tends to be desirable to adopt a relatively high herringbone angle/low pitch in order to efficiently use the available cabin space. However, herringbone layouts for narrow-body aircraft have tended to be dismissed within the aircraft industry as being impractical as it has not been possible to obtain desired pitch/angle whilst retaining a useable width/size of seat. Instead, there tends to be a preference for in-line arrangements such as those suggested in US 7,918,504 (Thompson). US 7,918,504 discloses an aircraft cabin in which there are rows of seat units, each unit having a forward facing lie-flat seat that faces in a direction parallel to the longitudinal axis of the cabin.

There is a need for an improved passenger seating arrangement capable of addressing the above-mentioned problems.

Summary of the Invention

According to an embodiment, there is provided a passenger seating arrangement in an aircraft cabin, 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. The column comprises a multiplicity of seat units, arranged consecutively along the longitudinal direction and the seat units are substantially identical. 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. In each seat unit, the seating elements are orientated at

It will of course be appreciated that features described in relation to some embodiments may be incorporated into other embodiments. For example, the apparatus of an embodiment may incorporate any of the features described with reference to the apparatus of another embodiment and *vice versa*.

Description of the Drawings

Embodiments of the present invention will now be described by way of example only with reference to the accompanying schematic drawings of which:

Claims

1. An aircraft cabin having a passenger seating arrangement in an aircraft cabin, 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 in each seat unit, the seating elements are orientated at an acute angle to the longitudinal direction and face inwardly towards the aisle,

and wherein the arrangement comprises a multiplicity of screens, each screen being arranged to respectively separate a passenger in a first seat unit in the column from a passenger in a second seat unit to one side of it in the column,

and wherein each screen comprises a space-sharing region having an upper part and a lower part below the upper part, in which:

the upper and lower parts of the screen are offset relative to each other towards the first and second seat units respectively, such that the upper part provides shoulder space for the passenger in the second seat unit when the seat units are in the seating configuration, and

the lower part provides arm space for the passenger in the first seat unit when the seat units are in the seating configuration.

2. The aircraft cabin having the passenger seating arrangement according to claim 1, wherein the first seat unit is an aft seat unit, and the second seat unit is a fore seat unit in front of it in the column.

3. The aircraft cabin having the passenger seating arrangement according to claim 1 or claim 2, wherein a lateral direction extends perpendicular to the longitudinal direction, and wherein when the seat units are in the seating configuration, the seating elements of each seat unit are all at the same lateral position in the cabin.

4. The aircraft cabin having the passenger seating arrangement according to claim 3, wherein the seat back of the second seat unit is adjacent the seat pan of the first seat unit.

5. The aircraft cabin having the passenger seating arrangement according to claim 4, wherein the space-sharing region of the screen is located between the seat back of the second seat unit and the adjacent seat pan of the first seat unit.

6. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein each first seat unit comprises an armrest located within the arm space created by the relative offset between the upper and lower parts of the screen.

7. The aircraft cabin having the passenger seating arrangement according to claim 6, wherein each second seat unit comprises an armrest located forward of the armrest of the first seat unit, and on the opposite side of the screen therefrom.

8. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein the space-sharing region comprises an inflection at which the screen transitions from the upper part to the lower part.

9. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein either side of the space-sharing region, the upper and lower parts of the screen follow substantially the same profile.

10. The aircraft cabin having the passenger seating arrangement according to any preceding claim, wherein in the space-sharing region, the upper part of the screen overhangs the seat pan of the first seat unit when the seat units are in the seating configuration.

11. The aircraft cabin having the passenger seating arrangement according to claim 10, wherein the acute angle at which the seating elements are orientated to the longitudinal direction is between 47 and 51 degrees.

12. 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.

13. 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.

14. 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.

15. The aircraft cabin having the passenger seating arrangement according to claim 14, 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.

16. The aircraft cabin having the passenger seating arrangement according to claim 15, 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.