

Challenges in Aircraft interior design

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How do you design the interior of an aircraft?

- Conflicts of interest: profit, passenger comfort, crew working conditions, third parties, collective agreement with unions/workscouncils, laws & regulations, etc etc



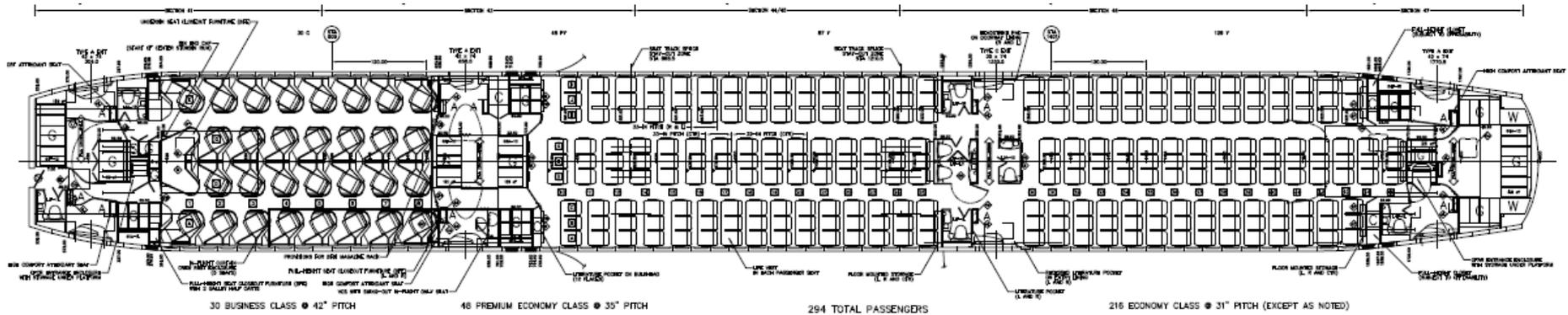
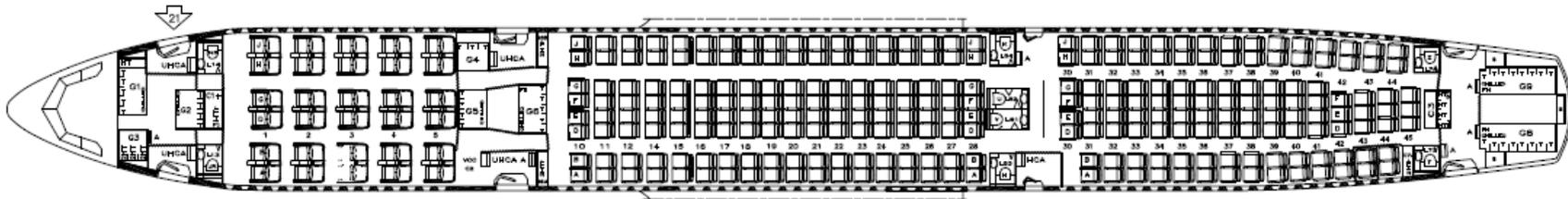
An Airplane is more than an aluminum tube it's a dynamic environment...

- Who are the stakeholders?
- Passengers
 - Regular
 - PRM's
- Cabin personnel
- Caterers
- Cleaners
- Laws & regulations (FAA, EASA, Boeing, Airbus)
- Works council & Unions

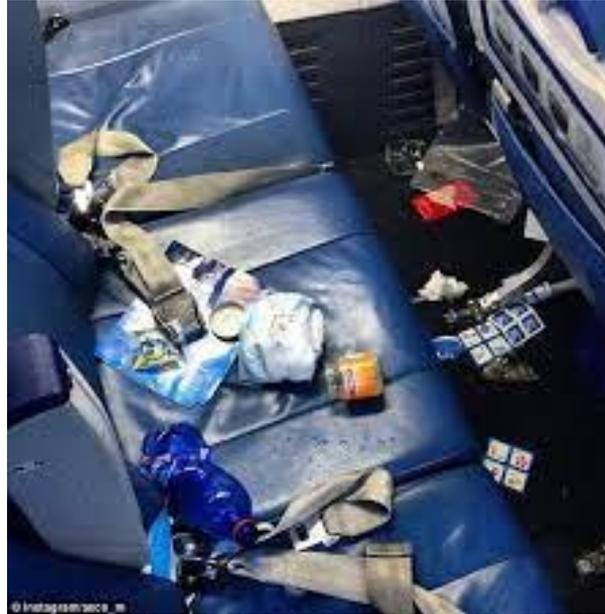


And more...

- seat placement: seat tracks are made up of different lengths that are placed one behind the other.
- Seat track fitting cannot / may not be on / over such a so-called trackbreak
- direct view requirements: a minimum percentage of the pax per zone and per whole aircraft must be visible from the CA seats
- restrictions on location monuments and dividers
- restrictions on location of galleys: ref 787 which originally only has cooled galleys on the centerline of the box,
- legal requirements with regard to assist space at doors
- legal requirements with regard to numbers, location and accessibility of emergency equipment
- commonality with other aircraft types in an operator's fleet
- structural loads limitations, both locally and at aircraft level



Cleaning companies: Easy to clean (between the) seats, please!



Passengers: Space please



Cabin crew. An enjoyable workspace please



Laws & Regulations



Fortunately, FAA/EASA laws and regulations are fairly static and changes are announced in a timely manner so that the industry has time to respond.

In the last 10 years we have struggled with security legislation, especially the TSA makes annoying requirements. At certain stations we are "trolled" by certain TSA reps who make our lives miserable, hand out fines and threaten to cancel slots...



Transportation
Security
Administration





Thank you