



## Finishing touches: designing and outfitting your private jet interior

by Lorna Titley

So, you've made your decision to buy a private jet. You have had discussions with specialist brokers, lawyers and financiers to make sure you buy the right plane at the right price. But what of the interior of your jet? How can you personalise, style and furnish it? And what can't you do? At a recent Quaynote Communications webinar, a panel of aircraft design and outfitting experts drew on their experience to discuss how to achieve the best interior design for your private jet.

If imprinting your own personal style on the jet is important to you, then you need to choose your aircraft carefully. Manufacturers such as Bombardier, Gulfstream or Embraer sell smaller aircraft with a predefined interior. "The customer can choose from a limited catalogue of different layout, design and material options," points out Tim Callies of Callies Grafe Design.



**Tim Callies**

"If he also wants to personalise his interior, this usually costs a lot of money and sometimes dramatically affects the delivery time of the aircraft."

Conversely, If you choose a "Green Aircraft" from Airbus or Boeing from the outset, all doors are open, within regulatory guidelines, to have your jet interior designed to your liking.

For many individuals or businesses however, if they have sufficient funds to afford a business jet in the first place, then they are probably well-placed to choose an interior that is tailor-made down to the last detail too. This is where the design studios come in, with many of these able to provide spectacular visions of what can be done with the aircraft layout and furnishings. That said, not everyone that can afford to do so chooses the bespoke style. Government entities, for instance, may just need a large aircraft and its interior design may be muted and business-oriented to reflect this.

The purpose for which you plan to use for aircraft, be it for private use or for charter, will drive the interior design. The weight of the aircraft and the number of passengers it will be carrying at any one time needs to be considered too, to allow in turn for the amount and type of furniture that can be included. Marble furnishings are very heavy so their use needs to be carefully thought out. Regulations are also important; these will dictate the number of emergency exits incorporated into the designer's floorplan and they forbid the use of combustible materials for furnishings, to give just a couple of examples.



**Warja Borges**

Once you, the client, or your representative, have agreed the floorplan with the designer, it's time to "go from 2D to 3D" as Warja Borges the owner of Unique Aircraft explains. When working on three dimensional renderings, she tries to reflect the client's personality in their jet's interior style. "Personally, I like to look at the background of the customer. What is their culture, history, the traditions of their region?"

Borges then presents her clients with a virtual viewing of their aircraft interior in a choice of 3 different colour schemes. When the client has chosen the colours and style, this concept will then be replicated throughout the aircraft.

Are there any "hot" interior aircraft designs that you as a new owner should know about? One interesting trend is the collaborations between car manufacturers like BMW and aircraft manufacturers (OEMs) which has led to jet design sometimes taking a leaf out of car designers' books. The level of communications integration achieved by designers of luxury vehicles is something that OEMs are keen to replicate. Travelling by car or jet aren't always comparable, however, with the typically longer journey on a plane necessitating a more comfortable seat than the one you may find in a car.

If you are looking for an unusual design features, then you could take inspiration from The Rolling Stones. A private jet reported to be owned by the legendary band back in the `80s sported a fireplace, although the fire (thankfully) was never lit. As for swimming pools and jacuzzis, they sadly have no place on board a jet.



**Peter Robson**

“Water is the bane of any cabin interior, whether it’s the additional bidets or the handheld showers”, comments Peter Robson, Luxury & VVIP Aircraft Interior Specialist at Qabin Interiors. “Hand-crafted carpets and water don’t mix. Every completion centre has ended up replacing a carpet somewhere.”

As the tech industry creates a new generation of younger jet owners – perhaps you are one of these emerging Ultra High Net Worth Individuals (UHNWIs) - there are increasing demands for planes with reduced CO2 emissions or even electric planes, all of which will pose new challenges for interior aircraft designers.



**Tobias Laps**

For Tobias Laps, Executive Vice President Sales at Comlux the advantage to “owners becoming younger and younger” is that “they will come back to us for the design of their second or even third plane.”

This expected market expansion will draw a large cheer not just from the aircraft design sector, with noticeable increases in refurbishments reported anecdotally over the last 2 years, but from the entire business aviation industry as it welcomes an influx of young buyers.



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