

Phoenix is set to add new project

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Project Phoenix has issued a request for information to several completion facilities in Europe, Australasia and the USA, to undertake the work that will reflect Project Phoenix's exacting standards. It is unveiling renderings of its proposed cabin design to potential customers at the show.

Several designs are being prepared including a 30-seat VIP version with private office and state room as well as a higher density corporate version. Customers will be able to choose the number of auxiliary tanks to be installed depending on their operational range and payload requirements.

"We will be aiming at a 15-month programme from identifying the airframe, taking it through our maintenance process and then through completion," Cappuccitti says.

The group decided on the 737-800 because of the type's popularity and strong likelihood that there will be an increasing number of aircraft coming into the market.

"It is a new generation 737 and has all the right attributes for our programme. It requires little in the way of avionics upgrades. It has winglets and we can vary the range and payload capability depending on our customer's specific needs," he says.

"We will be looking at half-life aircraft that can mean some-



The sound of silence – Silentium's George Tsopeis faces the challenge of cabin noise reduction

All quiet on the Silentium Challenger 300

A new soundproofing system tailor-made for the Bombardier Challenger 300 super-midsize business jet was unveiled today by Canadian developer Silentium Air (stand 688).

Made from glassfibre and foam, the Silentium Air 300 series kit is designed to reduce overall cabin noise levels by at least 3db – equivalent to around a 30% reduction in perceived noise throughout the cabin, says Silentium.

Installation of the first kit on a Challenger 300 is under way at Bombardier's business aircraft service centre in Tucson, Arizona. Silentium plans to introduce similar tailor-made soundproofing systems for the Global Express and Challenger 600/601/604 series of business jets.

Lufthansa Technik offers flexible VIP cabin kit

Lufthansa Technik (stand 343) is now offering a VIP cabin quick-change kit for Airbus and Boeing narrowbody aircraft.

This new on-demand configuration allows customers who do not want to maintain a VIP aircraft permanently to convert a commercial aircraft cabin into a VIP interior overnight.

Assisted by a detailed manual from Lufthansa Technik, the conversion can be carried out by any Part 145 organisation. Lufthansa Technik will design and implement a one-time modification of the aircraft and will provide the customer with an

A variety of cabin layouts, seating options, colours and surfaces allow for optimum customisation

individual conversion kit.

A variety of cabin layouts, seating options, colours and surfaces allow for optimum customisation. The installation can be made along existing seat tracks,

Lufthansa Technik offers a range of seating for the kit, ranging from an extra-wide VIP seat, VIP double seats to a three-seat divan equipped with its own curtain. The divan can be converted easily into a comfortable full-size bed.

Additionally, high/low folding tables and up to three spacious stowage cabinets can be installed. An optional in-flight entertainment system can also be integrated. A class divider partition, equipped with another folding table and a foldable door separates the VIP area from the commercial area.

