



TwinAisleFeeders

Paradigms in Perspective : the Airbus A32X Series "Wider Aisle Option"

Opting for the "Wider Aisle Option" in A32X Series [3+3] Y-class means to install 73X-type triple seats (overall width 59", cushions 17"-17"-17") in the A32X Series cabin instead of standard A32X-type triples (62" wide, cushions 18"-18"-18"). The general idea is to increase aisle width from a standard 19" to the "Wider Aisle Option" of 25", 6" better, whereby the operator expects to shorten airport turn-around time due to greater fluency of the paxflow at Boarding and Deplaning. The trade-in is 1" less vital space per pax in the seated position.

TwinAisleFeeders contend that operators who introduce this optional wider aisle will probably fail to meet the target of their strategy simply because from the onset the cause-effect analysis is wrong : paxflow inhibition or "pax jamming" in the [3+3] single aisle cabin isn't stemming from insufficient aisle width but from obtrusive EMF (Excuse-Me Factor).

Row EMF in [3+3] Y-class is 6; this value holds independantly from aisle width. Widening the aisle from 19" to 25" – the queuing sequence remaining unchanged – doesn't impact upon EMF. E.g. at the arrival stand-up, the outer lhs and rhs passengers (in seats A and F) need to wait until middle seats B and E are cleared, wherein the occupants are themselves waiting for aisle-seats C and D to get cleared, the occupants thereof waiting for the opportunity to access into the aisle. The reverse happens in the Boarding sequence, the worse scenario being when eg 12C and 12B are already seated when finally 12A arrives, causing havoc..

[3+3] cabins - regrettably - have only two aisle seats, be it with an aisle of 19" or with an aisle of 25". When aisle-seat passengers are seated, only 33 % of the aisle traffic is cleared away. In comparison, H2XQR Series [1+3+1] offers four aisle seats so when aisle-seat passengers are seated, a full 80 % of the traffic in the aisles is cleared away, a world of a difference !

However, evidently, on the whole "**pax jamming**" very correctly sub-divides into **seat jamming** and **aisle jamming**, wherefore aisle pax density as a possibly pertinent parameter in the within context is worth considering. For [3+3]-configurations @ 32" seat pitch and standard aisle width (19") the values are SIX pax into 4.22 sq.ft (density 0.70) whereas for the "Wider Aisle Option", the values are the same SIX pax into 32" x 25" = 5.56 sq.ft (density 0.93). In other words, pax aisle density doesn't change significantly with the "Wider Aisle Option". On the other hand, with H2XQR Series, even with a tighter seat pitch of only 30", the same values become 2.5 pax into 3.96 sq.ft (density 1.58) : on this parameter, H2XQR Series is 226 % better than A32X (resp. 170 % better than A32X "Wider Aisle Option").

Conclusion : for better Main Deck airport turn-around performance, the correct avenue is H2XQR Series [1+3+1] in preference to A32X Series [3+3] with the "Wider Aisle Option".

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