For multi-aisle aircrafts as TETA and Flying Wing, we decide to divide them into smaller parts similar to the ordinary one-aisle aircraft because we want to unify our models. To be specific, we divide these aircrafts into smaller blocks according to aisles the seats are near. This is plausible because these aisles don’t intersect with each other, thus passengers in different blocks wouldn’t disturb each other.

And for the optimal strategy, it’s obvious that we need to ensure both the efficiency of in-group boarding and between-group sequences. As a result, our work can be reduced to finding a best between-group sequence, as we can use the strategy shown before when deciding in-group sequences.