



LUFTHANSA TECHNIK RE-DELIVERS SECOND COMPLETED BBJ TO ROYAL JET

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Cabin Interior designed by New York based Edése Doret

The completion specialists in the Lufthansa Technik VIP & Special Mission Aircraft Services division have re-delivered the second Boeing Business Jet (BBJ) to Royal Jet, the leading VVIP charter operator in the Middle East.

Like the first aircraft, which was re-delivered in October, the second completion was finished on time after just nine months at Lufthansa Technik's Hamburg location. The unique and innovative cabin was designed by New York based designer Edése Doret and is characterized by a clear, minimalist esthetic style, equally combining geometric shapes and organic structures. The dominant cabin elements were produced from modern materials, such as genuine carbon fiber as well as metal and plastic surfaces.

A highlight of the interior design is the starry sky, consisting of approx. 15,000 light points running across the ceiling throughout the entire cabin. A variety of different lighting scenarios including a starry sky can be illustrated with "moodlight" elements and fiber optic technology.

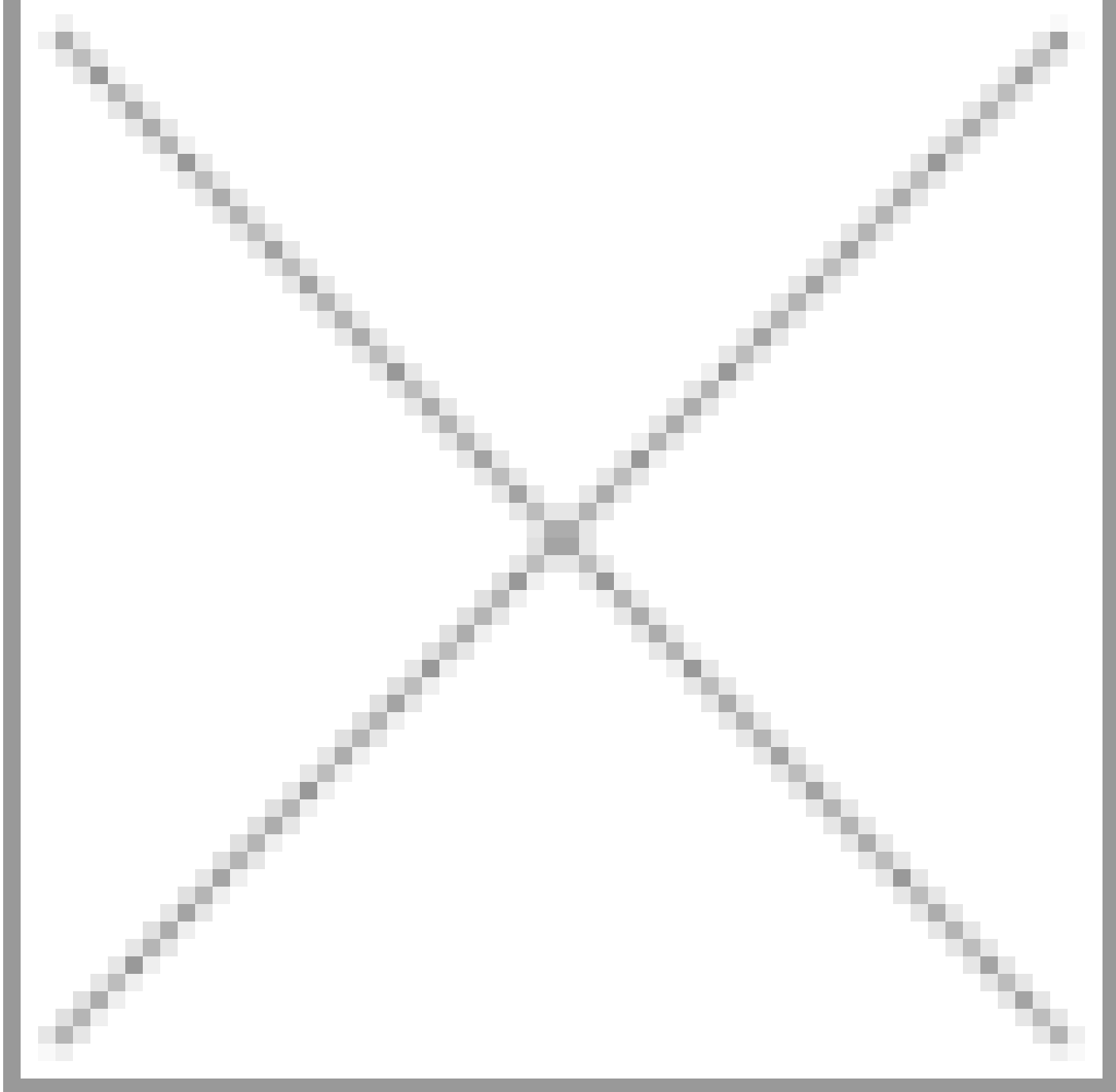
The two aircraft also set new standards in the area of connectivity. They are the first BBJs worldwide to be fitted with the Ka-band antenna system as part of their initial completion. The new system allows high-speed Internet and TV connections just like at home. The integrated "niceview mobile" flight information system from Lufthansa Technik supplies passengers with the widest variety of travel information. The installation of a fully digital mobile phone network (GSM) also allows use of mobile phones in flight.

Amongst other features, both jet cabins include a bedroom, two fully-featured bathrooms and two VIP lounge areas. Overall, the aircraft are designed for 34 passengers.

An easy to maintain cabin and technology design was a key requirement on the part of the customer. The engineers developed completely new concepts in order to ensure that maintenance would be as efficient as with an airliner. For example, the entertainment and communication system can be replaced in just a few minutes.

Because both BBJs require commercial approval as charter aircraft, the strictest approval requirements had to be fulfilled in terms of their completion, analog to those of an airliner. Around 280 Lufthansa Technik employees in total were involved in implementing the two projects.

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