Title: PASSENGER CABIN AREA

Abstract: A passenger cabin area (10), which is suitable for installation in an aircraft cabin, comprises a plurality of passenger seats (12) arranged one behind another along a longitudinal axis (L) of the passenger cabin area (10). The passenger cabin area (10) also comprises a plurality of luggage compartments (14) which are arranged, at least in certain sections, along a kind (L) of the passenger cabin area (10).
in an area between an inner face (16), which faces towards an interior space of the passenger cabin area (10), of a fuselage sidewall (18) and the passenger seats (12), and have an access aperture (20) which faces towards the passenger seats (12).
Passenger cabin area

The invention relates to a passenger cabin area which is suitable for installation in an aircraft cabin.

Passenger capacity is a parameter which is essential to the profitability of a passenger aircraft. Efforts are therefore made to fit the passenger cabin of modern commercial aircraft with as many passenger seats as possible. However it is necessary, when designing the passenger cabin and, in particular, fitting the latter with passenger seats, to adhere to certain framework conditions. For example, a certain minimum distance must be adhered to between rows of passenger seats that are arranged one behind another. Sufficient stowage space for the passengers' hand luggage must also be available. An aircraft passenger cabin is therefore usually equipped with a large number of luggage compartments which are mounted in the overhead area of the passenger cabin above the rows of passenger seats.

The underlying object of the invention is to indicate a passenger cabin area which permits a significant increase in the passenger capacity of a passenger aircraft without unduly impairing the passengers' comfort.

This object is achieved by means of a passenger cabin area having the features in Claim 1.

A passenger cabin area comprises a plurality of passenger seats arranged one behind another along a longitudinal axis of the passenger cabin area. The passenger cabin area also comprises a plurality of luggage compartments which are arranged, at least in certain sections, in an area between an inner face, which faces towards an interior space of the passenger cabin area, of a fuselage sidewall and the passenger seats.

The luggage compartments have an access aperture which faces towards the passenger seats. In the passenger cabin area, the luggage compartments are accordingly not mounted, as it usually the case, in the overhead area of the passenger cabin area but are arranged laterally beside the passenger seats. For example, one section of the luggage compartments may be arranged laterally beside the backrests of the passenger seats, and one section of the luggage compartments may protrude beyond the backrests of the passenger seats towards a ceiling of the
passenger cabin area. The luggage compartments are then arranged at a height at which their access apertures are easily accessible to passengers who want to load their items of hand luggage into the luggage compartments. If desired or necessary, however, the luggage compartments may also be arranged in such a way that they are arranged completely, i.e. over their entire height, between that inner face of the fuselage sidewall which faces towards the interior space of the passenger cabin area and the passenger seats, and do not protrude beyond the backrests of the passenger seats towards the ceiling of the passenger cabin area.

The arrangement of the luggage compartments at the side of the passenger seats makes it possible to install the passenger cabin area in an area of an aircraft cabin in which a lower ceiling height is available than in the main deck of the aircraft cabin, without passengers accommodated in the passenger cabin area being adversely affected by luggage compartments fitted at a low height above the passenger seats.

In addition, the passenger cabin area offers sufficient stowage space for the passengers' items of hand luggage which, moreover, can still be loaded into the luggage compartments conveniently and at a comfortable height through the access apertures facing the passenger seats. The passenger cabin area thus permits the use of an area of an aircraft cabin with a lower ceiling height for conveying passengers, and thereby a significant increase in the passenger capacity of an aircraft equipped with the passenger cabin area. At the same time, the passenger cabin area offers the passengers accommodated in it a degree of comfort which is comparable to the comfort of passengers sitting in the main deck of the aircraft cabin.

At least one luggage compartment out of the plurality of luggage compartments may comprise an closure flap, which is movable between a closing position and an open position, for respectively closing and unblocking the access aperture. The closure flap may, for example, be tiltable between its closing position and its open position about an axis of pivoting which may be arranged in the area of an upper edge of the access aperture. As an alternative to this, at least one luggage compartment out of the plurality of luggage compartments may also be provided with an closure flap which can be displaced, along the longitudinal axis of the passenger cabin area, between its closing position and its open position. Finally, it is also conceivably possible for the closure flap to be configured in the form of a roller shutter which can be moved, perpendicularly to the longitudinal axis of the passenger cabin area and parallel to a plane defined by the access aperture, between a closing position and an open position. If a luggage compartment is provided with a closure flap, items of
luggage arranged in the luggage compartment are securely prevented from falling out of it.

In one particularly preferred embodiment of the passenger cabin area, the luggage compartments are arranged in an area between that inner face of the fuselage sidewall which faces towards the interior space of the passenger cabin area and a row of structure-supporting elements which are positioned one behind another along the longitudinal axis of the passenger cabin area. In other words, within the passenger cabin area, the structure-supporting elements which serve for structurally stiffening the structure of the aircraft fuselage are preferably positioned between the passenger seats and the luggage compartments. Such a configuration of the passenger cabin area permits optimum utilisation of the space which is present within it.

At least one luggage compartment out of the plurality of luggage compartments preferably has sidewalls which extend, substantially perpendicularly to the longitudinal axis of the passenger cabin area and in alignment with two mutually adjacent structure-supporting elements, towards that inner face of the fuselage sidewall which faces towards the interior space of the passenger cabin area. In the case of a luggage compartment which is equipped in this way, the access aperture lies between the two mutually adjacent structure-supporting elements and is consequently particularly easily accessible. However, a space which lies between the structure-supporting elements and the rear wall of the luggage compartment is then not usable as stowage space for luggage, but may merely serve as installation space for the sidewalls of the luggage compartment.

At least one luggage compartment out of the plurality of luggage compartments may have at least one sidewall which extends substantially perpendicularly to the longitudinal axis of the passenger cabin area and in a manner offset along the longitudinal axis of the passenger cabin area in relation to a structure-supporting element which is arranged between the particular access aperture of the luggage compartment and the passenger seats. In such a configuration of the passenger cabin area, the distances between the sidewalls of the luggage compartment along the longitudinal axis of the passenger cabin area are no longer adapted to the distances between mutually adjacent structure-supporting elements along the longitudinal axis of the passenger cabin area. On the contrary, the sidewalls of the luggage compartment are preferably arranged at a greater distance from one
another along the longitudinal axis of the passenger cabin area than mutually adjacent structure-supporting elements. In such a configuration of a luggage compartment, it is also possible to use the space which lies between the structure-supporting elements and the rear wall of the luggage compartment, i.e. in the "shadow" of the structure-supporting elements, for accommodating items of luggage. All that is necessary for this purpose is to push items of luggage which are loaded into the luggage compartment via the access aperture along the longitudinal axis of the passenger cabin area into the "shadow" of the structure-supporting elements. This permits optimum utilisation of the space which is present in the passenger cabin area for accommodating items of luggage. Moreover it is possible, in the case of a luggage compartment which allows an item of luggage accommodated in the luggage compartment to be positioned in the "shadow" of a structure-supporting element, to optionally dispense with an closure flap for closing or unblocking the access aperture, since the item of luggage is held in its position within the luggage compartment by the structure-supporting element.

The passenger cabin area may be equipped exclusively with luggage compartments whose sidewalls extend, substantially perpendicularly to the longitudinal axis of the passenger cabin area and in alignment with two mutually adjacent structure-supporting elements, towards that inner face of the fuselage sidewall which faces towards the interior space of the passenger cabin area. As an alternative to this, the passenger cabin area may also be fitted exclusively with luggage compartments which have at least one sidewall which extends substantially perpendicularly to the longitudinal axis of the passenger cabin area and in a manner offset along the longitudinal axis of the passenger cabin area in relation to a structure-supporting element which is arranged between the particular access aperture of the luggage compartments and the passenger seats. However, the configuration of the luggage compartments within the passenger cabin area can also be varied as required, i.e. the passenger cabin area may both be equipped with luggage compartments in which the distance between the sidewalls of the luggage compartment is adapted to the distance between mutually adjacent structure-supporting elements, and also comprise luggage compartments which have at least one sidewall which is arranged in a manner offset along the longitudinal axis of the passenger cabin area in relation to a structure-supporting element.

There is preferably provided, in the area of the access aperture of at least one luggage compartment out of the plurality of luggage compartments and between
structure-supporting elements which are arranged one behind another along the longitudinal axis of the passenger cabin area, a place-keeper which prevents items of luggage from being arranged between the structure-supporting elements which are arranged one behind another along the longitudinal axis of the passenger cabin area. The place-keeper prevents items of luggage which slip, within the luggage compartment, in a direction along the longitudinal axis of the passenger cabin area, from bumping against the structure-supporting elements and subjecting them to a load which is directed along the longitudinal axis of the passenger cabin area. The place-keeper thus ensures that the structure-supporting elements do not have their structural mechanical function impaired by items of luggage arranged in the luggage compartment.

The place-keeper may be constructed, for example, in the form of a projection which protrudes, in the area of the access aperture, into the interior space of the luggage compartment from an inner face, which faces towards the interior space of the luggage compartment, of a floor of the luggage compartment. The place-keeper preferably only protrudes into the interior space of the luggage compartment to an extent such that it does not unduly impair the loading of the luggage compartment with items of luggage, but securely prevents items of luggage from being arranged in the space between the structure-supporting elements.

If desired, the place-keeper may be movable, in a direction perpendicular to the floor of the luggage compartment, between a first position and a second position. In its first position, the place-keeper preferably protrudes less far into the interior space of the luggage compartment than in its second position. When the place-keeper is located in its first position, the luggage compartment can be easily loaded with items of luggage. In its second position, the place-keeper reliably prevents items of luggage from being arranged in the space between the structure-supporting elements.

At least one luggage compartment out of the plurality of luggage compartments is preferably so dimensioned that it is suitable for receiving one standard item of hand luggage. Moreover, at least one luggage compartment out of the plurality of luggage compartments may be so dimensioned that it is suitable for receiving a plurality of standard items of hand luggage, in particular two standard items of hand luggage.
Basically, the passenger cabin area may be equipped with only one type of luggage compartment, which is suitable for receiving one standard item of hand luggage or for receiving a plurality of standard items of hand luggage, in particular two. In one preferred embodiment, however, the passenger cabin area comprises, in a manner alternating along the longitudinal axis of the passenger cabin area, luggage compartments which are so dimensioned that they are suitable for receiving one standard item of hand luggage, and luggage compartments which are so dimensioned that they are suitable for receiving a plurality of standard items of hand luggage. The luggage compartments can then be used in a particularly flexible manner.

At least one luggage compartment out of the plurality of luggage compartments, which is so dimensioned that it is suitable for receiving a plurality of standard items of hand luggage, in particular two, may be provided with a separating and keeping-free device which is adapted to separate from one another sections of the luggage compartment which are intended for individual items of luggage, and which further is adapted to keep free a section, which is to be kept free, between those sections of the luggage compartment which are intended for individual items of luggage. The section which is to be kept free may be formed, for example, by a space which is arranged centrally within the luggage compartment and has a strip-shaped basal face and which extends, perpendicularly to the longitudinal axis of the passenger cabin area, between the access aperture of the luggage compartment and the rear wall of the luggage compartment. The section which is to be kept free permits displacement of the items of luggage within the luggage compartment along the longitudinal axis of the passenger cabin area, so that a fully loaded luggage compartment can be conveniently loaded or unloaded even if the items of luggage in the luggage compartment are arranged in the "shadow" of the structure-supporting elements.

In one simple and cost-effective variant, the separating and keeping-free device may be constructed in the form of a sticker which may be attached in the area of an inner face, which faces towards the interior space of the luggage compartment, of the floor of the luggage compartment.

As an alternative to this, the separating and keeping-free device may also be constructed in the form of a projection which protrudes into the interior space of the luggage compartment from that inner face of the floor of the luggage compartment.
which faces towards the interior space of the luggage compartment. A separating and keeping-free device which is constructed in the form of a projection has the advantage that it separates items of luggage arranged in the luggage compartment from one another and keeps them in their positions. The projection forming the separating and keeping-free device may be constructed in a wedge-shaped manner, at least in the area of a surface that faces away from the floor of the luggage compartment. When the luggage compartment is being loaded with items of luggage, the items of luggage are then guided along the wedge-shaped surface of the projection into the desired position within the luggage compartment. When the luggage compartment is being unloaded, the items of luggage are correspondingly guided along the wedge-shaped surface of the projection from their position in the "shadow" of the structure-supporting elements towards the access aperture of the luggage compartment.

The separating and keeping-free device may be movable, in a direction perpendicular to the floor of the luggage compartment, between a first position and a second position. In its first position, the separating and keeping-free device preferably protrudes less far into the interior space of the luggage compartment than in its second position. When the separating and keeping-free device is located in its first position, the luggage compartment can be easily loaded with items of luggage. In its second position, the separating and keeping-free device separates the items of luggage arranged in the luggage compartment from one another, and reliably keeps free that section of the luggage compartment which is to be kept free between the items of luggage.

Preferred embodiments of the invention will now be explained in greater detail with the aid of the appended diagrammatic drawings, in which:

Figure 1 shows a front view of a passenger cabin area which is suitable for installation in an aircraft cabin;

Figure 2 shows a side view of the passenger cabin area according to Figure 1;

Figure 3 shows a first embodiment of an arrangement of luggage compartments which is provided in the passenger cabin area according to Figures 1 and 2; and
Figure 4 shows a second embodiment of an arrangement of luggage compartments which is provided in the passenger cabin area according to Figures 1 and 2.

A passenger cabin area 10 which is illustrated in Figures 1 and 2 comprises a plurality of passenger seats 12 which are arranged one behind another along a longitudinal axis L of the passenger cabin area 10. In the embodiment illustrated in Figures 1 and 2, the passenger seats 12 are arranged in rows, each having three seats 12. However a configuration of the passenger cabin area 10 is also conceivably possible, in which the passenger seats 12 are arranged in rows of two or in one row of two and one row of three.

Also provided in the passenger cabin area 10 is a plurality of luggage compartments 14. The luggage compartments 14 are arranged, at least in certain sections, in an area between an inner face 16, which faces towards an interior space of the passenger cabin area 10, of a fuselage sidewall 18 and the passenger seats 12. Each luggage compartment 14 has an access aperture 20 which extends substantially parallel to the longitudinal axis L of the passenger cabin area 10 and faces towards the passenger seats 12, i.e. a lateral face of the passenger seats 12 that faces towards the inner face 16 of the fuselage sidewall 18.

In particular, the luggage compartments 14 are arranged in such a way that a section of the luggage compartments 14 that faces towards a floor 22 of the passenger cabin area 10 is arranged laterally beside backrests 24 of the passenger seats 12. On the other hand, a section of the luggage compartments 14 that faces towards a ceiling 26 of the passenger cabin area 10 protrudes beyond the backrests 24 of the passenger seats 12 towards the ceiling 26 of the passenger cabin area 10.

The luggage compartments 14 are then arranged at a height at which their access apertures 20 are easily accessible to passengers who want to load items of hand luggage 27 into the luggage compartments 14.

The arrangement of the luggage compartments 14 at the side of the passenger seats 12 makes it possible for the passenger cabin area 10 to be capable of being installed in an area of an aircraft cabin in which a lower ceiling height is available than in the main deck of the aircraft cabin, without passengers accommodated in the passenger cabin area 10 being adversely affected by luggage compartments 14 fitted at a low height above the passenger seats 12. In addition, the passenger cabin area 10 offers...
sufficient stowage space for the passengers' items of hand luggage 27 which, moreover, can still be loaded into the luggage compartments 14 conveniently and at a comfortable height through the access apertures 20 facing the passenger seats 12.

Also mounted in the passenger cabin area 10 is a plurality of structure-supporting elements 28 which are positioned one behind another in a row along the longitudinal axis L of the passenger cabin area 10. The structure-supporting elements 28 serve for structurally stiffening the structure of the aircraft fuselage and, in the arrangement according to Figures 1 and 2, are positioned between the passenger seats 12 and the luggage compartments 14. Consequently, the luggage compartments 14 are arranged in an area between that inner face 16 of the fuselage sidewall 18 which faces towards the interior space of the passenger cabin area 10 and the row of structure-supporting elements 28 which are positioned one behind another along the longitudinal axis L of the passenger cabin area 10.

Figures 3 and 4 show two different embodiments of an arrangement of luggage compartments 14 which can be installed in the passenger cabin area 10 according to Figures 1 and 2. In the arrangement according to Figure 3, the luggage compartments 14 have sidewalls 30 which extend, substantially perpendicularly to the longitudinal axis L of the passenger cabin area 10 and in alignment with two mutually adjacent structure-supporting elements 28, towards that inner face 16 of the fuselage sidewall 18 which faces towards the interior space of the passenger cabin area 10. The access apertures 20 of the luggage compartments 14 then lie, in each case, between two mutually adjacent structure-supporting elements 28 and are consequently easily accessible. In the arrangement according to Figure 3, however, a space which lies between the structure-supporting elements 28 and a rear wall 32 of the luggage compartment is not usable as stowage space for luggage, but merely as installation space for the sidewalls 30 of the luggage compartments 14.

The arrangement of luggage compartments 14 shown in Figure 4 differs from the configuration according to Figure 3 through the fact that the sidewalls 30 of the luggage compartments 14 extend substantially perpendicularly to the longitudinal axis L of the passenger cabin area 10 and in a manner offset along the longitudinal axis L of the passenger cabin area 10 in relation to a structure-supporting element 28 which is arranged between the respective access apertures 20 of the luggage compartments 14 and the passenger seats 12. In the configuration according to Figure 4, the distances between the sidewalls 30 of the luggage compartments 14
are consequently no longer adapted to the distances between mutually adjacent structure-supporting elements 28 along the longitudinal axis L of the passenger cabin area 10. On the contrary, the sidewalls 30 of the luggage compartments 14 are preferably arranged at a greater distance from one another along the longitudinal axis L of the passenger cabin area 10 than mutually adjacent structure-supporting elements 28. In the arrangement according to Figure 4, it is therefore also possible to use the space which lies between the structure-supporting elements 28 and the rear wall 32 of the luggage compartment, i.e. in the "shadow" of the structure-supporting elements 28, as stowage space for luggage.

In the arrangement according to Figure 3, the luggage compartments 14 are each provided with an closure flap 34, which is movable between a closing position and an open position, for respectively closing and unblocking the access apertures 20 of the luggage compartments 14. The closure flap 34 may be designed, for example, in the form of a roller shutter which can be moved, perpendicularly to the longitudinal axis L of the passenger cabin area 10 and parallel to a plane defined by the access aperture 20, between a closing position and an open position. Items of luggage 27 arranged in the luggage compartments 14 are securely prevented from falling out of them by the closure flap 34.

In the arrangement according to Figure 4, too, the luggage compartments 14 are each provided with a closure flap 34 for closing or unblocking the access aperture 20. However, it is optionally possible, at least in the case of the luggage compartments 14 in the arrangement according to Figure 4, in which it is possible to position the items of luggage 27 in the "shadow" of the structure-supporting elements 28, to dispense with a closure flap 34, since the items of luggage 27 are kept in their position within the luggage compartments 14 by the structure-supporting elements 28.

In the arrangements of luggage compartments 14 according to Figures 3 and 4, some of the luggage compartments 14 are so dimensioned that they are suitable for receiving one standard item of hand luggage 27. Others of the luggage compartments 14, on the other hand, are so dimensioned that they are suitable for receiving a plurality of standard items of hand luggage; in the specific embodiment according to Figures 3 and 4, two standard items of hand luggage. In particular, there are provided in the arrangement of luggage compartments 14 which is shown in Figure 4, in a manner alternating along the longitudinal axis L of the passenger
cabin area 10, luggage compartments 14 which are so dimensioned that they are suitable for receiving one standard item of hand luggage 27, and luggage compartments 14 which are so dimensioned that they are suitable for receiving two standard items of hand luggage 27. The luggage compartments 14 can thus be used in a particularly flexible manner.

In the arrangements of luggage compartments 14 according to Figures 3 and 4, there is provided in each luggage compartment 14, in the area of the access aperture 20 between structure-supporting elements 28 which are arranged one behind another along the longitudinal axis L of the passenger cabin area 10, a place-keeper 36 which prevents items of luggage 27 from being arranged between the structure-supporting elements 28 which are arranged one behind another along the longitudinal axis L of the passenger cabin area 10. In the arrangements according to Figures 3 and 4, the place-keeper 36 is constructed in the form of a projection which protrudes into the interior space of the luggage compartment from an inner face, which faces towards the interior space of the luggage compartment, of a floor 38 of the luggage compartment 14. The place-keeper 36 prevents items of luggage 27 which move out of place, within the luggage compartments 14, in a direction along the longitudinal axis L of the passenger cabin area 10, from bumping against the structure-supporting elements 28. This ensures that the structure-supporting elements 28 are not subjected to loads which are directed along the longitudinal axis L of the passenger cabin area 10.

If desired, the place-keeper 36 may be movable, in a direction perpendicular to the floor 38 of the luggage compartment 14, between a first position and a second position, the place-keeper 36 protruding, in its first position, less far into the interior space of the luggage compartment 14 than in its second position. When the place-keeper 36 is located in its first position, the luggage compartment 14 can be easily loaded with items of luggage 27. In its second position, on the other hand, the place-keeper 36 reliably prevents items of luggage 27 from being arranged in the space between the structure-supporting elements 28.

Finally, in the luggage compartment arrangement according to Figure 4, the luggage compartments 14 which are so dimensioned that they are suitable for receiving two standard items of hand luggage 27 are provided with a separating and keeping-free device 40. The separating and keeping-free device 40 is adapted to separate from one another sections 14a, 14b of the luggage compartments 14 which are intended
for individual items of luggage 27, and which further is adapted to keep free a section 14c, which is to be kept free, between the sections 14a, 14b which are intended for individual items of luggage 27. In the arrangement according to Figure 4, the section 14c which is to be kept free is formed by a space which is arranged centrally within the luggage compartment 14 and has a strip-shaped basal face and which extends, perpendicularly to the longitudinal axis L of the passenger cabin area 10, between the access aperture 20 of the luggage compartment 14 and the rear wall 32 of the luggage compartment. The section 14c which is to be kept free permits displacement of the items of luggage 27 received within the luggage compartment 14 along the longitudinal axis L of the passenger cabin area 10. Consequently, a luggage compartment 14 which is loaded with two items of luggage 27 can be conveniently loaded or unloaded even if the items of luggage 27 are to be arranged, or are arranged, in the luggage compartment 14 in the "shadow" of the structure-supporting elements 28.

In one variant which can be realised in a simple and cost-effective manner, the separating and keeping-free device 40 may be constructed in the form of a sticker which is attached in the area of an inner face, which faces towards the interior space of the luggage compartment 14, of the floor 38 of the luggage compartment 14. In the embodiment according to Figure 4, however, the separating and keeping-free device is constructed in the form of a projection which protrudes into the interior space of the luggage compartment 14 from that inner face of the floor 38 of the luggage compartment 14 which faces towards the interior space of the luggage compartment 14.

In the area of a surface that faces away from the floor 38 of the luggage compartment 14, the projection forming the separating and keeping-free device 40 is constructed in a wedge-shaped manner; in this connection, see also Figure 2. When the luggage compartment 14 is being loaded with items of luggage 27, the items of luggage 27 are guided along the surface, which is constructed in a wedge-shaped manner, of the separating and keeping-free device 40 into the desired position within the luggage compartment 14, i.e. into the desired position in the "shadow" of the structure-supporting elements 28. When the luggage compartment is being unloaded, the items of luggage 27 are correspondingly guided along the wedge-shaped surface of the separating and keeping-free device 40 from their position in the "shadow" of the structure-supporting elements 28 towards the access aperture 20 of the luggage compartment 14.
If desired, the separating and keeping-free device 40 may be movable, in a direction perpendicular to the floor 38 of the luggage compartment 14, between a first position and a second position, the separating and keeping-free device 40 protruding, in its first position, less far into the interior space of the luggage compartment 14 than in its second position. When the separating and keeping-free device 40 is located in its first position, the luggage compartment 14 can be easily loaded with items of luggage 27. In its second position, the separating and keeping-free device 40 separates the items of luggage 27 arranged in the luggage compartment 14 from one another, and reliably keeps free that section 14c which is to be kept free between the items of luggage 27.
Patent claims

1. Passenger cabin area (10) for installation in an aircraft cabin, which passenger cabin area (10) comprises:
   - a plurality of passenger seats (12) arranged one behind another along a longitudinal axis (L) of the passenger cabin area (10);
   - a plurality of luggage compartments (14) which are arranged, at least in certain sections, in an area between an inner face (16), which faces towards an interior space of the passenger cabin area (10), of a fuselage sidewall (18) and the passenger seats (12), and have an access aperture (20) which faces towards the passenger seats (12).

2. Passenger cabin area according to Claim 1, wherein at least one luggage compartment (14) comprises a closure flap (34), which is movable between a closing position and an open position, for respectively closing and unblocking the access aperture (20).

3. Passenger cabin area according to Claim 1 or 2, wherein at least one luggage compartment (14) is arranged in an area between the inner face (16) of the fuselage sidewall (18) which faces towards the interior space of the passenger cabin area (10), and a row of structure-supporting elements (28) which are positioned one behind another along the longitudinal axis (L) of the passenger cabin area (10).

4. Passenger cabin area according to Claim 3, wherein at least one luggage compartment (14) has sidewalls (30) which extend, substantially perpendicularly to the longitudinal axis (L) of the passenger cabin area (10) and in alignment with two mutually adjacent structure-supporting elements (28), towards the inner face (16) of the fuselage sidewall (18) which faces towards the interior space of the passenger cabin area (10).

5. Passenger cabin area according to Claim 3 or 4, wherein at least one luggage compartment (14) has at least one sidewall (30) which extends substantially perpendicularly to the longitudinal axis (L) of the passenger cabin area (10) and along the longitudinal axis (L) of the passenger cabin area (10) offset relative to a structure-supporting element (28) which is arranged between the
respective access apertures (20) of the luggage compartments (14) and the passenger seats (12).

6. Passenger cabin area according to one of Claims 3 to 5, wherein, in the area of the access aperture (20) of at least one luggage compartment (14), there is provided, between structure-supporting elements (28) which are arranged one behind another along the longitudinal axis (L) of the passenger cabin area (10), a place-keeper (36) which prevents items of luggage (27) from being arranged between the structure-supporting elements (28) which are arranged one behind another along the longitudinal axis (L) of the passenger cabin area (10).

7. Passenger cabin area according to Claim 6, wherein the place-keeper (36) is constructed in the form of a projection which protrudes into an interior space of the luggage compartment (14) from an inner face, which faces towards the interior space of the luggage compartment (14), of a floor (38) of the luggage compartment.

8. Passenger cabin area according to Claim 7, wherein the place-keeper (36) is movable, in a direction perpendicular to the floor (38) of the luggage compartment, between a first position and a second position, and wherein the place-keeper (36) protrudes, in its first position, less far into the interior space of the luggage compartment (14) than in its second position.

9. Passenger cabin area according to one of Claims 1 to 7, wherein at least one luggage compartment (14) is so dimensioned that it is suitable for receiving one standard item of hand luggage (27).

10. Passenger cabin area according to one of Claims 1 to 9, wherein at least one luggage compartment (14) is so dimensioned that it is suitable for receiving a plurality of standard items of hand luggage (27).

11. Passenger cabin area according to one of Claims 1 to 10, which comprises, in a manner alternating along the longitudinal axis (L) of the passenger cabin area (10), luggage compartments (14) which are so dimensioned that they are suitable for receiving one standard item of hand luggage (27), and
luggage compartments (14) which are so dimensioned that they are suitable for receiving a plurality of standard items of hand luggage (27).

12. Passenger cabin area according to Claim 10 or 11, wherein at least one luggage compartment (14), which is so dimensioned that it is suitable for receiving a plurality of standard items of hand luggage (27), is provided with a separating and keeping-free device (40) which is adapted to separate from one another sections (14a, 14b) of the luggage compartment (14) which are intended for individual items of luggage (27) and which is adapted to keep free a section (14c), which is to be kept free, between those sections (14a, 14b) of the luggage compartment (14) which are intended for individual items of luggage (27).

13. Passenger cabin area according to Claim 12, wherein the separating and keeping-free device (40) is constructed in the form of a sticker which is attached in the area of an inner face, which faces towards the interior space of the luggage compartment (14), of the floor (38) of the luggage compartment (14).

14. Passenger cabin area according to Claim 12 or 13, wherein the separating and keeping-free device (40) is constructed in the form of a projection which is provided, in particular, with a wedge-shaped surface and which protrudes into the interior space of the luggage compartment (14) from the inner face, which faces towards the interior space of the luggage compartment (14), of the floor (38) of the luggage compartment (14).

15. Passenger cabin area according to Claim 14, wherein the separating and keeping-free device (40) is movable, in a direction perpendicular to the floor (38) of the luggage compartment (14), between a first position and a second position, and wherein the separating and keeping-free device (40) protrudes, in its first position, less far into the interior space of the luggage compartment (14) than in its second position.
A. CLASSIFICATION OF SUBJECT MATTER

According to International Patent Classification (IPC) into both national classification and IPC.

INV. B64D11/00 B64C1/00

ADD.

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

B64D B64C

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

EPO-Internal , WPI Data

C. DOCUMENTS CONSIDERED TO BE RELEVANT

<table>
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<tr>
<th>Category</th>
<th>Citation of document, with indication, where appropriate, of the relevant passages</th>
<th>Relevant to claim No.</th>
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<td>US 6 237 872 B1 (BAR-LEVAU REUVEN [US]) 29 May 2001 (2001-05-29) column 6, line 23 - line 35 column 7, line 8 - column 8, line 16 column 8, line 62 - column 9, line 8; figures 3,8, 10,12,15</td>
<td>1-15</td>
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Further documents are listed in the continuation of Box C. See patent family annex.

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Date of the actual completion of the international search

24 May 2016

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Hofmann, Udo
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