

BusinessJet *interiors* INTERNATIONAL

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THE INTERNATIONAL REVIEW OF BUSINESS JET INTERIOR DESIGN AND COMPLETION



talentshow

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Chris Colvin Business Jet Interiors International

daytrippers

Many owners are trying to offset their costs by offering their jets for VIP charter, but designing for this market involves specific challenges with regards to layout, materials and technology



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The uber-rich have been renting out their yachts and holiday homes for years, so it comes as no surprise, with Jet-A blasting through the US\$7-per-gallon price point in the USA, and higher elsewhere, that more and more private jets are becoming available for charter.

Increasingly, new aircraft destined for private owners are being equipped with charter in mind from the outset, at the owner's request. Asset-based lenders financing these aircraft also want them well equipped in the event

- 1-2. A 2011 wide-body charter concept by M&R Associates
- 3. An A320 designed by Mahler and completed by Fokker Services for charter operator Masterjet
- 4. The ACJ320 Prestige completed in 2011 by Comlux America



8-9. An F900 charter concept designed in 2011 by M&R Associates



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“MIDDLE EASTERN CUSTOMERS LOVE TO CARRY ON AS MANY BAGS AND SHOPPING BAGS AS THEY CAN”

both forward and aft galleys – the large forward galley is designed to service VIP guests while the aft galley more closely resembles what is available on airliners. The aircraft also has extra lavatories – a forward crew lavatory, a private VIP lavatory in the middle and two guest lavatories. VIP lavatories are often equipped with a shower; however, Callies finds that most customers rarely use it.

The need for more onboard storage is “always a problem”, and Callies says this is a particular challenge for Middle Eastern customers. “They love to carry on as many bags and shopping bags as they can, especially on long flights,” he says. “The more storage you have on board the better.”

Sometimes this means adding more than just extra closets and storage nooks. In the 14-seat first-class area on the ACJ320, Callies actually added airline-style overhead bins with traditional overhead PSUs. He says baggage hold space on ACJs and BBJs is traditionally limited because of the presence of auxiliary fuel tanks in that area, so just about everything needs to fit inside the cabin. The presence of bins can lead to the inclusion of too many different styles of lighting in the ceiling, but generally this is not a problem, Callies says.

Weight penalties One particularly important issue in designing for charter is weight. More people with more stuff in more seats means you need to trim the fat out of charter aircraft wherever you can without sacrificing comfort or convenience. “You want to have a good-looking interior but you want to save as much weight as possible,” says Callies.

He does this by minimising monuments (“Do you really need that credenza?”); going with lightweight faux finishes wherever possible as opposed to actual marble or granite; and choosing thinner carpets where practical.

Vincent Rey & Florent Magnin



Company: **M & R associates design**

Location: **Geneva, Switzerland**

Founded: **2006**

Other key personnel: **N/A**

Vincent Rey (pictured above left) highlights two recent projects that especially showcase the expertise of his Geneva-based design house. "Late in 2011 we completed a full refurbishment of a Falcon 900 for a VIP client in Russia," reveals M & R's founding partner. "The aircraft was a 1992 model with an interior and technology that was far from up to date; the client wanted us to redesign the seats, divan, some cabinets, change all of the soft furnishings and veneers, add more monitors and completely overhaul the IFE system. We did all of this from start to finish in just four and a half months, which included developing the renderings for the first phase, the design package for the quotation phase and then following the project through to delivery."

Fortunately Rey and his partner, Florent Magnin (pictured above right), had more time to complete a green A319 for a client in the Middle East. "The contract was signed in June 2011 and we were given 12 months. For this VIP aircraft, we selected and combined a new high-tech pearlescent-effect paint. We've also employed a high-level luxury leather from a Rolls Royce supplier, plus an exclusive metal 'boreal accent' finish and natural fabrics. Overall, we feel we've given this interior a contemporary but understated opulence."

Rey recalls an interior that revolves around a 'black pearl' with particular fondness however. "Our material selection was articulated around black, beige and white colours with metal finish furniture featuring a special oxidised patina," he says. These nuances in bronze and blue-black steel produced colour variations that Rey suggests gave the overall cabin a 'precious' feel. A bespoke lining was developed to enlarge the feeling of space, while the seats were meticulously designed to not only

guarantee comfort and style but also to convey a light and flowing shape. "The lighting in the cabin was also finely tuned to become an integral part of the general architecture. We thoroughly studied and explored all aspects of the illumination – accent, decor, mood, scenario and floor lighting – to visually increase and animate the space."

M & R design associates was founded in 2006, although Magnin and Rey (hence 'M & R') previously spent eight years

working at companies including Airbus, Bombardier and Jet Aviation. "We attribute much of our success since to word of mouth," he adds. "We're currently talking with clients about of range of interior projects for mid-sized to large jets, narrow-body aircraft as well as one wide-body aircraft, which is pretty exciting. We define ourselves as an advanced design company – each of our projects is totally unique and reflects the individual customer's taste and lifestyle."

3. M & R's recent Falcon 900 refurbishment

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