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(54) Titre : SUPPORT D'EQUIPEMENT PIVOTANT COMBINE A UN CASIER A BAGAGES MODIFIE
 (54) Title: PIVOTING EQUIPMENT CARRIER IN COMBINATION WITH A MODIFIED LUGGAGE RACK

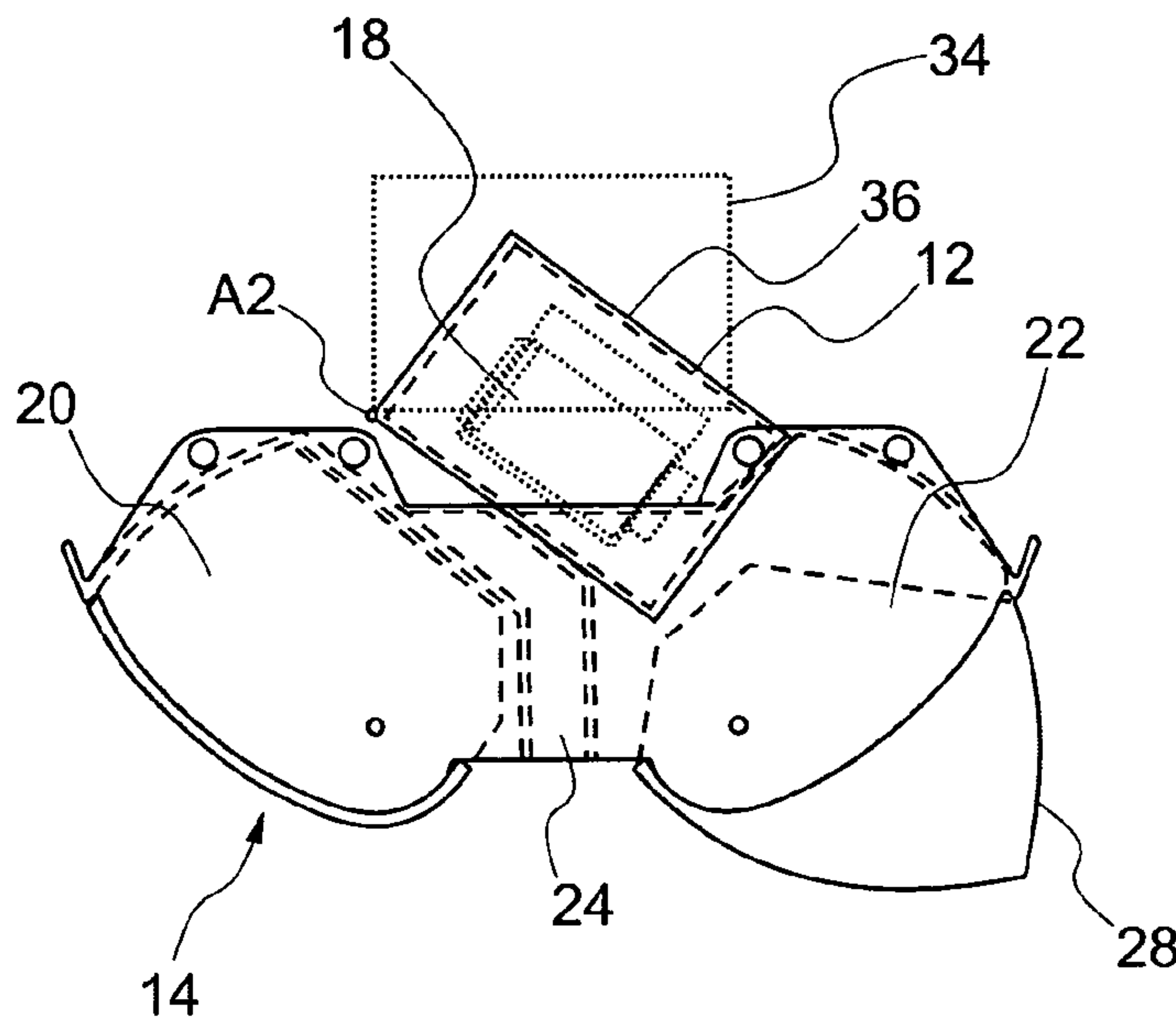


Fig. 5

(57) **Abrégé/Abstract:**

The present invention relates to a device for the installation of commercial components (18) in an aircraft that features at least one equipment carrier (12) for accommodating the components (18), wherein the at least one equipment carrier (12) is arranged between a luggage rack (14) and the skin of the aircraft and held on the aircraft structure such that it can be pivoted between a maintenance position (36) and an installation position (34). In order to accommodate the commercial components (18) in a space-saving fashion and to simplify the installation and maintenance work, the equipment carrier (12) can be at least partially pivoted into the luggage rack (14) and is accessible in order to perform installation and maintenance work from the luggage rack (14) in the maintenance position (36).

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(54) Title: PIVOTING EQUIPMENT CARRIER IN COMBINATION WITH A MODIFIED LUGGAGE RACK

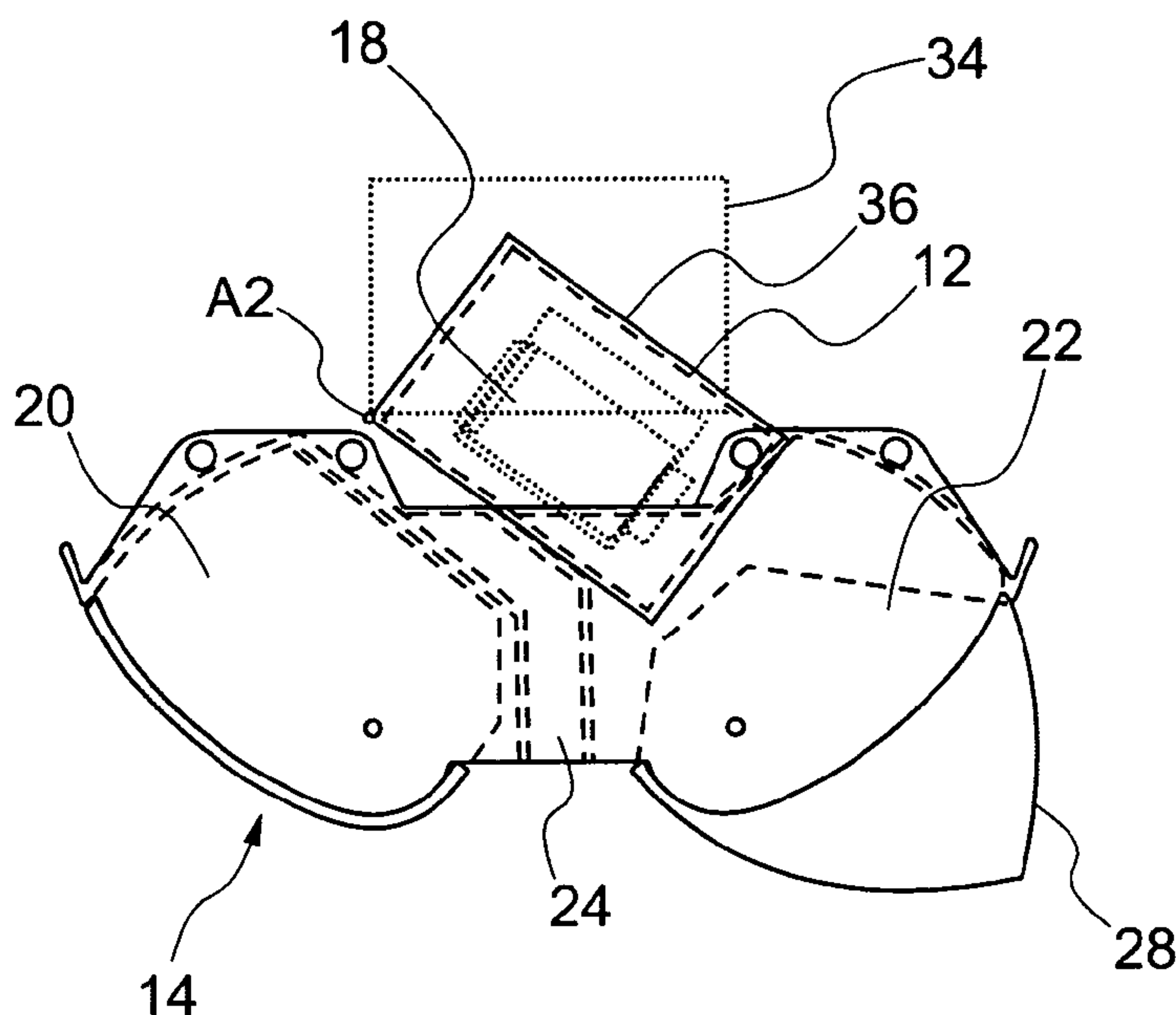


Fig. 5

(57) Abstract: The present invention relates to a device for the installation of commercial components (18) in an aircraft that features at least one equipment carrier (12) for accommodating the components (18), wherein the at least one equipment carrier (12) is arranged between a luggage rack (14) and the skin of the aircraft and held on the aircraft structure such that it can be pivoted between a maintenance position (36) and an installation position (34). In order to accommodate the commercial components (18) in a space-saving fashion and to simplify the installation and maintenance work, the equipment carrier (12) can be at least partially pivoted into the luggage rack (14) and is accessible in order to perform installation and maintenance work from the luggage rack (14) in the maintenance position (36).

WO 2009/003763 A1

PIVOTING EQUIPMENT CARRIER IN COMBINATION WITH A MODIFIED
LUGGAGE RACK

5 Reference to related applications

This application claims the benefit of the filing date of United States Provisional
Patent Application No. 60/937,730 filed June 29, 2007, and of German Patent
Application DE 10 2007 030 330.2 filed on June 29, 2007, the disclosures of which
10 are hereby incorporated herein by reference.

Field of the invention

15 The present invention relates to a device for the installation of commercial
components in an aircraft that features at least one equipment carrier for
accommodating the components, wherein the at least one equipment carrier is
arranged between a luggage rack and the skin of the aircraft and held on the aircraft
structure such that it can be pivoted between a maintenance position and an
20 installation position.

Background of the invention

25 US 6,513,755 B1 discloses an equipment carrier that is held on the aircraft structure
in a pivoting fashion, wherein access is gained by pivoting the equipment carrier
downward after removing the panelling of the inner cabin panelling. However, it has
shown that with known solutions it is not possible to optimally utilize the space
available within an aircraft.

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- 2 -

Summary of the invention

There may be an increasing demand on the part of airlines to realize the installation of so-called commercial equipment on board of an aircraft, wherein this commercial
5 equipment can be separated from the avionic equipment, i.e., the components required for the actual operation of the aircraft. This commercial equipment may consist, for example, of electronic entertainment or communication components. In order to accommodate these components, depending on the type of aircraft different equipment carriers that are installed at different locations within the aircraft are used.

10

For example, in the longrange-type Airbus A330/A340, the preferred installations site is the region underneath the cockpit or the so-called E-Bay. In the Airbus A380, the equipment carriers are installed in the so-called Upper E-Bay. In the Airbus A320 of the so-called single-aisle-type, the equipment carriers are usually installed in the
15 central luggage rack above the passengers. The equipment carrier usually consists of a housing that is fixed in a suspended or standing fashion on the aircraft structure with the aid of braces. The equipment carriers are connected to the electrical system and to the cooling system of the aircraft by standardized interfaces. But the access to the equipment carriers in order to perform installation and maintenance work may be
20 relatively complicated. For example, they may require a correspondingly time-consuming and costly removal of sections of the cabin panelling. In addition, sufficient space may have to be provided laterally of the equipment carrier in order to gain access thereto.

25 The present invention is based on the possible need of making available a device that makes it possible to accommodate commercial equipment within an aircraft in a space-saving fashion and to easily access this equipment in order to perform installation and maintenance work.

- 3 -

According to an exemplary embodiment a device of the initially cited type is provided, in which the equipment carrier can be at least partially pivoted into the luggage rack and is accessible in order to perform installation and maintenance work
5 from the luggage rack in the maintenance position.

One advantage of the inventive device can be seen in that it provides a simple option for accessing the equipment carrier, in which a removal of the ceiling or wall paneling is not required. Due to the pivoting movement, it may no longer be
10 necessary to provide a certain clearance laterally adjacent to the equipment carrier for maintenance and installation purposes. Consequently, the space laterally adjacent to the equipment carrier can be optimally utilized, for example, for cable harnesses or air conditioning supply lines, particularly cooling lines, such that an improved economy of space can be achieved.

15

In one preferred exemplary embodiment, the equipment carrier is arranged above the central luggage rack because sufficient space for accommodating the components is available at this location. In addition, this region, that is also referred to as Crown Area, ensures that the components can be accessed independently of the partially
20 different interior installations for seating, etc.

It is preferred in one exemplary embodiment that the upper side of the luggage rack is provided with a cutout, into which the equipment carrier can be pivoted in the maintenance position. Since installation and maintenance work is usually performed
25 while the aircraft is not in use, the equipment carrier can be pivoted into the available space of the luggage rack such that this pivotability may always be ensured regardless of the other use of the already restricted structural space.

- 4 -

In one particularly preferred exemplary embodiment, the luggage rack features at least one luggage rack compartment that can be pivoted from a closed position into an open position and the equipment carrier is accessible in the maintenance position from the luggage rack compartment in its open position. The pivoted luggage rack
5 compartment ensures that the luggage is securely accommodated during flying operations. Since it is possible to access the equipment carrier in the open position, the steps required for the maintenance work are reduced to a minimum.

In another preferred exemplary embodiment, the upper side of the luggage rack
10 compartment is provided with a maintenance cover that can be opened and into which the equipment carrier can be partially pivoted. The maintenance cover does not affect the use of the luggage rack while the equipment carrier is situated in its installation position.

15 The maintenance cover can be removed so as to not affect the space within the luggage rack. This makes it possible to optimally pivot the equipment carrier.

In one preferred exemplary embodiment, the equipment carrier can be pivoted about an axis that extends parallel to the longitudinal axis of the aircraft and therefore
20 corresponds to conventional pivoting mechanisms used in passenger aircraft in the region of the luggage racks such that its combination with and integration into other assemblies can be simplified.

In another preferred exemplary embodiment, the central luggage rack features,
25 viewed in the lateral direction of the aircraft, two symmetric luggage rack compartments, between which a supply duct is arranged, wherein the supply duct is adapted to the pivoting movement of the equipment carrier and the equipment carrier is accessible from one of the two luggage rack compartments. This means that

- 5 -

sufficient stowage space is available for the carry-on luggage of the passengers. At the same time, only one of the luggage rack compartments needs to be designed for enabling the pivoting movement of the equipment carrier. The space that is usually arranged between the luggage rack compartments in the longitudinal direction and used for supply lines only needs to be slightly reduced in its upper region in order to provide optimal access to the equipment carrier from one of the luggage rack compartments. In case components are movably arranged on the equipment carrier, they can be slidably pushed onto the equipment carrier from the accessible stowage compartment. Consequently, the maintenance of the components can be realized within a very short period of time such that the time window of 90 minutes provided between takeoff and landing can be easily observed.

In another preferred exemplary embodiment, a releasable latch is provided that holds the equipment carrier in the installation position in order to reliably divert loads to the aircraft structure in the installation position.

The equipment carrier may be realized in the form of a closed receptacle and provided with an access panel that is accessible in the maintenance position and removably attached with at least one quick-release fastener. The receptacle defines the space available for the components and also provides a certain protection for the components.

In another preferred exemplary embodiment, the equipment carrier is resistant to fire and impervious to smoke so as to ensure the highest level of safety by preventing the danger of the spread of smoke or fire originating from the components.

The luggage rack may consist of several modules and the equipment carrier is adapted to the module dimensions in order to ensure a largely optimal economy of

- 6 -

space. In this case, the module dimensions usually correspond to the frame spacing, i.e., to the construction module of the aircraft structure. This makes it possible to divert the loads into the frames in a largely direct fashion via the pivoted suspension.

- 5 In order to provide as much space is possible for accommodating commercial components, several equipment carriers may be arranged in the longitudinal direction of the aircraft. Naturally, the inventive equipment carrier may also be used for accommodating other components.

10

Brief description of the drawings

An exemplary embodiment of the invention is described in greater detail below with reference to the enclosed figures. The figures show:

15

Figure 1, an isometric representation of an equipment carrier between a central luggage rack above the passengers and the skin of an aircraft with indicated frames;

20

Figure 2, a cross section through the luggage rack according to claim 1 with opened stowage compartment;

Figure 3, a cross section through the luggage rack and the equipment carrier according to Figure 1;

Figure 4, a cross section through the luggage rack and the equipment carrier according to Figure 1 with opened stowage compartment;

25

Figure 5, a cross section through the luggage rack according to Figure 4 with pivoted equipment carrier;

Figure 6, a cross section through the luggage rack according to Figure 5 with pushed-out component;

- 7 -

- Figure 7, an isometric representation of the luggage rack according to Figure 2;
- Figure 8, an isometric representation of the luggage rack and the equipment carrier according to Figure 3;
- 5 Figure 9, an isometric representation of the luggage rack and the equipment carrier according to Figure 4;
- Figure 10, an isometric representation of the luggage rack and the equipment carrier according to Figure 5, and
- 10 Figure 11, an isometric representation of the luggage rack and the equipment carrier according to Figure 6.

Detailed description of the exemplary embodiment

15 Figure 1 schematically shows an exemplary equipment carrier 12 between a central luggage rack 14 and frames 16 of an aircraft structure in the form of an isometric representation. The equipment carrier serves for accommodating commercial components 18. Other components such as the skin of the aircraft that is fixed on the frames, the interior paneling or the entire infrastructural measures and constructive
20 connecting means are not illustrated in order to provide a better overview.

Figure 2 shows a section through the luggage rack 14. The luggage rack 14 features two symmetrically arranged luggage rack compartments 20, 22, between which an installation duct 24 is arranged. The luggage rack compartments 20, 22 can be
25 pivoted between a closed position 26, in which the left luggage rack compartment 20 is illustrated, and an open position 28 about a pivoting axis A1 (see Figure 4), wherein the right luggage rack compartment 22 is illustrated in the open position 28 in an exemplary fashion.

- 8 -

The luggage rack 14 is realized in such a way that the equipment carrier 12 can be at least partially pivoted into the luggage rack 14, i.e., into the luggage rack compartment 22 in the embodiment shown. For this purpose, a cutout 30 is provided on the upper side of the luggage rack compartment 22, wherein the equipment carrier 12 can be pivoted into said cutout. The luggage rack compartment 22 is provided with a maintenance cover on its upper side that can be opened, wherein the maintenance cover can be removed such that the equipment carrier 12 can be pivoted into the luggage rack compartment 22.

10

The equipment carrier 12 is held on the aircraft structure in a pivoting fashion and can be pivoted from an installation position 34 that is illustrated in Figure 3 into a maintenance position 36 (see Figure 5) about an axis A2. In the maintenance position 36, it is possible, for example, to subsequently re-install or retrofit, repair or adjust the commercial components 18.

15

In the embodiment shown, the equipment carrier 12 consists of a closed receptacle that is resistant to fire and impervious to smoke such that defective components that, for example, could cause a short-circuit cannot result in fire spreading to the remaining aircraft or smoke produced by a scorching cable fire within the aircraft dispersing in the aircraft. In order to gain access to the region within the housing, the equipment carrier 12 is provided with a not-shown access panel with quick-release fasteners that are accessible in the maintenance position 36.

20

The pivoting axis A2 of the equipment carrier 12 extends parallel to the longitudinal axis of the aircraft and is situated on the lower left edge of the housing in Figure 5. In order to securely hold the equipment carrier 12 in the installation position 34 and to

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- 9 -

divert loads into the aircraft structure, a releasable latch is provided that, however, is not illustrated in the figure.

Naturally, the equipment carrier 12 could also be held in a pivoting fashion on its other side, i.e., on its lower right edge or on the upper left or right edge, and pivoted into the luggage rack compartment 20.

The commercial components 18 are frequently installed on so-called racks 38, i.e., the individual components are combined on a plate-like structure. It proved to be particularly advantageous if the racks 38 can be inserted into receptacles provided in the equipment carrier 12 for this purpose. The commercial devices (18) can also be unfastened and removed individually, if so required. The connection is then realized, for example, with self-locating connectors on the brackets. For maintenance or replacement purposes, the racks 38 or the commercial components 18 can be simply removed and repaired or serviced outside the aircraft cabin. In order to realize this removal and reinsertion of the racks 38 or commercial components 18, the equipment carrier 12 can be pivoted into the luggage rack compartment 22 to such a degree that the entire lateral face of the equipment carrier 12 is situated within the luggage rack compartment 22. For this purpose, the installation duct 24 is modified in its upper region such that the equipment carrier 12 can also be pivoted into the zone between the two luggage rack compartments 20, 22 provided for the installation duct 24. According to Figure 6, the installation duct 24 is sloped toward the left in its upper region in order to realize the pivoting movement of the equipment carrier 12. The rack 38 with the components 18 or the individual commercial components 18 can be pulled out obliquely downward in the form of a linear movement from the opened luggage rack compartment 22 and reinserted into the housing of the equipment carrier 12 in the reverse sequence (see Figure 6).

- 10 -

Since the interior installations of aircraft are usually based on certain module dimensions, the luggage rack 14 usually also consists of several modules. This is the reason why the equipment carrier 12 is also adapted to the module dimensions such that certain advantages, for example, with respect to the mounting, the load
5 introduction or the economy of space are achieved. Naturally, several equipment carriers 12 may also be arranged behind one another in the longitudinal direction of the aircraft.

The luggage rack 14 illustrated in the figures consists of a standard construction or a
10 so-called Standard Hatrack that only is slightly modified in the region of the installation duct 24 and the luggage rack compartment 22. In other respects, the same conditions of compatibility apply, for example, to constructive transitions, the connection to supply lines or adjacent components of the interior installations.

15 In order to access the commercial components 18, for example, so as to replace or recondition the components 18, the luggage rack compartment 22 is initially opened and the maintenance cover 32 is removed (Figure 4). The equipment carrier 12 is then pivoted downward into the maintenance position 36 about the lower left edge after the releasable latch was disengaged (Figure 5). Subsequently, the access panel
20 is unfastened in order to gain access to the components 18. The latter then can, for example, be pushed out of the housing in the form of a rack 38 and removed through the luggage rack compartment 22 (Figure 6). This sequence is also schematically illustrated in the isometric representations according to Figures 8 to 11. The installation is realized by carrying out these steps in the reverse sequence.

25

Since the equipment carrier 12 is accessible through the opened luggage rack compartment 22 when it is pivoted into the maintenance position 36, it is no longer necessary to provide a certain clearance laterally adjacent to the equipment carriers

- 11 -

12. This space adjacent to the equipment carriers can be used for the cooling system or the electrical system. The components 18 can be removed with only a few manipulations and without requiring the removal of larger components.

5 As a supplement, it should be noted that „comprising“ does not exclude any other elements or steps and that „a“ or „an“ does not exclude a plurality. It should furthermore be noted that characteristics or steps that were described with reference to one of the above embodiments can also be used in combination with other characteristics or steps of other above-described embodiments. The reference
10 symbols in the claims should not be interpreted in a restrictive sense.

- 12 -

CLAIMS

1. A device for the installation of commercial components (18) in an aircraft
5 that features at least one equipment carrier (12) for accommodating the
components (18), wherein the at least one equipment carrier (12) is arranged
between a luggage rack (14) and the skin of the aircraft and held on the
aircraft structure (16) such that it can be pivoted between a maintenance
position (36) and an installation position (34),
10 wherein the equipment carrier (12) can be at least partially pivoted into the
luggage rack (14) and is accessible in order to perform installation and
maintenance work from the luggage rack (14) in the maintenance position
(36).
- 15 2. The device of claim 1, wherein the equipment carrier (12) is arranged above
the central luggage rack (14).
3. The device of claim 2, wherein a cutout (30) is provided on the upper side of
the luggage rack (14) and the equipment carrier (12) can be pivoted into said
20 cutout (30) in the maintenance position (36).
4. The device of claim 3, wherein the luggage rack (14) features at least one
luggage rack compartment (20, 22) that can be pivoted from a closed position
(26) into an open position (28), and wherein the equipment carrier (12) is
25 accessible in the maintenance position (36) from the luggage rack (22) in its
open position (28).

- 13 -

5. The device of claim 4, wherein the upper side of the luggage rack compartment (22) is provided with a maintenance cover (32) that can be opened.
- 5 6. The device of claim 5, wherein the maintenance cover (22) is removable.
7. The device of one of the preceding claims, wherein the equipment carrier (12) can be pivoted about an axis (A2) that extends parallel to the longitudinal axis of the aircraft.
- 10 8. The device of claim 7, wherein the central luggage rack (14) features, viewed in the lateral direction of the aircraft, two symmetric luggage rack compartments (20, 22), between which a supply duct (24) is arranged, wherein the supply duct (24) is adapted to the pivoting movement of the equipment carrier (12) and the equipment carrier (12) is accessible from one
15 of the two luggage rack compartments (22).
9. The device of one of the preceding claims, wherein a releasable latch is provided that holds the equipment carrier (12) in the installation position
20 (34).
10. The device of one of the preceding claims, wherein the equipment carrier (12) is realized in the form of a closed receptacle and provided with an access panel that is accessible in the maintenance position (36) and removably
25 attached with at least one quick-release fastener.
11. The device of claim 10, wherein the equipment carrier (12) is resistant to fire and impervious to smoke.

- 14 -

12. The device of one of the preceding claims, wherein the luggage rack (14) consists of several modules and the equipment carrier (12) is adapted to the module dimensions.

5

13. The device of claim 12, wherein several equipment carriers (12) are arranged in the longitudinal direction of the aircraft.

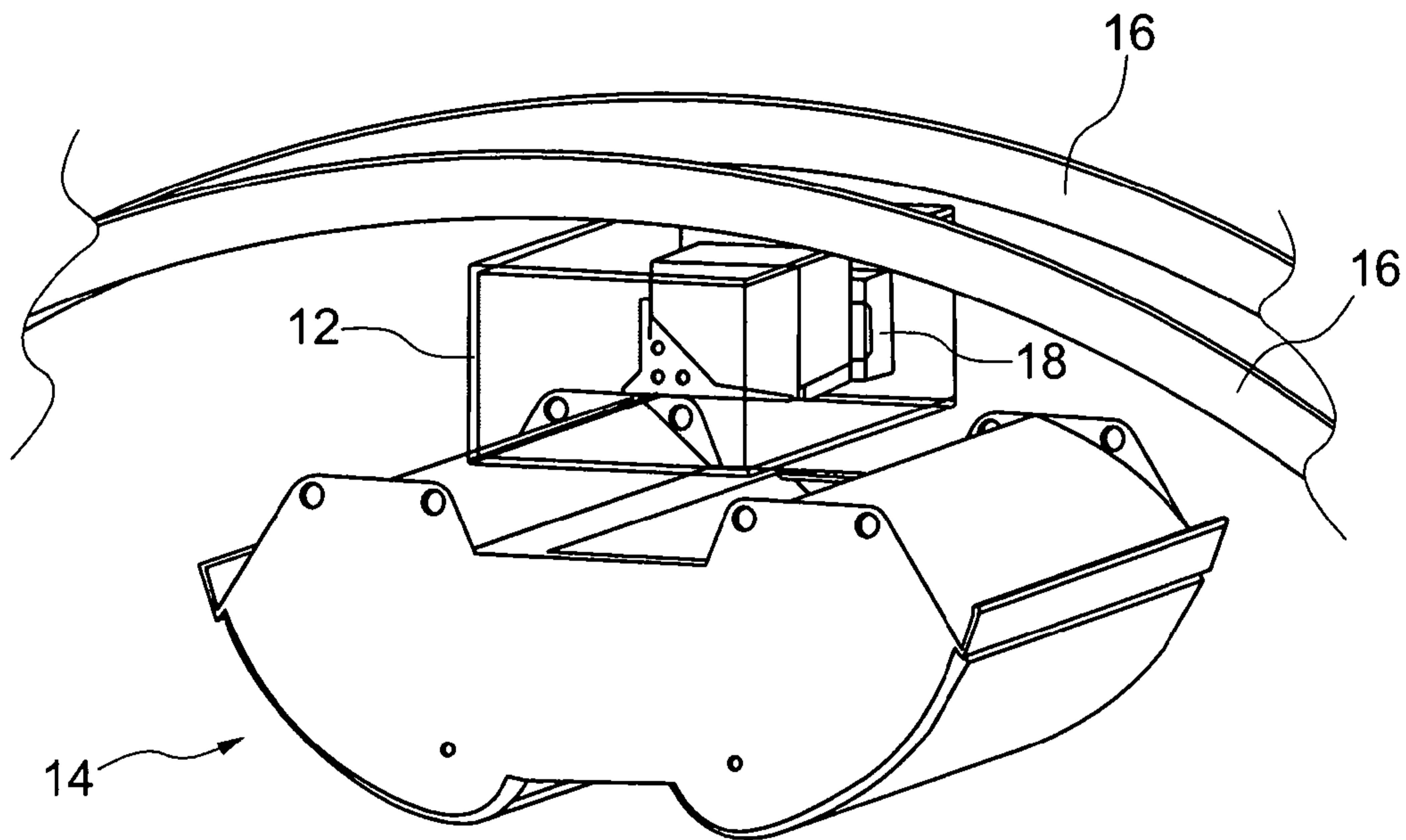


Fig. 1

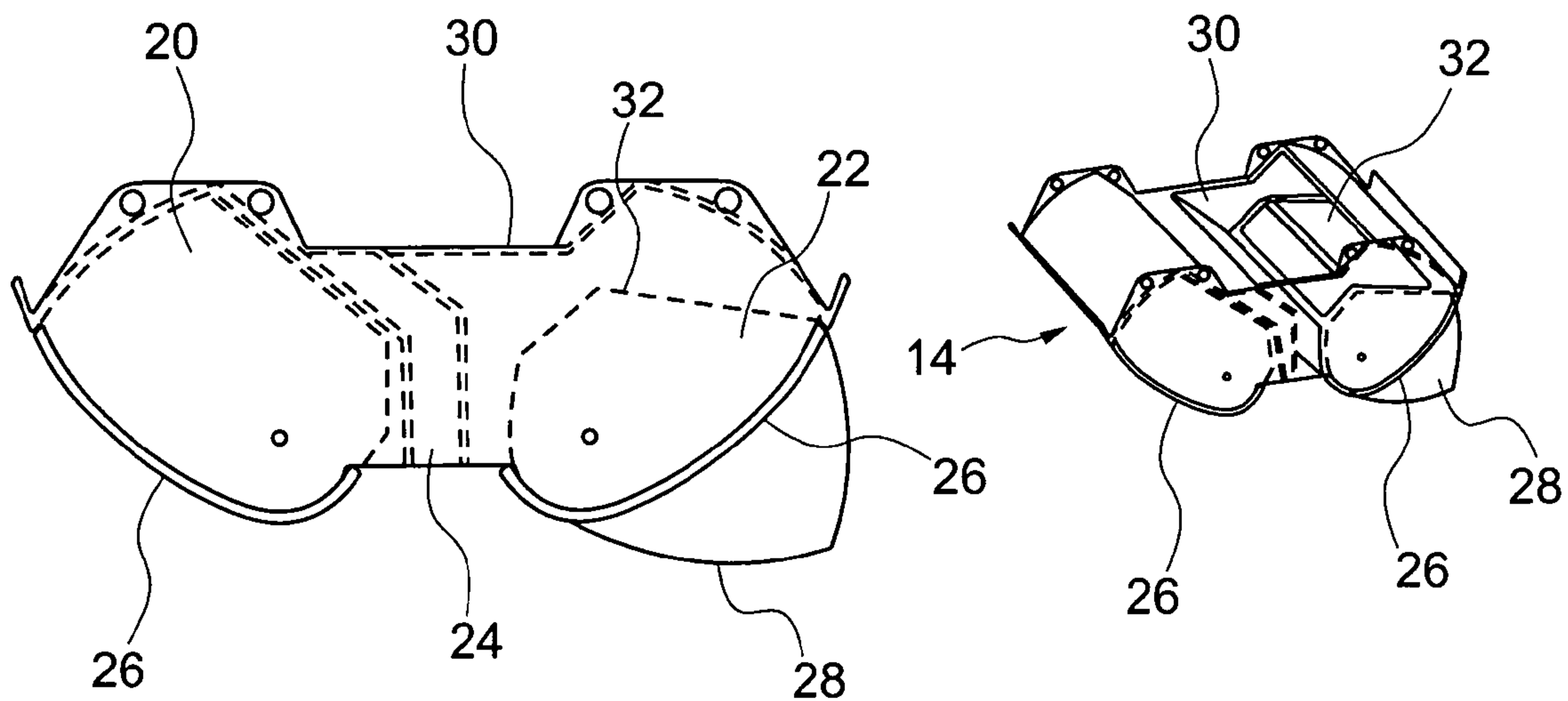


Fig. 2

Fig. 7

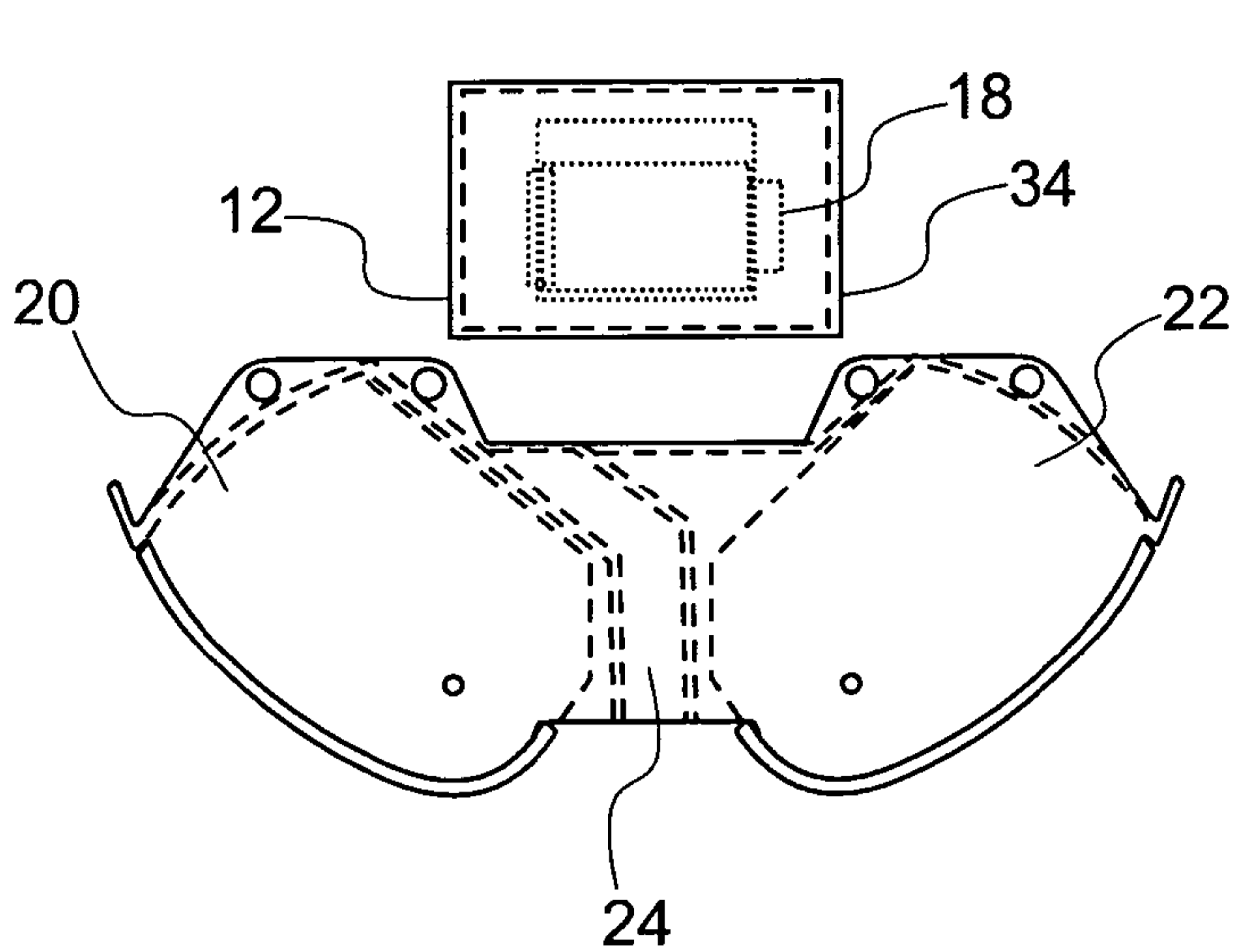


Fig. 3

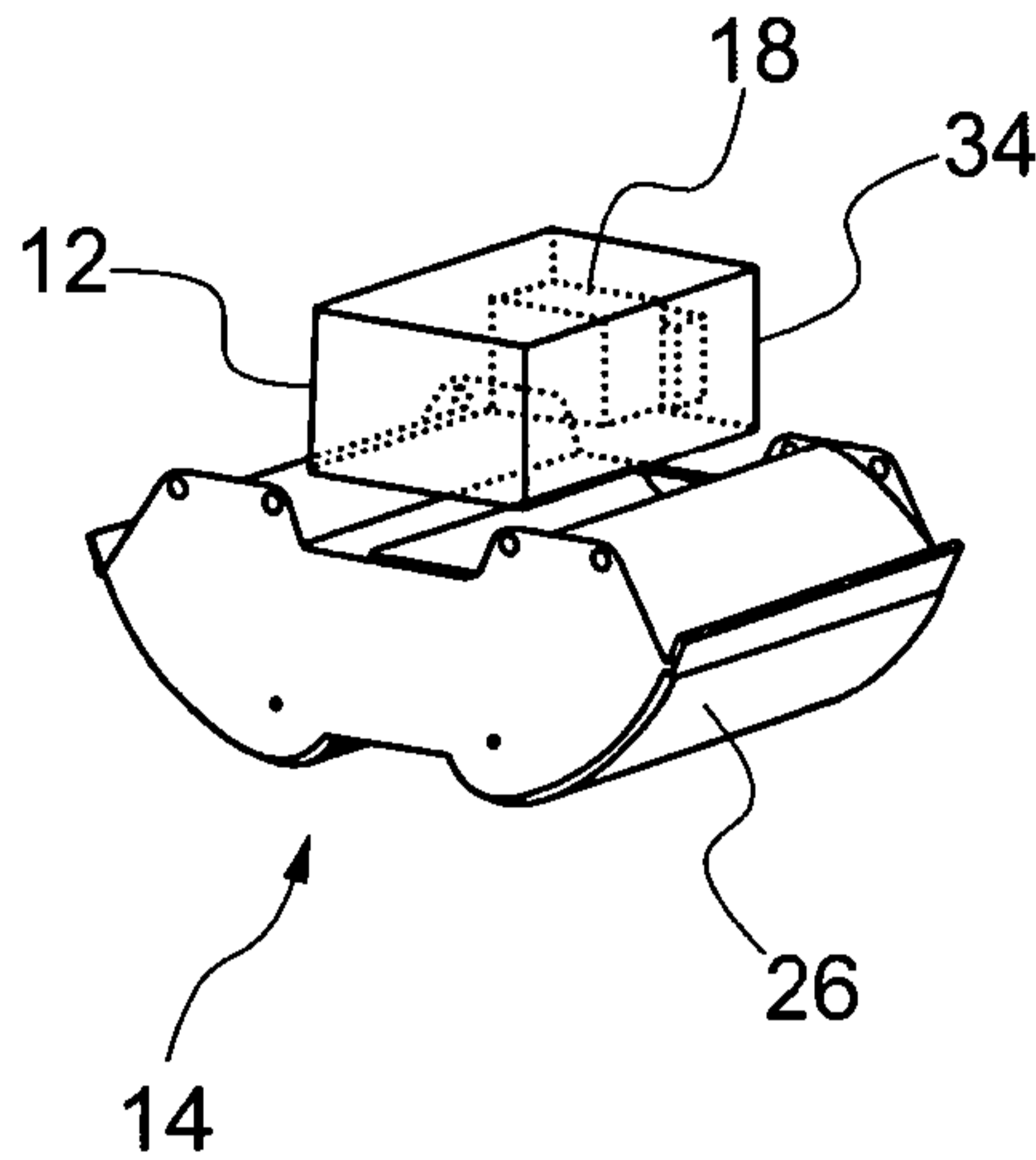


Fig. 8

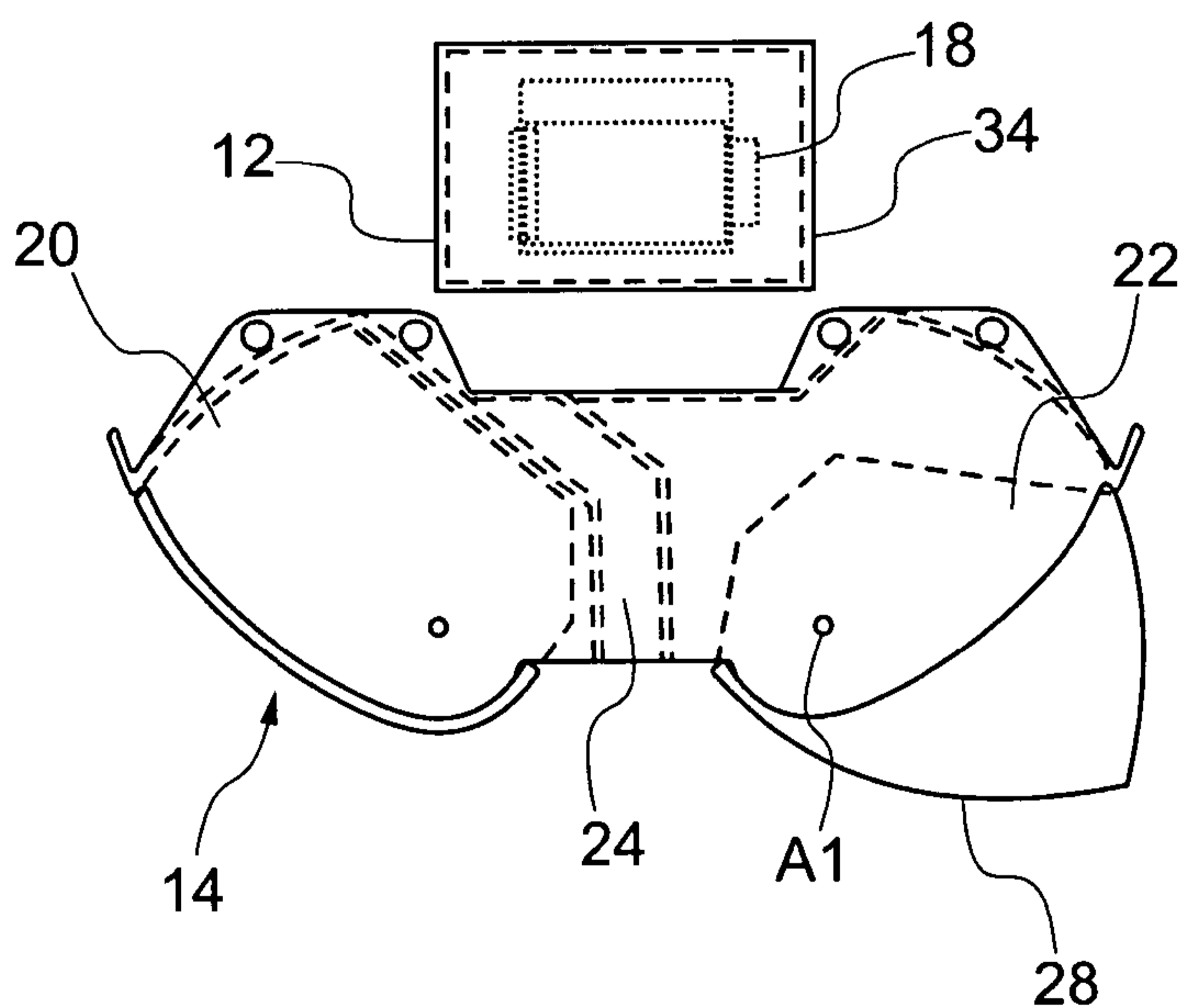


Fig. 4

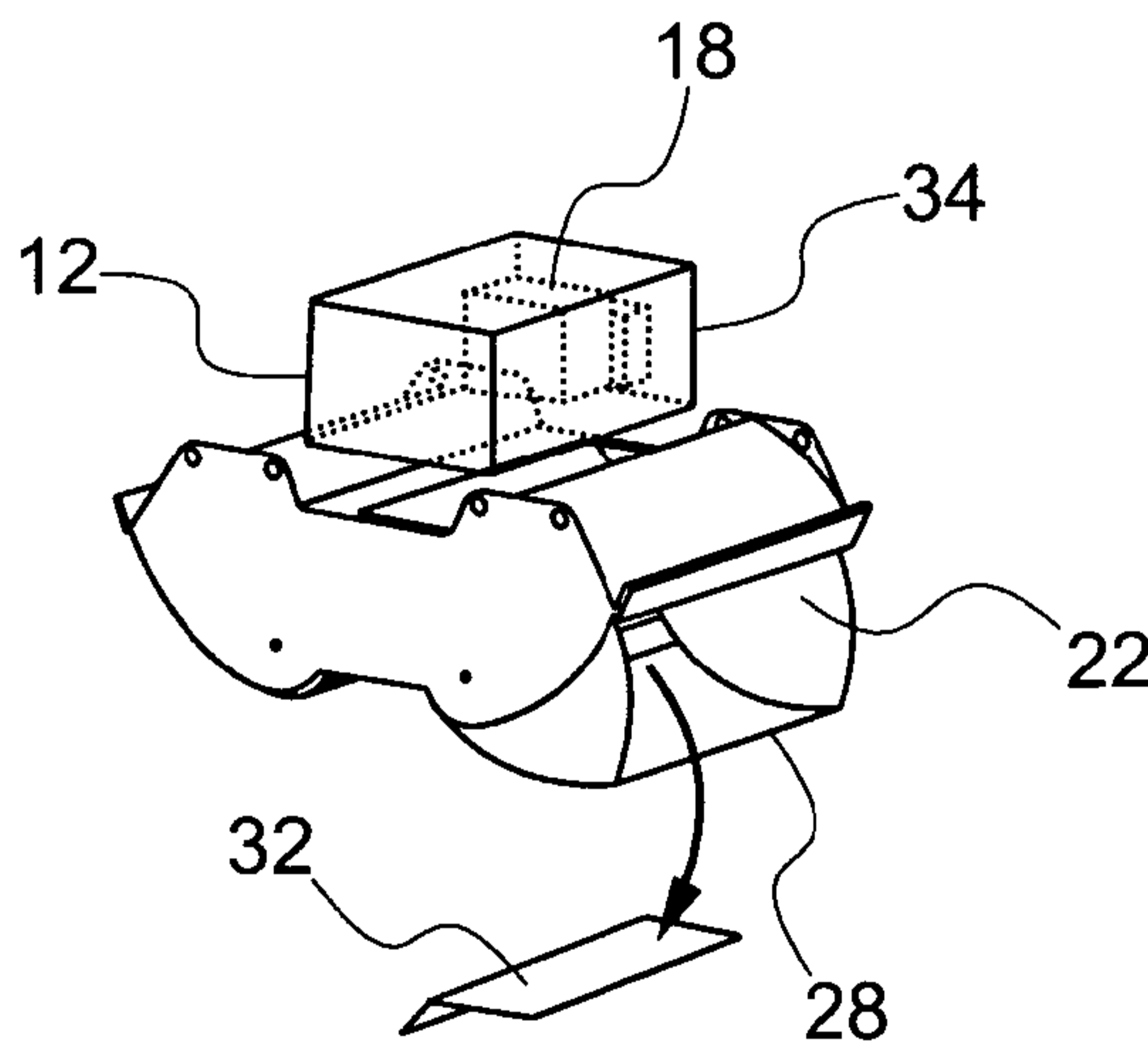


Fig. 9

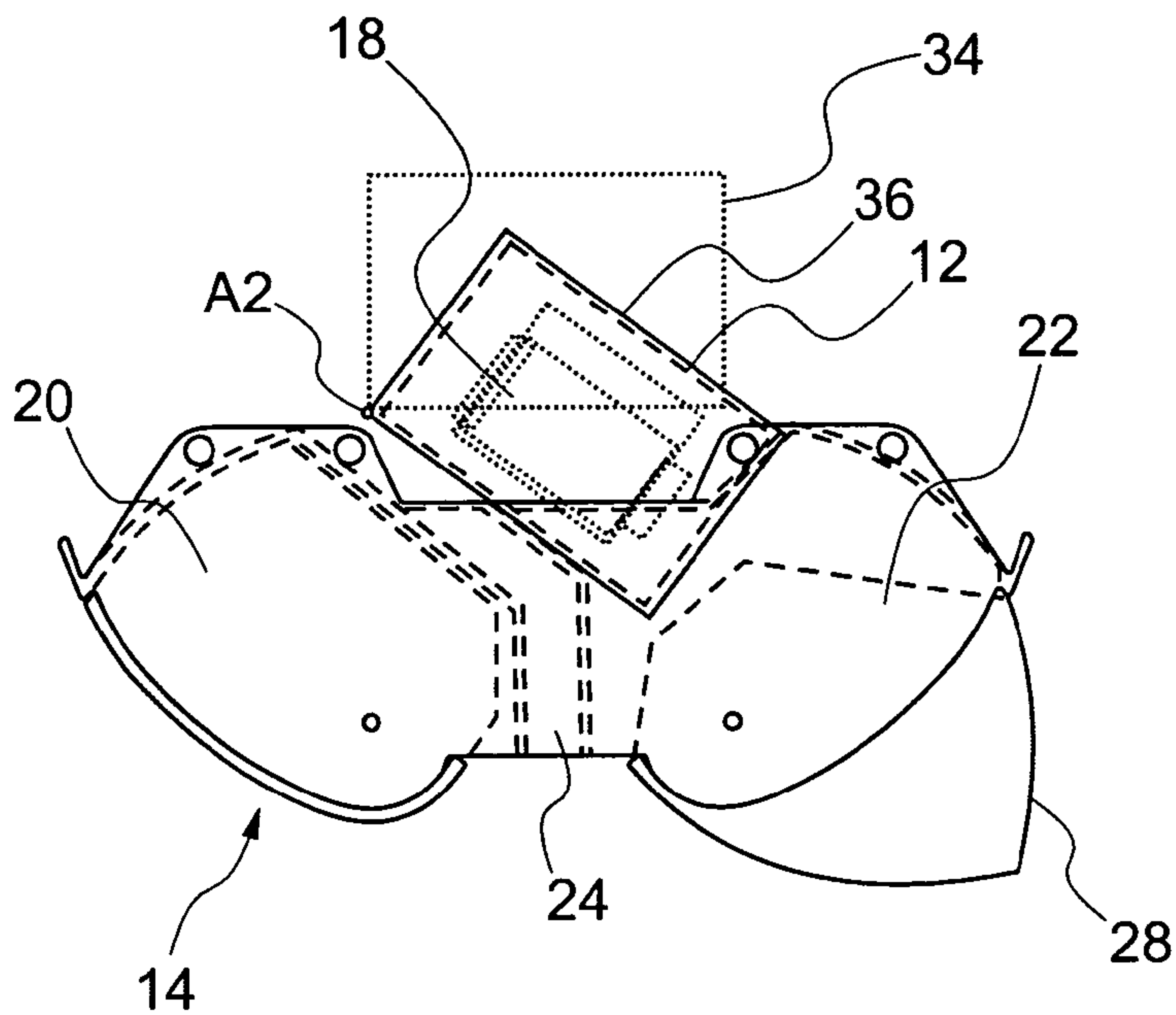


Fig. 5

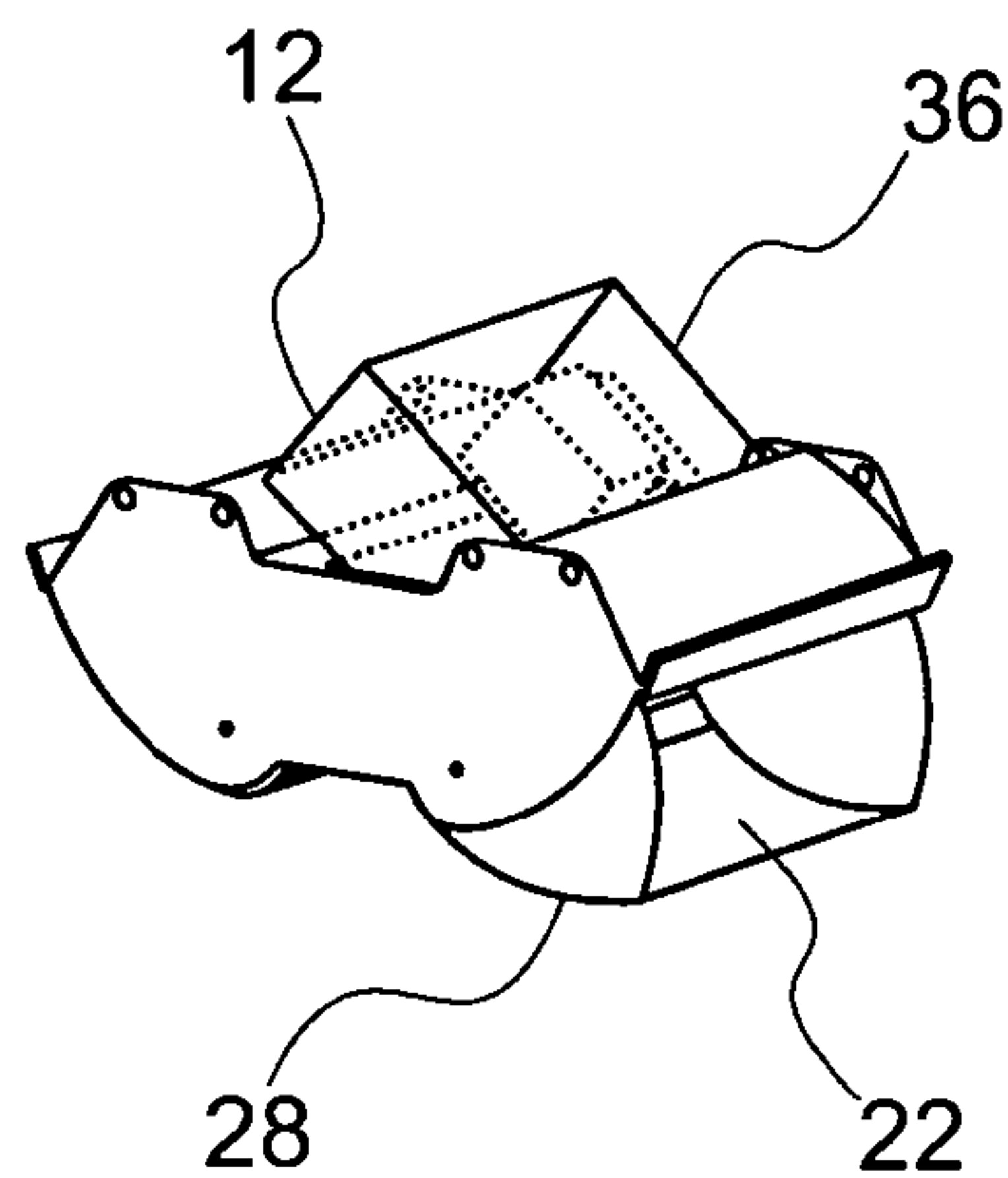


Fig. 10

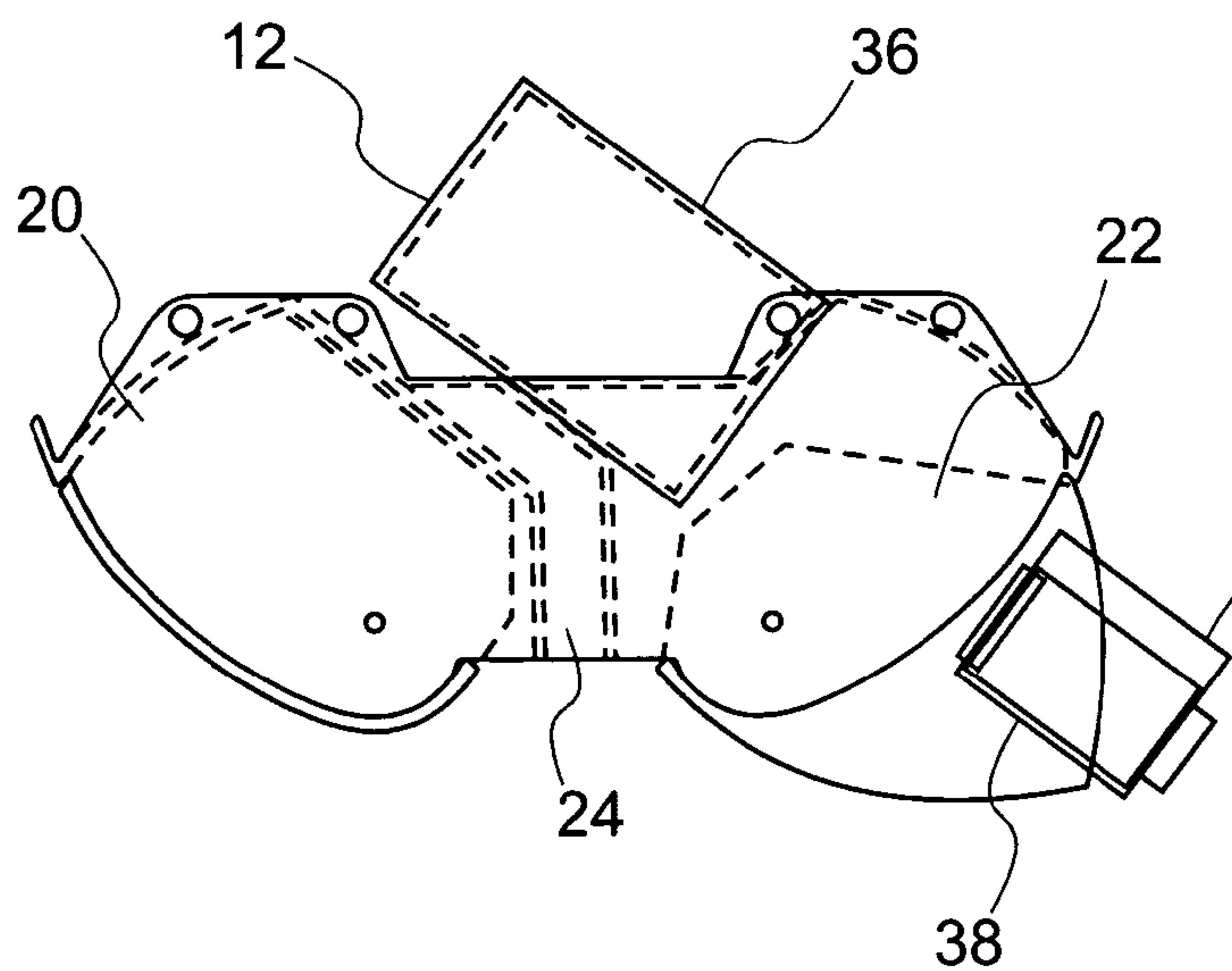


Fig. 6

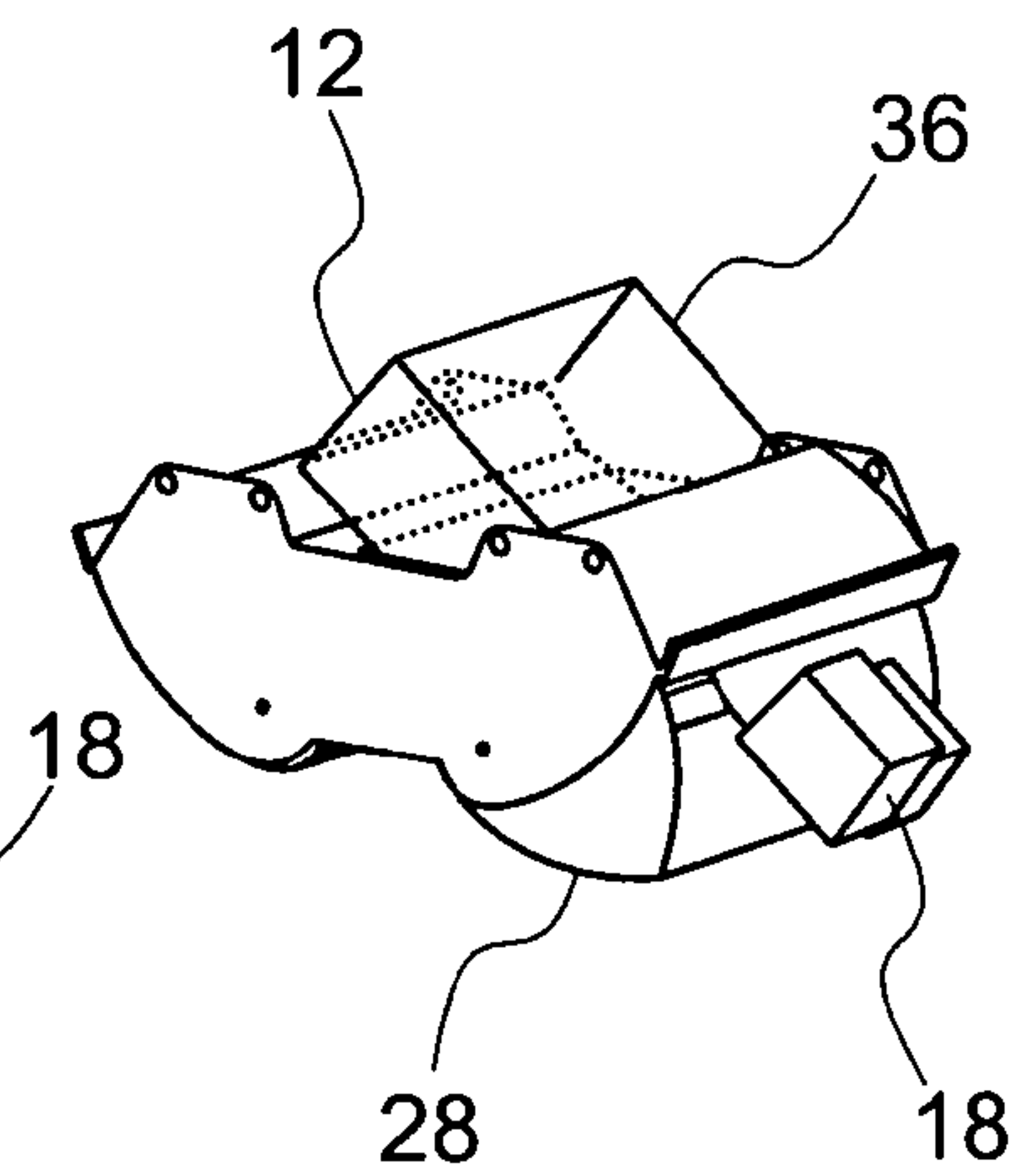


Fig. 11

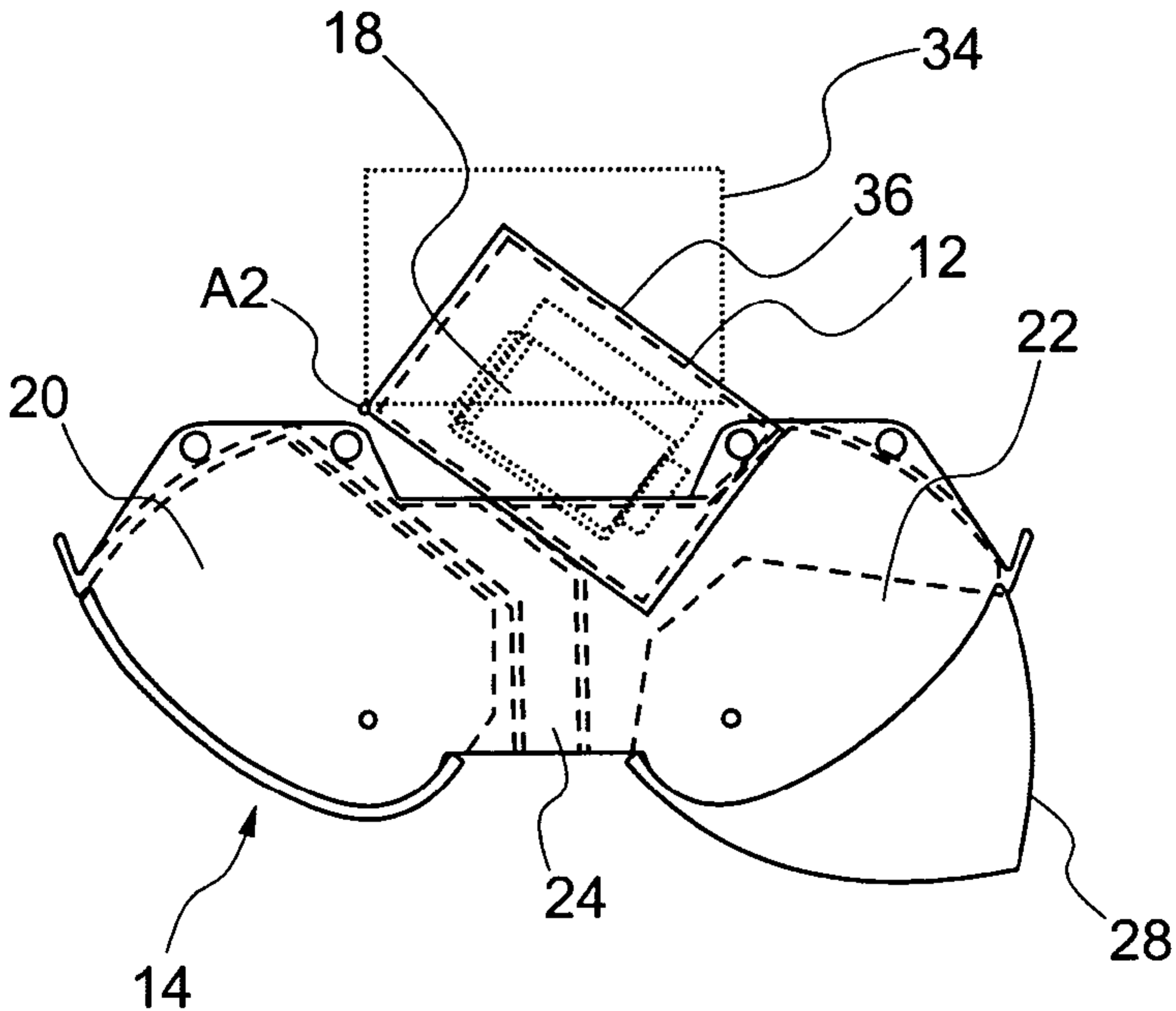


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