Claims

1. An aircraft cabin having a passenger seating arrangement, the passenger seating arrangement comprising a column of seat units located adjacent an aisle, the column of seat units and the aisle both extending in a longitudinal direction parallel to the longitudinal axis of the aircraft cabin, and wherein

the column comprises a multiplicity of seat units, arranged consecutively along the longitudinal direction,

wherein the seat units are substantially identical,

and wherein each seat unit comprises a plurality of moveable seating elements such that the seat unit is configurable between a seating configuration in which the seating elements are arranged to form a seat having a seat pan and seat back, and a flat-bed configuration in which the seating elements are arranged to form a surface for a flat-bed,

and wherein each seat unit comprises a foot-receiving structure for receiving the feet of a passenger when the unit is in a flat-bed configuration, the foot-receiving structure comprising an end-wall, and a foot-supporting structure, the foot-supporting structure being arranged to support the passenger's feet when the unit is in the flat-bed configuration, and

wherein in each seat unit, the seating elements are orientated at an acute angle, of between 47 and 51 degrees, to the longitudinal direction and face inwardly towards the aisle, and the pitch between consecutive seat units in the column is between 24 and 33 inches,

wherein the end-wall of the foot-receiving structure is located between the aisle and the foot-supporting structure and is arranged to shield the passenger's feet from the aisle, and

wherein the spacing between the end wall of the foot-receiving structure of a fore seat unit in the column and the end wall of a foot-receiving structure of an aft seat unit behind it in the column defines an access opening to the fore seat unit,

wherein the access opening has a first width for access by an able-bodied passenger; and

wherein the fore seat unit is configurable into a disabled-access configuration in which at least part of the end wall of the foot-receiving structure is moved to one side for allowing access from the aisle, in a direction perpendicular to the longitudinal direction, to the foot-supporting structure, and the access opening is temporarily widened from the first width to a second width, greater than the first width, for enabling a disabled passenger to access a seat unit.

2. The aircraft cabin having the passenger seating arrangement according to claim 1, wherein the second width is at least the width of the aisle.

3. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein each seat unit comprises an in-flight entertainment (IFE) monitor, the IFE monitor being configurable between a stowed position and an in-use position, and wherein the monitor is further configurable to an access position for facilitating access to the seat unit.

4. The aircraft cabin having the passenger seating arrangement according to claim 3, wherein in the access position the spacing above the opening, between the monitor of the fore seat unit and the monitor of the aft seat unit, is widened relative to when the monitor is in the stowed position.

5. The aircraft cabin having the passenger seating arrangement according to claim 4, wherein the monitor of the fore seat unit is rotatable about a pivot, in a first direction, from the stowed position to the in use position, and the monitor is also rotatable about the pivot in a second direction, opposite to the first direction, from the stowed position to the access position.

6. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein in the disabled-access configuration, at least one of the seating elements of the fore seat is moved, relative to its position in the seating configuration, into the location in proximity to the access opening.

7. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein the moveable seating elements comprise a leg rest and in the disabled-access configuration, the seat pan is moved forward, relative to the position in the seating configuration, and the leg rest is extended into the location in proximity to the access opening.

8. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein the pitch between consecutive seat units in the column is between 27 and 29 inches.

9. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein in the flat-bed configuration, the bed length is at least 75 inches.

10. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein the column of seat units is adjacent the aisle on one side, and adjacent the aircraft sidewall on the other side.

11. The aircraft cabin having the passenger seating arrangement according to claim 10, wherein the cabin comprises a second column of seat units on the opposite side of the aisle, the second column being arranged as described with reference to the first column.

12. The aircraft cabin having the passenger seating arrangement according to claim 11, wherein the aisle extends along the centre line of the cabin and the second column is adjacent the aisle on one side, and adjacent the aircraft sidewall on the other side.