

## INTERIORS



## Stevens moves onto the inside track with SJ30

Sino Swearingen (stand 2171) is showcasing its SJ30 light jet featuring a new interior fitted by Stevens Aviation (stand 5197). Stevens and Sino Swearingen have signed a letter of intent that sees Stevens become its North American authorized interior completion center.

Previous shows have seen either a cabin mock-up or a flight-test aircraft.

This year, however, Sino Swearingen has brought aircraft SN05 complete with a production interior and a new exterior paint style.

SN06 had been due for delivery since June, but has slipped because of a roll trim problem. This was caused by the left wing being replaced after it was "bent" due to inaccuracy in the production tooling.

Although Sino Swearingen has laid off 100 staff, Mark Fairchild, vice-president sales and marketing, says "the staff cuts are because of our retooling issues while our production is stalled". It is caught in the middle of a catch-22 situation – it effectively cannot generate revenue while paying to retool the entire production line.

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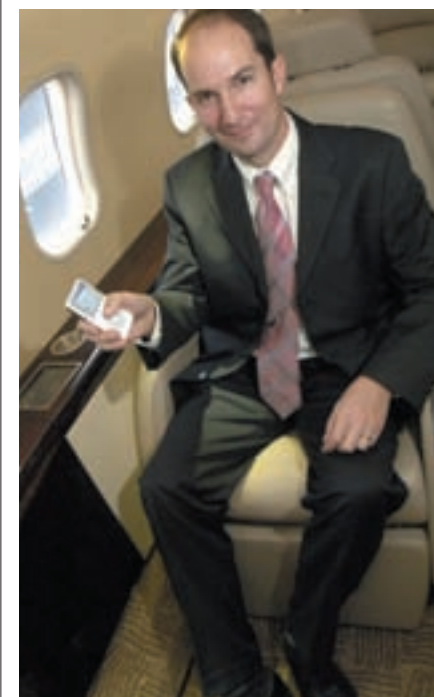
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## A NICE way to work



**Docking on – Lufthansa Technik's Andrew Muirhead.**

Completions and interiors specialist Lufthansa Technik (stand 2662) has scored a breakthrough with its NICE Ethernet-based network, winning a place in the Bombardier Challenger 300 cabin update unveiled here this week.

"This is our big break into the corporate aviation market," says Andrew Muirhead, director of the company's Innovation Engineering cabin systems development operation. "NICE was designed originally with VIP conversions of airliners in mind. Now we've scaled it down and repackaged it for a super-mid-size dedicated business jet."

Aboard the Challenger 300 the basic NICE installation supports a wide range of passenger entertainment and cabin environment management functions, including the world's first iPod docking station for a purpose-designed business jet.

The docking station streams the audio output on to NICE for delivery via cabin-lining flat-panel speakers based on technology licensed from Qinetiq in the UK. Future enhancements include the addition next summer of the ability to watch iPod video on bulkhead or seat-mounted LCDs.

The NICE variant for the Challenger 300 runs on 28V DC power, compared with the 115V AC/400Hz supply for the original system now flying on a number of VIP Boeing 747-400s and BBJs.