

# BusinessJet *interiors* INTERNATIONAL

APRIL 2012

THE INTERNATIONAL REVIEW OF BUSINESS JET INTERIOR DESIGN AND COMPLETION



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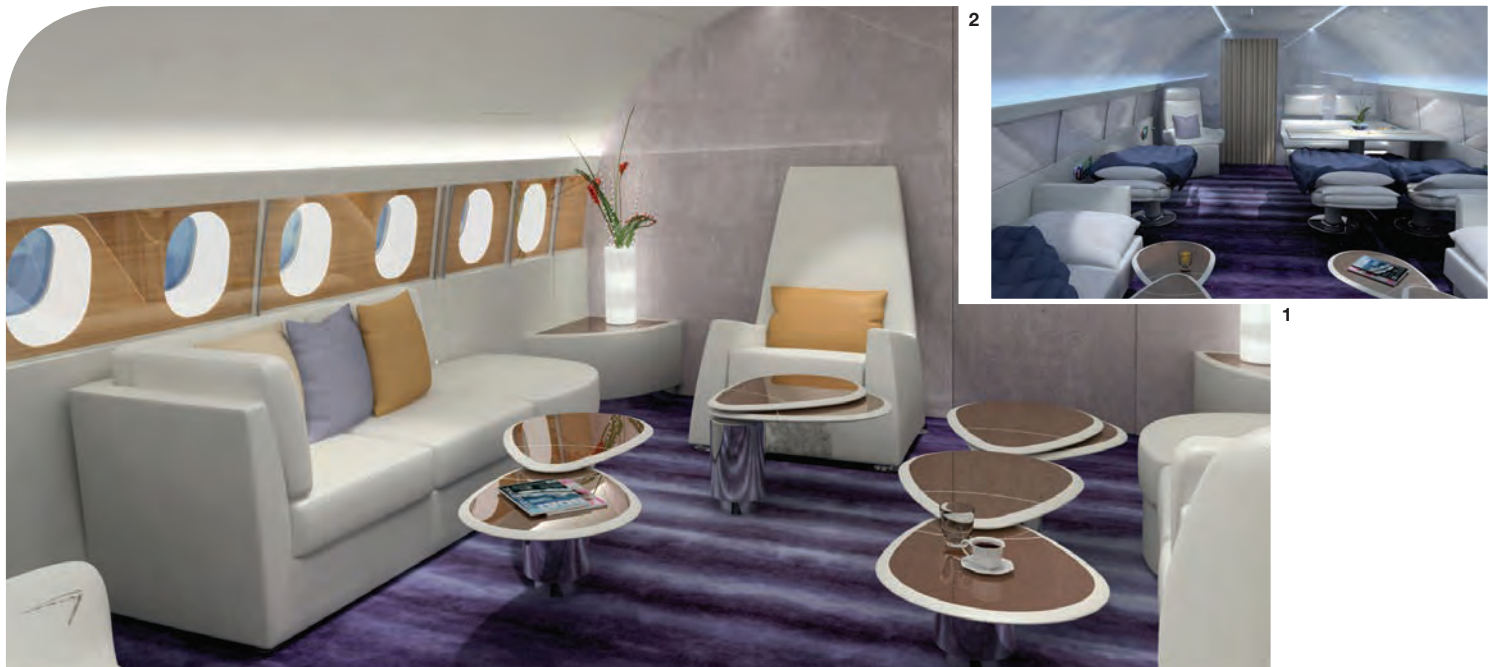
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**EBACE SHOW  
ISSUE!**

Nick Bradley and Izzy Kington, Business Jet Interiors International





## Jacques Pierrejean



Company: **Pierrejean Design Studio**  
 Location: **Paris, France**  
 Founded: **1985**  
 Other key personnel: **Agnès Guiu, senior interior designer; Guillaume Delafosse, senior interior designer**

Jacques Pierrejean is not a fan of overdesigned atmospheres, hence why many of the French designer's interiors boast natural materials and colours – they're elegant, contemporary yet innovative all the while. "Each client has their own personality and taste; they're looking for an aircraft that reflects their own image and not that of the designer," Pierrejean believes.

Ongoing projects include a Challenger 604 refurbishment and a Boeing 747-800. "We're integrating a lot of innovative concepts relating to lighting sources, the cabin architecture and materials that have been specifically developed for this massive project," Pierrejean reveals regarding the latter project.

The fit-out on the Boeing 747-800 started three years ago and is due to be completed in 2014. "We're bound by confidentiality about the customer's identity, but they wanted something entirely unique and totally different from

1-2.VIP concepts by Pierrejean Design Studio

anything else that was out there already. In this case, the client knows a great deal about aircraft and what they've requested has been quite challenging in terms of aeronautical regulations. That's why it's important for us to be fully aware of the latest product developments from vendors, and why sometimes we're actually pushing them to invest more in research and creating new products."

Pierrejean feels the ambience within this particular Boeing 747-800 interior will be light, quiet and very comfortable, although he admits that one of the complexities was ensuring that what was conceived in the original designs would still be in vogue after a five to six-year completion schedule – and for many years beyond. For this reason, he is waiting until the last possible moment before finalising some of the technology on board. "We are on standby with IFE suppliers especially to install the very latest in entertainment systems – the

most up-to-date and technically advanced systems that are available."

Overall, Pierrejean says the sector appears to be much more professional than it might have been in the past. "Most of our customers already have an aircraft but might be looking for something bigger," he says. "They want a combination of the best features of their existing aircraft and anything new that's available. I'm finding that spas, fitness areas and home cinema technologies are increasingly popular and appreciated."

Pierrejean has also noted a definite trend towards recreating the at-home experience in the air. "So features such as internet connections, live TV, special lighting and enhanced galley features all help to create a more comforting and homely environment," he says. "At the same time, I also suspect that in the future more and more aircraft will be utilised as tools – perhaps the days of fancy designs are behind us."