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# Lufthansa flying updated A321neo

By **Rick Lundstrom** on May, 23 2019 | Seating



[Lufthansa German Airlines](#) announced yesterday it received its first A321neo in Frankfurt with an improved seat which is jointly introduced by the three Network Airlines, Lufthansa, SWISS and Austrian Airlines.

The Italian manufacturer [Geven](#) is supplying the seat from its Piuma line of Economy Class seating. The full-structure upholstery of the seat and the backrest are made for a pleasant sitting experience thanks to ergonomic pressure distribution. With the slimming of the backrest, passengers can now have more personal space through a horizontal arrangement of the literature bag above the table. Instead of the previous 12 degrees recline during taxiing, takeoff and landing, passengers now travel with a constant 20 degree recline of the backrest; business class passengers can adjust the backrest to 26 degrees at cruise altitude.

Each row of seats has its own USB ports in the current and future standard, which for the first time in the Lufthansa Group will also be available on short-haul flights. In future, Lufthansa Group passengers will also be able to set up their own tablets even more conveniently. A special column has been inserted into the table to facilitate the tablet holder.

"Many customer feedbacks have been incorporated into the design of the seat. We received a lot of positive feedback on the new features. We are therefore convinced that the new seat and the modern ambience of the cabin will further improve the travel comfort of our guests," says Paul Estoppey, Head of Product Management Cabin Lufthansa Group Hub Airlines in yesterday's announcement.

The first A321neo now flies for the first time with a cabin harmonized for all three Network Airlines. The three airline brands Lufthansa, SWISS and Austrian remain clearly recognizable thanks to individual design elements. The standardization applies to all aircraft of the A320 family, which will be delivered from now on to the three airlines. The standardization focused on the large, cost-intensive components such as the cabin design and the galleys.

"The Airbus A321neo is now configured and unified in such a way that aircraft can be adapted quickly and easily when transferred between Lufthansa Group airlines," said Lufthansa. "This enables the Lufthansa Group to react faster and more flexibly to current developments and to move aircraft and capacities more easily and efficiently to another airline or to another hub. Costs for adjustments and lay times can be significantly reduced. In addition, the standardization will lead to further synergies in aircraft."