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The new Business Class Seat – Facts & Figures

Sitting & sleeping comfort:

- At the press of a button, the seat converts into a comfortable bed with a horizontal sleeping surface measuring 1.98 metres in length
- Ergonomically improved cushioning ensures a high degree of comfort in a sitting or horizontal position
- More space at shoulder level when lying down thanks to lowerable armrests and a special hollow in the central console
- Generous surfaces to put things on and additional storage compartments for newspapers, shoes, reading glasses etc. on the seat itself
- No need to stand up: ergonomically optimised, continuous seat-adjustment mechanism when converting the seat into a bed and when making individual adjustments to the seat position
- Adjustable headrest for individual comfort

Development:

- 2007: online survey of about 500 frequent flyers to ascertain their wishes and requirements
- This was followed by extensive tests of different seating concepts in Lufthansa's own aircraft cabin design laboratory. Customers assessed the seats in terms of seating arrangement in the cabin, comfort functions and ease of use
- 2010: eight-week trial on flights LH 400 and LH 401 on the Frankfurt - New York - Frankfurt route. In all, 1,340 passengers tested the new seats for technical stability, as well as sitting and sleeping comfort
- Development with external experts, including Luke Pearson from the renowned design office Pearson & Lloyd and Dr. Florian Heidinger from the Ergonomics Institute in Munich

Design:

- The overall design is based on the use of calm colours in the cabin to promote relaxation. The colour palette includes Lufthansa grey, which has technical associations, combined with natural colours and shades of brown to create an enhanced sense of well-being. The new colours are derived from the Lufthansa yellow and are part of the refined colour spectrum of Lufthansa's corporate design
- The console and the armrests are covered in top-quality leather. The seat cover is made of virgin wool, which has a pleasant feel. The cladding of the seat shell is covered in artificial leather and other materials

- The seat is made mainly of aluminium, titanium and carbon fibre.

Seat adjustments / technical reliability:

- Simplified technology: the seat adjustment mechanism and the control panel for the individual inflight entertainment programme are separate, which allows for greater ease of operation
- The technical reliability of the seat over the eight-week trial period on board flights LH 400 and LH 401 was 98 per cent
- Each sitting position can be adjusted simply and continuously, without any need for the passenger to stand up
- In the event of a technical malfunction, the electronics in the seat can be restarted by using a simple key combination

Optimised seating arrangement:

- The seats all face in the direction of travel. Depending on the aircraft type, the seats are arranged in a “V” or an “H” form. This makes optimal use of cabin space
- In the “V” concept, two neighbouring seats are angled towards one another along a central axis so that at head and shoulder level the seats are further apart than in the foot area. In the “H” concept, seats are positioned parallel to one another but angled slightly towards the outer cabin wall

Enhanced feeling of space:

- Greater distance from the neighbouring seat at shoulder level provides more privacy
- Greater spatial separation thanks to the height of the seat shells
- A floor partition between neighbouring seats keeps the space in front of each seat free
- As each seat has its own separate functions and surfaces to place things on, no area needs to be shared

Entertainment:

- The inflight entertainment system is equipped with larger monitors, with 15-inch screens as opposed to the previous 10.4-inch screens
- Monitors are individually adjustable
- The inflight entertainment system can be switched on immediately after boarding