

CABIN INTERIOR DESIGN PACKAGE

A home in the sky

An end-to-end cabin interior design for an ultra-long-range Gulfstream G650ER — four living areas, forward to aft, drawn to the published envelope and built to be priced and completed by the aircraft's completion partner.

GULFSTREAM G650ER · ULTRA-LONG-RANGE · FOUR LIVING AREAS

Concept · Zoning · Floor Plan · Weight & Load · Materials & Finishes · Lighting · Galley & Lavatories · Cabin Systems

THE DOCUMENT

This package carries a complete cabin interior — concept and register, the airframe it is designed to, the four-zone plan, the material and finish specification, the lighting scheme, the galley and lavatories, and the cabin systems — as one coherent, buildable design.

It is written to be read two ways at once. Where it sells the vision, it is evocative. Where it specifies, it is precise: named hide grades and finishes, veneer species, certifiable substrates, warm-metal plating, and the cabin management platform by name. A completion shop can price and build from these pages; the confirm-at-build items are named as such.

Register held as a hard constraint on every page: bright, light, warm, luxurious. Daylight through sixteen panoramic ovals is the volume engine; cream and ivory hides, warm light woods and warm metals carry it.

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THE CONCEPT

A working aircraft that reads as a warm, luminous home.

THE READ

The brief is a mix, done properly: a genuine working front and a private aft, both at full size. The ultra-long-range airframe is what makes both true at once. The interior answers it as a residence — bright, light and warm, so a passenger walks in and feels a home, not a cabin.

Daylight is the design instrument. Sixteen panoramic ovals per side pour light the length of the tube; cream and ivory hides, warm light woods and warm metals bounce it, so the oval cross-section reads open and luminous rather than low. Warm ambient light takes over at night and keeps every scene warm.

THE MATERIAL LANGUAGE

One warm palette, cabin-wide. Cream, ivory and soft off-white full-grain leathers lead, with a warm greige hide as the grounding note. Warm light woods — bleached or warm oak, warm figured maple, light walnut — are the primary cabinetry surface. Stone appears only as a light, honed, warm accent. Every metal is warm: soft brass, champagne, warm bronze.

Screens are present and integrated, set flush into warm surrounds so a display reads as quiet architecture until it is summoned. The display glass is the single darkest element in the cabin, and the warm surround keeps it in check.

THE REGISTER, HELD

Bright, daylight-filled — the ovals are the engine

Cream & ivory hides lead the seating

Warm light woods, warm metals throughout

Warm ambient light, scene-driven & tunable

Screens as quiet architecture, never the lead

“Daylight fills the cabin, light warm surfaces carry it, and the room reads as a residence.”

THE ENVELOPE

Designed to the real tube.

Every decision in this package sits inside the published G650ER cabin. These are Gulfstream's own finished-cabin figures; a completion shop acts on them, so they are stated as verified with the confirm-at-build note where it matters.

6'3"

FINISHED HEIGHT · 1.91 M ·
STAND-UP THROUGHOUT

8'2"

FINISHED WIDTH · 2.49 M ·
AT THE BELTLINE

2,138

CABIN VOLUME · CU FT ·
60.54 CU M

16

PANORAMIC OVAL
WINDOWS PER SIDE

The oval cross-section is a design fact. 8'2" is beltline width; the shell curves in above it. Light, warm surfaces work with this — daylight from the sixteen ovals bounces off cream and light wood so the oval reads as an open, luminous shell rather than a low tube.

PUBLISHED G650ER FINISHED-CABIN SPECIFICATION

Finished cabin height	6'3" / 1.91 m
Finished cabin width (beltline)	8'2" / 2.49 m
Cabin length, excl. baggage	46'10" / 14.27 m
Total interior length	53'7" / 16.33 m
Cabin volume	2,138 cu ft
Windows	16 oval / side
Living areas	up to 4
Galley	forward
Lavatories	forward & aft
Baggage volume	195 cu ft

CONFIRM AT BUILD

Exact monument positions, seat-track pitch and the precise window-to-seat registration are set by the completion shop against the specific green-aircraft build and current Gulfstream interior-provisioning drawings. The zoning here is designed to the published envelope and the window count; the shop confirms the millimetre registration.

ZONING

Four rooms,
forward to aft.

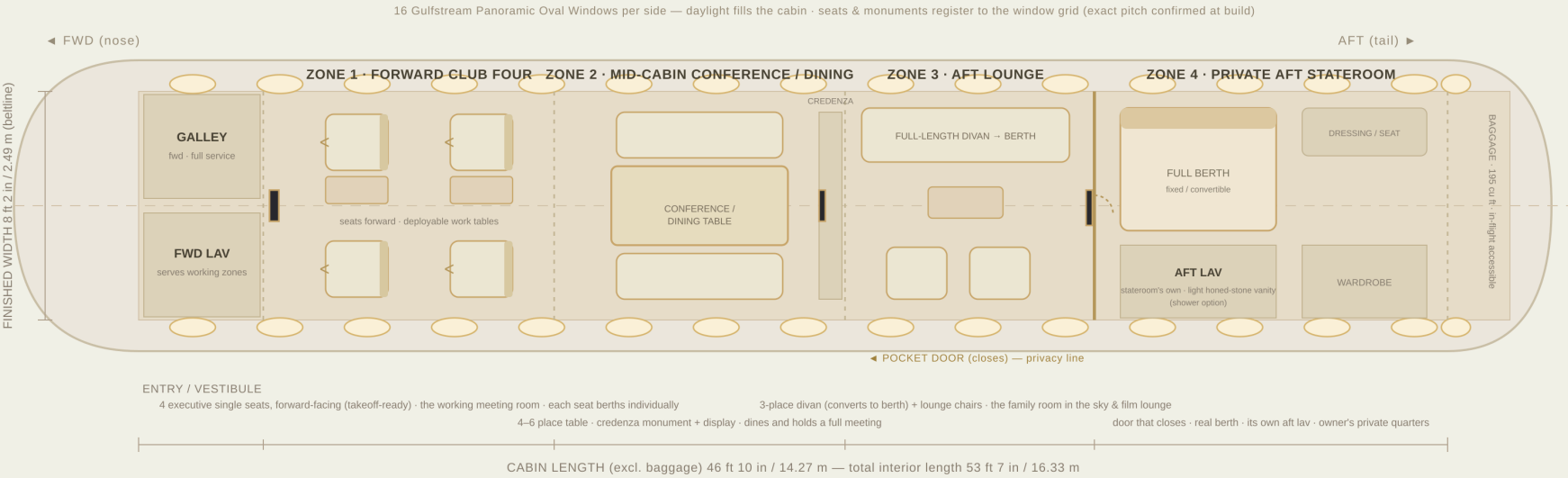
ZONE 1
Forward club four. Four forward-facing executive seats — the working meeting room, takeoff-ready.

ZONE 2
Conference / dining. A 4–6 place table against a credenza monument — meets and dines.

ZONES 3 & 4
Aft lounge & stateroom. The family room that converts, and a private stateroom that closes.

CABIN FLOOR PLAN — ZONING & LAYOUT

Gulfstream G650ER · ultra-long-range · four living areas, forward-to-aft · plan view, drawn to the published envelope



Envelope figures are Gulfstream's published G650ER finished-cabin specification: 6'3" finished height · 8'2" finished width · 46'10" cabin length (excl. baggage) · 53'7" total interior length · 2,138 cu ft · 16 Panoramic Oval Windows/side · galley fwd · lav fwd & aft. Oval cross-section: 8'2" is beltline width; the shell curves in above. Plan view shows the flat-floor band. Zone lengths, seat-track pitch and exact window-to-monument registration are a completion-shop confirmation against the specific build and current Gulfstream provisioning drawings. Systems on the Gulfstream Cabin Management System (GCMS): tunable warm ambient lighting, electric window shades, flush warm-surround displays (largest at the fwd club & conference), Gulfstream Cabin Control app + CabinView. Register: bright, warm, daylight-filled — a home in the sky.

Plan view, drawn to the published envelope. Seats and monuments register to the sixteen-window grid; Zone 1 seats are forward-facing in the normal, at-rest orientation; the pocket door sets the stateroom privacy line. Zone lengths, seat-track pitch and exact window-to-monument registration are confirmed at build.



ZONE 1 · THE WORKING FRONT

Forward club four

Four single executive seats, forward-facing in their normal, takeoff-ready position — the seats a passenger meets on walking in, oriented down the cabin. Each seat sits on the window grid and owns an oval. This is the real meeting room, held in the normal seating orientation: the seats articulate and turn by hand toward one another or the table for a working conversation, but the designed, at-rest first impression is forward.

SPECIFICATION

SEATING

4 executive single seats — articulating, tracking, individually berthable; forward-facing at rest

WORK SURFACES

Full-depth deployable table at each seat — real writing / laptop surface, integrated power, data & GCMS touch. Warm light-wood or warm-composite face, warm-metal edge

DISPLAY

Largest forward bulkhead display faces the club — presentation, video conference, content. Flush, warm-surround glass

CONVERSION

Each seat makes into a single berth for rest

Mid-cabin conference / dining

A four-to-six-place conference-and-dining table against a credenza monument, on the widest usable run of the cabin. This is the second working surface and the dining room — a genuine sit-down conference table that doubles for a served meal. The seating sits gently inward toward the table: honest dining geometry, because you sit to a table. Galley service reaches it cleanly from forward.

SPECIFICATION

■ SEATING

4–6 at the table — a facing pair of two-seat divans, seated inward to the table; exact seat / divan mix set with the floor plan

■ TABLE

The palette's stone moment — a light warm honed-stone or warm-composite top with a warm-metal inlay edge

■ MONUMENT

Credenza carries a bulkhead display, GCMS controls and serving / storage

■ CONVERSION

Table stows / extends; the zone flexes between conference, dining and open transit





ZONE 3 · THE FAMILY ROOM

Aft lounge

A lounge built on a full-length divan facing lounge seating — the social and relaxation room, the family room in the sky, positioned as the buffer between the working front and the private aft. The decompression room: deep, soft warm seating for informal conversation and content on the aft display. Under the Lounge scene it goes soft and warm-low-lit; it is also the film room. A warm terracotta accent on the pillows lifts the cream and warms the room.

SPECIFICATION

SEATING

Three-place berthable divan plus 1–2 lounge chairs; exact count with the floor plan

SOFT GOODS

Warm cashmere / wool throws and pillows in soft caramel with a warm terracotta accent (SG-01)

DISPLAY

Aft bulkhead display for the film / entertainment heart — flush glass, warm surround; the darkest single element, held in check by the warm frame

CONVERSION

Full-length divan converts to a berth — a private-feeling sleep space just forward of the stateroom

Private aft stateroom

A true stateroom with a door that closes — a pocket door at the aft-lounge bulkhead — a fixed double bed, and its own aft lavatory. Not a converted divan, not a shared lav. Owner's quarters: a proper bedroom for the ultra-long-range leg, a permanent made-and-ready bed, a private dressing and seating position, the Rest scene sealing it warm and soft. Warm light woods and a cream palette make it read as a residential bedroom, not a berth cell.

SPECIFICATION

■ BERTH

A fixed double bed — permanent, no daytime conversion — at the aftmost stateroom position. A proper bedroom, not a convertible arrangement

■ PRIVACY

Pocket door plus the aft-lounge buffer give genuine acoustic and visual privacy from the working front

■ AFT LAVATORY

The stateroom's own — light warm honed-stone vanity, warm-metal fittings, GCMS-integrated, matte and jewel-like. Vanity, sink and toilet only; no shower, dry underfoot

■ AFT-CG

The fixed double sits at the aftmost station; the deleted aft shower returns aft mass at the same station — the two partially offset. See the weight & load section overleaf



WEIGHT & LOAD

The interior is mass in a fixed envelope.

On an ultra-long-range airframe the cabin is not a finish laid over a finished machine. It is mass installed inside a hard weight envelope, and every pound of it is subtracted from what the owner bought the aircraft to carry: fuel, and therefore range, or payload, and therefore who and what flies. Maximum takeoff weight never moves; a heavier interior does not make the aircraft heavier at takeoff, it makes it carry less of everything else.

So weight is engineered first and finished second. This scheme was drawn that way: the moves that make the cabin bright, warm and residential — cream hides, warm light woods, warm metals, stone used as a jewel — are also the lighter moves. Here, lightness of palette and lightness of mass point the same way.

1,800 lb

MAXIMUM PAYLOAD WITH FULL FUEL — THE LINE TO READ TWICE

At the design mission — tanks full, reaching for the far end of the range — the budget left for passengers, crew bags and cargo is on the order of eight or nine people with no margin. An interior a few hundred pounds heavy than its target removes a passenger's worth of payload from the exact mission the aircraft is bought to fly. This constraint outranks every finish decision.

THE ENVELOPE — WHAT THE AIRFRAME GIVES

Maximum takeoff weight (MTOW)	103,600 lb
Maximum ramp weight	104,000 lb
Maximum landing weight (MLW)	83,500 lb
Maximum zero-fuel weight (MZFW)	60,500 lb
Basic operating weight (BOW) 4 crew, standard outfitting — the interior lives inside this	54,000–54,500 lb STATED AS A BAND
Maximum payload	6,500 lb
Maximum payload, full fuel	1,800 lb
Maximum fuel capacity	48,200 lb

Sourcing, stated plainly. Gulfstream's live product page no longer publishes the G650ER — production ended February 2025 and the type is superseded. These are cross-referenced figures from the aviation-specification record — Aviation Week citing Gulfstream, Jetcraft and GlobalAir, cross-referenced 2026-09-24, with the Wikipedia specification table read 2026-09-24 — not live manufacturer figures. Where the record disagrees it is named, not resolved: the **BOW is shown as a 54,000–54,500 lb band** because the sources differ by about 500 lb. The number that matters for this aircraft is its own weighed BOW, established at final weighing.

CENTER OF GRAVITY

Where the mass sits is as binding as the total. The interior is a large fraction of the mass that sets the loaded CG, and unlike fuel and passengers its distribution is **fixed at build** — so monument placement is a balance decision before it is a design one. The galley anchors the forward mass; the aft stateroom, aft lav and 195 cu ft baggage anchor the aft; the mid-cabin spreads the seated payload between them. Stone is distributed as a jewel, never concentrated — a CG tool, not only a finish.

THE AFT IS WHERE IT'S TIGHTEST

Two aft decisions pull opposite ways at the same station: the **fixed double bed** adds aft mass at the aftmost position; the **deleted aft shower** returns aft mass there. Both are now decided, so the aft-CG cases run against a known configuration — mass added, shower saving subtracted, the two partially offsetting. Detailed on the facing page.

WEIGHT & LOAD · II

Warm and light are the same decisions.

The interior weight is set as a **target band the shop refines under configuration control**, not a false-precise number — the delivered figure depends on the completion center's own panel constructions and systems, and a precise pounds figure from the design side would be a lie the shop's own data would expose. What the design sets, and a shop prices against, is a lean target at full appointment and the discipline that holds the build inside it: allocate the budget by zone and system at first specification, trade at the line against the register, never into BOW.

THE MONUMENT-BY-MONUMENT STRATEGY — EVERY WARM CHOICE WAS MADE TWICE, ONCE FOR THE REGISTER, ONCE FOR THE WEIGHT

STONE — A JEWEL, THIN-LAMINATED

Accent surfaces only — dining top and the two vanity tops, never a field. Every stone surface is a **3–5 mm honed slice on aluminum honeycomb**, not a solid slab: roughly a three-to-five-fold reduction (a solid ¾-in slab runs ~13–16 lb/sq ft; the honeycomb facing lands ~2–4). Tens of pounds absolute, but high-CG-leverage because stone is dense.

CABINETRY — HONEYCOMB, NEVER SOLID WOOD

All cabinetry, credenzas, monument walls and partitions are **honeycomb sandwich** (aluminum or Nomex core, composite skins); the warm veneer is a face, not a structure, cure-integrated into the panel where the shop's process allows (eliminates the backer). The largest share of structural mass, and the largest structural saving.

SEATING & SOFT GOODS

Typically the largest payload-side mass after the monuments. Light supple cream/ivory hides (lighter per sq m as well as warmer), certified light-technology foams and mattress, 100% wool carpet, and a warm headliner in a **thin-film finish (~½ the weight of sprayed paint)** across its large area.

WARM METALS — PVD, MICRONS THIN

Soft brass, champagne and warm bronze delivered as **PVD plating over a light-alloy substrate**, never solid metal. The eye and hand read solid brass; the mass is the aluminum underneath. Brass is ~3× the density of aluminum — a two-thirds-plus saving per fitting, cumulative across the cabin's hardware.

SYSTEMS — WIRELESS, INTEGRATED

The largest hidden weight in a screen-rich cabin is the wiring loom, not the displays. Screens run on **GCMS**, specified for miniaturized, integrated, wireless-where-certified operation — every display driven wirelessly removes copper along the full length of that run. Display count and sizes tracked as a systems-weight line.

THE AFT OFFSET — THE LOAD-BEARING POINT

The **fixed double bed** spends aft mass and aft moment at the aftmost station — tens to low-hundreds of pounds of dedicated structure. The **deleted aft shower** returns a low-hundreds-of-pounds, aft-loaded system there — mostly dead-payload water on the full-fuel mission, so it returns directly to the 1,800-lb payload. The two land at the same aft station and partially offset; the aft-CG cases run with both booked together.

“Deleting the aft shower is a payload-and-balance **win**, not a comfort given up — on an aircraft whose whole mission is the long leg.”

Sourcing. Lightweighting principles and figures: AMAC Aerospace and Comlux America in *Business Jet Interiors International*, read 2026-09-24. Cabin architecture (galley fwd, lav fwd + aft, 195 cu ft aft baggage) is Gulfstream's published G650ER specification, verified by the room. Water weight (~8.34 lb/US gal) and material densities are standard constants. Every delivered weight and CG figure is the completion center's to establish under the aircraft's weight-and-balance program; the figures here are the cross-referenced record and honest engineering ranges, marked as such.

MATERIALS & FINISHES · I

Hides, woods
& stone.

One warm palette, cabin-wide. Cream and ivory full-grain leathers lead the seating with a warm greige as the grounding note; warm light woods are the primary cabinetry surface; stone appears only as a light, honed, warm accent. Every material is specified to an aviation-certifiable, fire-blocked equivalent — **substrate to meet FAR 25.853 flammability**, certified at build.

HIDES — THE PRIMARY TOUCH SURFACE

HD-01

Cream full-grain, smooth
Semi-aniline full-grain leather, soft cream, low-sheen satin. Smooth on bolsters & headrests — the register's lead hide.

HD-02

Ivory perforated insert
Aniline full-grain, warm ivory, micro-perforated. Breathable, fine texture; keeps the seats airy.

HD-03

Warm greige, matte
Semi-aniline full-grain, warm greige/taupe, matte. The tonal note that grounds the cream.

VENEERS & COMPOSITES

VN-01

Warm oak, open-pore
Straight-grain warm oak veneer, open-pore satin seal — the primary cabinetry surface.

VN-02

Warm figured maple
Figured maple veneer, warm satin-sealed. The honey-warm feature grain.

CP-01

Light walnut / warm satin composite
Light walnut veneer or warm satin tech-laminate, matte seal. A precise, warm-toned engineered face for a work zone or display surround — kept light and warm.

STONE — HONED WARM ACCENT ONLY

ST-01

Warm travertine / cream marble, honed
Honed, not polished. Weight-managed thin-stone lamination.

ST-02

Warm quartz composite (alt.)
Engineered warm quartz, honed — the weight-and-consistency alternative.

Stone usage. The jewel accent, not a field material — tabletops and vanities only. Honed finish is mandatory: a polished surface throws hard glare and breaks the soft warm daylight read.

MATERIALS & FINISHES · II

Metal & the soft shell.

One warm-metal family across the whole cabin is what makes it read as one designed object. Carpet, headliner and soft goods are the warm shell that carries the daylight and warms every scene. Metal plating **PVD for durability**; carpet and textiles specified to **FAR 25.853 fire-blocked equivalents**, certified at build.

METAL — ONE WARM FAMILY (THE PRECISE LINEWORK)

MT-01 · PRIMARY

Soft brass, satin
Satin-brushed soft brass, PVD-plated. The primary metal — warm, jewellery-precise, catches the daylight. Sets the one metal family.

MT-02 · SECONDARY

Champagne satin
PVD-plated champagne / satin gold. The lighter warm companion where a paler warm metal reads cleaner.

MT-03 · ACCENT

Warm bronze
Warm bronze PVD, satin. The accent metal — a single richer warm line against the cream and light wood.

CARPET, HEADLINER & SOFT GOODS

CT-01

Pale greige wool carpet
100% wool, dense low-pile, pale greige / warm ivory, subtle tonal texture. A barely-there warmer inlay border traces the zone edges.

HL-01

Warm off-white headliner
Warm off-white technical suede / woven headliner, matte. The ceiling reads high and luminous; a soft warm cove glow washes it at night.

SG-01

Throw & pillow accent
Warm cashmere / wool throws and lumbar pillows in soft caramel and a warm terracotta accent. The soft-warmth note that lifts the cream and warms the lounge.

THE THROUGH-LINE — WHY IT READS AS ONE OBJECT

Light surfaces bounce daylight.
Cream hides and warm light woods carry the light from the sixteen ovals the length of the cabin.

One warm-metal family. Brass, champagne and bronze as the single precise linework — the consistency that reads as one designed object.

Stone is a jewel, not a field. Light, honed, warm — tabletops and vanities only, never a full surface, for weight and the matte read.

Warm at night. The headliner reads high and luminous; a soft warm cove glow takes over from the daylight, never a cold or dark wash.

LIGHTING DESIGN

Daylight by day, warmth by night.

The sixteen panoramic ovals are the primary instrument: warm daylight pours in and light surfaces carry it the length of the cabin. The ambient scheme is layered, sourceless, tunable and scene-driven, and it stays warm — it warms the daylight, and at night takes over as a soft warm glow, never a cold or dark wash.

LAYERS

■ COVE & GRAZE

Indirect, no visible source, warm and intensity-tunable, washing the light headliner along the ceiling-to-window valance and under the cabinetry kicks

■ WINDOW-REVEAL ACCENT

Warm concealed LED framing each of the 16 ovals per side — apertures glow softly at night, step back by day to let real daylight own the frame

■ TASK

Integrated into work surfaces and reading positions — narrow, controllable, warm-to-neutral

■ CIRCADIAN

Warm-to-cool-to-warm tuning across the flight to ease time-zone shift, on the same system

FIVE NAMED SCENES — ALL WARM



Daylight

Windows open, bright & warm — the everyday cabin.



Boardroom

Crisp warm-neutral — work-ready forward.



Dine

Warm focused pools over the mid-cabin table.



Lounge

Soft warm low glow, cove-led — the family room and film room.



Rest

Warm-dim, path-lighting only — the stateroom sealed warm and soft, a home lamp turned low.

High-definition tunable warm LED on the G650ER platform; the scene programming is a completion-shop build item, confirmed against current Gulfstream lighting provisioning.

The forward galley serves the working zones and reaches the mid-cabin conference cleanly; two lavatories — forward and aft — are what let the aft stateroom own its own. Every surface holds the warm palette: light honed-stone vanities, warm-metal fittings, GCMS-integrated controls, matte and jewel-like.

GALLEY & LAVATORIES

Service forward,
privacy aft.

2

LAVATORIES · FWD & AFT

1

FULL-SERVICE GALLEY · FORWARD

FORWARD GALLEY

- POSITION
Forward, at the entry vestibule (published spec) — full-service
- SERVICE REACH
Serves Zones 1 & 2 cleanly; supports the Dine scene at the mid-cabin table
- FINISH
Warm light-wood or warm-composite fronts, warm-metal hardware, light honed-stone work surface (honed, low-glare)

FORWARD LAVATORY

- SERVES
The working zones — Zones 1 & 2
- VANITY
Light warm honed-stone (ST-01 / ST-02), warm-metal fittings (MT-01 / MT-02)
- SYSTEMS
GCMS-integrated lighting and controls; warm, matte, jewel-like read

AFT LAVATORY

- SERVES
The stateroom — its own, private to Zone 4
- VANITY
Light warm honed-stone vanity, warm-metal fittings, matte and jewel-like
- CONFIGURATION
No shower — vanity, sink and toilet only, dry underfoot. Both lavatories are non-shower; the aircraft carries no shower system

Two lavatories is the enabling fact. The published G650ER carries a lavatory forward and aft; the aft lav is what makes a dedicated stateroom-plus-private-lav real rather than a compromise. Both are dry, non-shower — a genuine aft-payload win the weight & load section books in full. Baggage — 195 cu ft, aft, accessible in flight.

CABIN SYSTEMS

Screens as quiet architecture.

The whole cabin runs on the Gulfstream Cabin Management System (GCMS) — Gulfstream's own designed-and-controlled cabin system, standard on the G650/G650ER, governing lighting, temperature, window shades, audio/video and cabin functions. Passengers drive it through the Gulfstream Cabin Control app on personal iOS and Android devices and through in-cabin touch controls; Gulfstream CabinView carries the moving-map and flight-information layer.

Screens are part of the shell. Bulkhead monitors set flush into warm surrounds, bezels hidden, so a screen reads as a quiet panel that only becomes a screen when it is on. The display glass is the darkest single element in the cabin; kept flush and framed in warm wood or warm metal, it reads as architecture, not as the room's theme.

“A screen that only becomes a screen when it is on.”

PLATFORM — BY NAME

■ BACKBONE

Gulfstream Cabin Management System (GCMS) — standard on G650/G650ER; lighting, climate, shades, audio/video, cabin functions

■ CONTROL

Gulfstream Cabin Control app (personal iOS / Android) plus in-cabin touch controls

■ MOVING MAP

Gulfstream CabinView — flight-information and moving-map layer

DISPLAYS & SHADES

■ BULKHEAD DISPLAYS

Flush, warm-surround; largest at the forward club and mid-cabin conference for presentation and content

■ PERSONAL DISPLAYS

Deploy from seat-side and credenza monuments

■ SHADES

Electric on every window, GCMS-controlled, tied into the lighting scenes — daytime default open; the daylight is the asset

Platform names verified against Gulfstream's own materials. Specific display sizes, count and current-generation CMS build options are a completion-shop specification, confirmed against Gulfstream's current interior offering at build.

BUILD & CONFIRM NOTES

Designed to envelope, confirmed at build.

This package is designed to the published G650ER envelope and to the window count. The items below are set by the completion shop against the specific green-aircraft build and current Gulfstream interior-provisioning drawings. They are named so the shop knows exactly what is designed-to-envelope, what is now locked, and what stays shop-confirmed — nothing here is left implicit.

LOCKED — THE AFT IS SET

- STATEROOM BERTH
Fixed double bed, permanent, at the aftmost position — decided; the shop engineers and prices this berth, not an option set
- LAVATORIES
No shower — both lavs vanity, sink and toilet only; the aircraft carries no shower system. Aft water sized without shower supply
- AFT-CG
Loading cases run against the fixed-double mass and station together with the booked no-shower saving — the two offset at the same aft station

CONFIRM AT BUILD

- MONUMENT REGISTRATION
Exact monument positions and the precise window-to-monument registration against the build; no monument face blocks an oval
- SEAT-TRACK PITCH
Exact seat-track pitch and window-to-seat registration — each Zone 1 seat lands on an oval
- WEIGHT BUDGET
Interior weight budget set at first specification, allocated by zone and system, held under configuration control; delivered BOW at final weighing

CERTIFIED AT BUILD

- FLAMMABILITY
Every material to an aviation-certifiable, fire-blocked equivalent — substrate to meet FAR 25.853
- STONE WEIGHT
Weight-managed thin-stone lamination on all stone accents; honed finish mandatory
- METAL PLATING
PVD plating on all warm-metal hardware for durability
- CMS BUILD
Display sizes, count and current-generation CMS options confirmed against Gulfstream's current interior offering