth share and 50 flight hours a year, it appears the Global 6000, and the follow-on Global 7000 and Global 8000, are destined to be the crown jewels of NetJets for at least the next decade.

With the interior collaboration of NetJets clients and Bombardier designers and engineers, said Suma, “It’s a real, continent-to-continent business tool.”

–K.J.H.