Claims

1. An aircraft cabin passenger seating arrangement, the passenger seating arrangement comprising a column of seat units adjacent an aisle, and 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 comprising a multiplicity of seat units, the seat units being arranged consecutively along the longitudinal direction, and wherein each consecutive seat unit alternates between:

an inwardly-facing seat unit angled at an acute angle to the longitudinal axis of the aircraft cabin and facing inwardly towards the aisle;

an outwardly-facing seat unit angled at the same acute angle to the longitudinal axis of the aircraft cabin but facing outwardly away from the aisle; and

each seat unit is configurable between a seating configuration and a flat-bed configuration, and

each seat unit comprises a foot-receiving end, the foot-receiving end defined by a fixed structure, and wherein

the foot-receiving end of each inwardly-facing seat unit houses a retractable armrest which is configurable between (i) a stowed position in which the armrest is substantially within the footprint of the foot-receiving end and (ii) a deployed position in which the armrest extends to one side away from the foot-receiving end, towards an adjacent outwardly-facing seat unit, such that the armrest provides an armrest surface for use by a passenger in the adjacent outwardly-facing seat unit.

2. An aircraft cabin passenger seating arrangement according to claim 1, wherein each seat unit comprises a seat body, the seat body comprising moveable seating elements arranged such that when the seat unit is in the seating configuration the seating elements form a passenger seat but when the seat unit is in the flat-bed configuration, the seating elements form a substantially flat sleeping surface.

3. An aircraft cabin passenger seating arrangement according to claim 2 wherein in the deployed position, the armrest extends towards the seat body of the adjacent outwardly-facing seat unit.

4. An aircraft cabin passenger seating arrangement according to any preceding claim wherein each seat unit is accessible from the aisle by respective access path, and wherein in the deployed position, the armrest of the foot-receiving end of each inwardly-facing seat unit extends over the access path to the adjacent outwardly-facing seat unit.

5. An aircraft cabin passenger seating arrangement according to any preceding claim wherein the armrest is configured to move between the stowed and deployed positions within a single plane.

6. An aircraft cabin passenger seating arrangement according to claim 5 wherein each seat unit comprises a seat pan and the armrest is configured to move between the stowed and deployed positions within a plane which is above the seat pan of the adjacent seat unit.

7. An aircraft cabin passenger seating arrangement according to any preceding claim wherein the armrest is configured to be operable between the stowed and deployed positions by a passenger sitting in the adjacent outwardly-facing seat unit.

8. An aircraft cabin passenger seating arrangement according to any preceding claim wherein the armrest is biased towards the stowed position.

9. An aircraft cabin passenger seating arrangement according to any preceding claim, wherein the foot-receiving end of each outwardly-facing seat unit also houses a retractable armrest, the retractable armrest being configurable between (i) a stowed position in which the armrest is substantially within the footprint of the foot-receiving end and (ii) a deployed position in which the armrest extends to one side away from the foot-receiving end, towards an adjacent inwardly-facing seat unit, such that the armrest provides an armrest surface for use by a passenger in the adjacent inwardly-facing seat unit.

10. An aircraft cabin passenger seating arrangement according to claim 9, wherein each inwardly-facing seat unit is substantially identical to each outwardly-facing seat unit.

11. A pair of seat units for use in the aircraft cabin passenger seating arrangement of any preceding claim, the pair of seat units being suitable for being arranged adjacent to another identical pair of seat units along a longitudinal direction parallel to the longitudinal axis of the aircraft cabin, and the pair comprising:

an inwardly-facing seat unit angled at an acute angle

to the longitudinal axis of the aircraft and facing inwardly towards an aisle; and

an outwardly-facing seat unit angled at the acute angle to the longitudinal axis of the aircraft but facing outwardly away from the aisle; wherein

each seat unit is configurable between a seating configuration and a flat-bed configuration, and

each seat unit comprises a foot-receiving end, the foot-receiving end defined by a fixed structure, and wherein

the foot-receiving end of each inwardly-facing seat unit houses a retractable armrest which is configurable between (i) a stowed position in which the armrest is substantially within the footprint of the foot-receiving end and (ii) a deployed position in which the armrest extends to one side away from the foot-receiving end, towards the adjacent outwardly-facing seat unit, such that the armrest may provide a surface for use by a passenger in the adjacent outwardly-facing seat unit.

12. A seat unit for use in the aircraft cabin passenger seating arrangement of any preceding claim, the seat unit being suitable for being arranged at an acute angle to the longitudinal axis of the aircraft facing inwardly and adjacent a second oppositely orientated seat unit (i.e. outwardly facing) along a longitudinal direction parallel to the longitudinal axis of the aircraft cabin, wherein the seat unit is configurable between a seating configuration and a flat-bed configuration, and the seat unit comprises a foot-receiving end, the foot-receiving end defined by a fixed structure, and wherein the foot-receiving end of the inwardly-facing seat unit houses a retractable armrest which is configurable between (i) a stowed position in which the armrest is substantially within the footprint of the foot-

receiving end and (ii) a deployed position in which the armrest extends to one side away from the foot-receiving end, towards the adjacent outwardly-facing seat unit, such that the armrest may provide a surface for use by a passenger in the adjacent outwardly-facing seat unit.

13. A foot-receiving end of a seat unit for use in the seat unit of any preceding claim, the foot-receiving end defined by a fixed structure and the foot-receiving end housing a retractable armrest which is configurable between (i) a stowed position in which the armrest is substantially within the footprint of the foot-receiving end and (ii) a deployed position in which the armrest extends to one side away from the foot-receiving end, such that, when installed in an aircraft cabin, the armrest extends towards the adjacent seat unit (which is preferably facing in the opposite direction to the seat unit having said foot-receiving end), such that the armrest may provide a surface for use by a passenger in the adjacent seat unit.