Backgrounder

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Maximizing Boeing 777 Revenue Potential: Overhead Crew Rests Provide Comfort for Crews, Savings for Airlines

Boeing is offering its 777 customers new innovations that take advantage of the space in the overhead area of the airplane – the area located between the top of the stow bins and the crown of the airplane. These innovations will allow operators to use the overhead space for crew rest stations and storage. Locating crew rest stations and storage in the overhead areas of the airplane allows the main and lower decks to be used for generating revenue, such as increased passenger seating or cargo capacity.

By utilizing the overhead space, the Boeing 777-200ER (Extended Range) and 777-200LR Worldliner (Longer Range) can save up to four passenger seats and four cargo containers. The features save up to seven seats and six cargo containers on the Boeing 777-300ER. This frees up the seat and cargo space, resulting in additional revenue potential.

Understanding Changing Needs

Today, the need for maximizing the earning potential of all flights is leading airlines to ask for new crew rest and storage solutions. The unique design of the Boeing 777, with its larger diameter and circular shape, provides space for innovative solutions. None of the Airbus models have the spacious cross section required to accommodate overhead solutions for crew rest or storage needs. Consequently, the Airbus twin-aisle airplanes must use up valuable cargo and passenger seating areas for crew rest areas.

The 777's current design has supporting structure, ducts, wires and utility accommodations in this area. To accommodate crew rests, some systems are being rerouted while others are being redesigned. Product development and engineering teams have worked with airlines to develop configurations that open up space in several areas of the overhead, or crown. And numerous airlines joined with Boeing to review the designs and mockups that show various features.

Boeing 777 Solutions

The Boeing 777-200ER, 777-300ER, and 777-200LR Worldliner include overhead options for:

- Two-member flight crew rest compartment
- Six- or seven-bunk flight attendant rest at door 3, available on the 777-200ER and 777-200LR
- Six- to 10-bunk flight attendant rest at door 5, available on the 777-300ER

The flight-crew-rest compartment is accessed through stairs located at door 1, over what is typically the airplane's first-class section. The flight-crew-rest compartment includes two business-class seats, two roomy bunks and optional amenities, including a closet, sink or a lavatory.

The six-bunk attendant rest station, which is available on the 777-200ER and 777-200LR, can be accessed from stairs located at door 3 in the mid-section of the airplane. In addition to the bunks, the rest stations also are outfitted with some personal stowage for the attendants. The 777-300ER has options for a six-, eight- or 10-bunk arrangement, with the entrance located at door 5 in the rear of the airplane. The attendant rest design is modular so airlines choose bunk modules in multiples of two, starting with six bunks, to a maximum of 10. The attendant rest station is located above the economy class cabin. In addition to the bunks and personal storage, airlines can add optional stowage to the module.

The 777 attendant and flight-crew-rest areas offer unprecedented comfort and privacy to the crews, since the bunks are not one on top of each other.

Airline customers can select any of the overhead features on their new 777-200ERs, 777-300ERs and 777-200LRs. The overhead area, or crown, will have open space virtually throughout the entire length of the airplane. The flight crew and attendant rest areas use a portion of that space, allowing for future overhead space utilization or other innovations.

Boeing has received considerable interest from a number of airlines for these overhead options. Deliveries of Boeing 777s with the new overhead features began in May 2003.

Boeing does not plan to offer overhead space utilization options for the 777-200 or the 777-300 airplanes, because their route structure does not require these accommodations.

Keeping the Boeing 777 on Top

Since it was introduced into service in 1995, the Boeing 777 has clearly become the preferred airplane in its class, due in large part to the cabin width and architecture. With its new overhead space utilization features, it will now lead the way in crew comfort

as well. Passengers will not see a change in the architecture of the Boeing 777, as a result of these changes. Passenger surveys worldwide prove that passengers prefer the roomy, bright interior of the 777.

Looking Forward

Boeing continues to study ways to use the overhead space for additional storage opportunities. For example, airlines can now choose an innovative option that stores food and beverage carts directly above the passenger cabin rather than on the main deck, further maximizing main-deck space for revenue generating seats.

In addition, engineers at Boeing are working to understand the changes that the next 10 to 15 years will bring to commercial airplanes. For the most part, this means saving space and ensuring flexibility for future new passenger amenities.

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