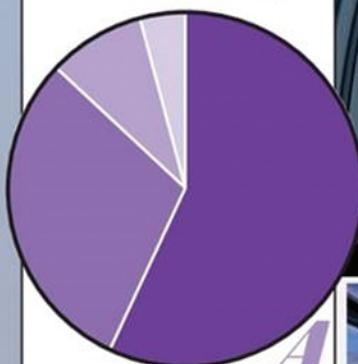


# BusinessJet *interiors* INTERNATIONAL

## INNOVATIONS

### Readers' poll

Which of these window innovations would you most like to see become commonplace over the next 10 years? As of publication day, our online readers say...



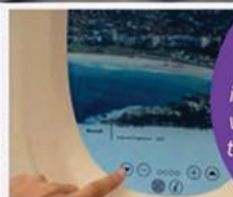
57% Electronic adjustment of tint/opacity  
30% Much larger windows  
9% Integration of IFE/CMS controls  
4% Replacement by camera-fed displays



THE LATEST AS2 CONCEPT FROM DESIGN Q INCLUDES A SKYSCREEN



ABOVE: A TECHNICON CONCEPT USING CAMERA-FED SCREENS



ABOVE: VISION SYSTEMS' ELECTRONICALLY DIMMABLE WINDOW WITH VIDEO DISPLAY

Vision Systems has developed an electronically dimmable window (shown left) integrating an interactive video display that uses a transparent, flexible and thin color screen



TOP: THE UPCOMING DASSAULT FALCON SX WILL HAVE A DIMMABLE SKYLIGHT DEVELOPED WITH VISION SYSTEMS

ABOVE: THE PORTRAIT WINDOW ON EMBRAER'S LINEAGE 1000E

## WINDOWS

FCC's Sean Gillespie reports that windows can be a deciding factor in an aircraft purchase: "We have a client that loves his Global 6000 but is buying the Global 7000 because he wants the windows, which are gigantic. He's going to put a Global 6000 layout into the Global 7000 because he just wants the windows."

Designs such as Fokker's SkyView Panoramic Window, which envisaged a huge window the width of three standard ones on a BBJ, and Embraer's portrait window on the Lineage 1000E, have caught the imagination. Meanwhile, some designers have explored the idea of removing windows completely, instead lining the sidewalls with camera-fed displays. Jay Beever of Embraer comes down on the side of big windows rather than none. "We would like to advance with regard to large windows and see

technology allow for greater integration with the environment," he says.

Meanwhile, Warja Borges of Unique Aircraft is looking forward to seeing the first panoramic windows installed. "It would be great if engineering and design could work closer together on such special features as both perspectives are important to develop a perfect solution," she comments.

Elisabeth Harvey of Jet Aviation provides a reminder that in the end all will be decided by customer demand. "It will be interesting to see how far OEMs go to embrace change and how willing clients will be to adopt an aircraft that is either windowless or much more open," she says. "Panoramic windows, which will also control the amount of natural light, the cabin humidity and temperature, will be an interesting development."