

DocumentID	241273
Vortragstitel	Cabin Design for Minimum Boarding Time
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Preisträger	
Vortragssprache	englisch
Seiten	10
Veranstaltung	Deutscher Luft- und Raumfahrtkongress 2011
Veranstaltungsort	Bremen
Veröffentlicht in	Deutscher Luft- und Raumfahrtkongress, Tagungsband - Manuskripte, 2011; Seite 681 - 691; DGLR e.V.; Bonn; 2011
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Abstract	<p>Single aisle aircraft with capacities ranging from 140 to 240 seats dominate the current short range air transport. These efficient aircraft are prone to lengthy boarding times, increasing turn-around times. Repeatedly the question is raised whether a small twin aisle might be a viable future replacement for parts of the current single aisle fleet, especially as average seat number is expected to increase further. As first part of a research into this topic this paper discusses the passenger boarding and de-boarding times of different cabin layouts. The objective is to establish a threshold for number of seats at which a twin aisle is in advantage. Current and alternative single aisles are compared to 6-, 7- and 8-abreast twin aisles. Twin aisles are found to be generally beneficial for all seat counts. The effect of a wider aisle is limited, but changed cabin layout can achieve a meaningful reduction in boarding time for single aisles.</p>