

Air Canada and Collins unveil Aurora suites for A321XLR fleet



Air Canada's Aurora suite for the A321XLR provides a premium widebody experience on single aisle aircraft

[Air Canada](#) has unveiled its new Glowing Hearted cabins, which will debut on its new fleet of Airbus A321XLR aircraft, during the first day of Aircraft Interiors Expo (AIX).

Fourteen premium Aurora business class suites, branded as Air Canada's Signature Suite, will be installed at the front of the aircraft while 168 Meridian+ main cabin seats will fill out the economy cabin. Delivering a distinctly Canadian experience, the seats were customized by Air Canada alongside [Collins Aerospace](#) and Air Canada's design partner, [Acumen](#).

The first of 30 Air Canada A321XLRs will enter service this spring. Speaking to assembled media, including *PAX Tech*, John Moody, Managing Director of Onboard Product at Air Canada said he was "really excited to introduce this to a completely new market for Air Canada, the premium single aisle aircraft", adding that "What it does for Air Canada is it allows us to provide that long haul experience on an aircraft type that's going to open up a lot of new markets for Air Canada." This includes unlocking new trans-Atlantic routes and allowing Air Canada to offer an upgraded, premium journey across more of its North America transcontinental network.



John Moody, Managing Director of Onboard Product at Air Canada

The A321XLR, which offers a lie-flat Air Canada Signature Class experience for the first time on a single-aisle aircraft, also includes all-new ergonomic seats designed to maximize personal space with built-in tablet holders, and larger overhead bin, larger 4K OLED screens and Bluetooth audio available for all customers and access to high-powered USB-C and AC power outlets at every seat, ensuring laptops and all personal devices stay fully charged.

The proprietary shape and installation angle of the Aurora suite conforms to the exact dimensions of the XLR, maximizing passenger living space, providing an extra row of premium seating and expanding galley capacity to accommodate the catering volume necessary for long-haul service.

As Moody explained that in order for the seat to meet all of Air Canada's Signature requirements, such as having aisle access, every passenger having a window and the service "that you would expect on one of our 777s or 787s, eight sevens, we needed to use every square inch efficiently on

the aircraft that starts in the galley.”

To achieve this, the seat is at a 49-degree angle. “What we were able to accomplish was the ability, for example, to store galley carts in a novel way, essentially installing the galley carts at a 49-degree angle so that we don't waste that space that would be normally unusable in this sort of triangular space here, that gives space back to the passengers in a traditional monument. By being able to narrow this out, it gives us more space in the business class cabin,” he said.

The new seat does not include a door, a deliberate decision Moody tells *PAX Tech*. Privacy is actually inherent in the design of the seat, so a door was not necessary he stated, adding that its absence actually allows for a full lie flat bed.

In the accompanying press release, Moody commented, “Our primary goal was to elevate the inflight experience by creating a space that feels exceptionally inviting and highly personal. With the Aurora suite, we are setting the standard through the thoughtful use of space, technology, bespoke materials and finishes. Our meticulous attention to detail offers our customers a true retreat.”