



STAND: 2601

Evaluate Venture

Visit Jamco's stand to try out the Venture premium class seat, which provides direct aisle access, a full-flat bed, ample storage, as well as the latest amenities and entertainment features. Attentive design minimises operational cost with less weight and ease of maintenance, while optimising product comfort and privacy to maximise the end user experience.

Jamco is also developing a seat maintenance and training augmented reality (AR) concept to further improve operational efficiency. Jamco's continued focus on product quality for the passenger and lower cost of ownership directive is intended to bring value to brands.

In addition, Jamco will be displaying an AR product concept that the company is planning to offer in the future to improve the efficiency of airline maintenance and training for its seats.



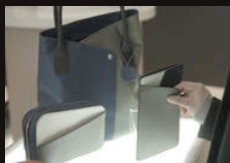
See page 19
to read about
another
accessibility
innovation

STAND: 2637

GET A FEEL FOR ELEATHER

Airlines are on a mission to reduce weight, which led ELEATHER to create a lightweight engineered leather with claimed benefits including simplified cleaning and improved hygiene, as well as design versatility. Engineered leather enables airlines to differentiate cabins with a range of finishes, while achieving a low cost of ownership through increased durability.

Eleather will be exhibiting the materials in consumer-inspired travel accessories, to give visitors to the stand a hands on, tactile experience.



A history of accessibility

JENNIFER COUTTS CLAY OF JETLINERCABINS.COM IS MODERATING THE 'FLYING FOR ALL – CREATING AN ACCESSIBLE CABIN SESSION AT THE CABINSPACE LIVE SEMINAR. HERE SHE OUTLINES THE AIRLINE INDUSTRY'S PROGRESSIVE APPROACH TO ACCESSIBILITY OVER THE YEARS

JUNE 2019

At its 75th AGM, IATA unanimously approved a resolution to improve the air travel experience for the estimated one billion people living with disabilities worldwide. IATA called for governments to harmonise national legislation and regulations (instead of the current "patchwork" of confusing requirements for passengers and airlines).

2018

Joon/Air France launched "CosyJoon," a child bed. For an add-on payment, passengers could reserve special, convertible seats located in designated rows in the centre of the aircraft. When the child wishes to sleep, the flight attendant can detach the seat-headrest installation to fill the space between the seat rows. A seatbelt extension and comfortable bedding are provided. There is no need to recline the seatbacks.

2017

Virgin Atlantic, in conjunction with Bluebox Aviation Systems, developed 'Accessible IFE' for passengers with visual impairments. This portable, iPad-style display provides large print and easy-to-use instructions for passengers wishing to access the full range of IFE programmes available on the seatback displays. Also in 2017 Virgin Atlantic made in-flight literature available in Braille, such as safety cards.

2012

Air New Zealand launched the Skycouch. For an add-on payment, passengers can purchase a row of three seats, in designated locations, on the side of the aircraft. When passengers wish to stretch out, panels can be pulled out from below the seat cushions. These panels fill the space between the seat rows.

Extendable seatbelts and comfortable bedding are also provided and there is no need to recline the seatbacks.

EARLY 2000S

The FAA approved aisle-size wheelchairs for use during flight (see *Jetliner Cabins: Evolution & Innovation*, p98 and 101). These lightweight chairs can be stored inside cabin closets, and flight attendants can push these chairs to enable PRMs to reach the lavatory. Before or after the general boarding process, these transfer chairs can be used to bring PRMs to their assigned seats from the door. And for disembarkation the transfer chairs can be used to bring PRMs from their seats to the aircraft door (where full-size wheelchairs, with airport attendants, will be waiting in the jetway).

1995

When McDonnell Douglas launched the MD-95, it was the first aircraft to feature an illuminated handrail running at shoulder height from the front to the back of the cabin (see *Jetliner Cabins: Evolution & Innovation*, p103). After the merger of McDonnell Douglas and Boeing in 1997, this aircraft was re-named the Boeing 717. On subsequent aircraft-manufacturing programmes at Airbus and Boeing, shoulder-height illuminated handrails have been made available inside the passenger cabin.

1970

When Pan American launched the B747-100, the LOPA configuration was 3-3-3 in economy class – at that time called "Thrift Class" – and all the seats had flip-up armrests. This wonderful advance enabled PRMs (and other passengers) to stretch out and snooze on long flights, when there was space available. ☒





JETLINER CABINS:

EVOLUTION & INNOVATION

E-BOOK app

by Jennifer Coutts Clay



“Fascinating reading and looking”
– Airways Magazine

“The only comprehensive survey of the cabin environment from the 1970s to the present day”
– Airliner World

jetlinercabins.com