



THE USA/SST AND THE COMPETITION

Characteristics

Performance


		298 PASSENGERS
		
LENGTH	298 FT.	
HEIGHT	53 FT.	
SPAN	143.5 FT.	
GROSS WEIGHT	750,000 LBS	
ENGINES:	(4) GE 4/J	
THRUST	67,000 LBS (EACH)	
AIRFRAME	TITANIUM	

CRUISE: VELOCITY	M2.7 (1800 MPH)
ALTITUDE	60 - 70,000 FT
RANGE	4000 MILES
PAYLOAD	62,280 LBS
FIELD LENGTH (86°F HOT DAY)	10,800 FT

		128 PASSENGERS
		
LENGTH	204 FT.	
HEIGHT	40 FT.	
SPAN	84 FT.	
GROSS WEIGHT	385,000 LBS	
ENGINES	(4) RR OLYMPUS 593	
THRUST	38,400 LBS (EACH)	
AIRFRAME	ALUMINUM	

CRUISE: VELOCITY	M2.05 (1350 MPH)
ALTITUDE	50 - 60,000 FT
RANGE	4000 MILES
PAYLOAD	28,000 LBS
FIELD LENGTH (86°F HOT DAY)	11,800 FT

(Performance per BAC-SUD documents)

		120 PASSENGERS
		
LENGTH	189 FT.	
HEIGHT (APPROX.)	35 FT.	
SPAN	89 FT.	
GROSS WEIGHT	330,000 LBS	
ENGINES	(4) NK-144	
THRUST	38,500 LBS (EACH)	
AIRFRAME	ALUMINUM	

CRUISE: VELOCITY	M2.35 (1550 MPH)
ALTITUDE	59 - 65,000 FT
RANGE	4000 MILES
PAYLOAD	26,400 LBS
FIELD LENGTH (86°F HOT DAY)	— —

(Performance per Russian estimates)

Airline Interest

Twenty-six airlines have reserved 122 delivery positions for the United States SST. Of these, twelve are U.S. airlines and fourteen are foreign. Airline interest is evident in the total financing to date of \$80.9 million they have invested in the program.

Seven United States and nine foreign airlines presently hold options on 74 Concorde I airplanes. More than 20 Concorde I are planned for delivery to the airlines in 1974. A production rate of 3-½ per month will be achieved by 1976.

The TU-144 could enter service with Aeroflot as early as 1972. It is estimated that Aeroflot and other Russian satellite nations will require 20 of these aircraft. Other airlines negotiating routes through Russian terminals are under pressure to buy the TU-144. It is expected that the price of the TU-144 will be legislated to offer further incentive to purchase by non-Soviet airlines.

The highly competitive nature of air transportation results in airlines flying similar equipment on competing routes. Thus the introduction of more attractive equipment, such as an SST, into service by one airline forces competing airlines to offer similar or better service to avoid operating at a loss.

**THE AIR TRANSPORT ASSOCIATION REPRESENTING
THE U.S. AIRLINES SOLIDLY ENDORSES THE DEVELOPMENT OF A U.S. SUPERSONIC TRANSPORT.**

SST DELIVERY POSITIONS/OPTIONS

U.S. SST	AIRLINE	CONCORDE I
15	PAN AMERICAN	8
12	TRANS WORLD	6
6	AMERICAN	6
6	NORTHWEST	
6	UNITED	6
2	BRANIFF	3
3	DELTA	
5	EASTERN	6
3	CONTINENTAL	3
1	AIRLIFT INT'L	
3	WORLD	
2	TRANS-AM. A.C.	
6	KLM	
6	ALITALIA	
6	BOAC	8
6	QANTAS	4
6	AIR FRANCE	8
6	AIR CANADA	4
5	JAPAN	3
3	CANADIAN PACIFIC	
3	LUFTHANSA	3
3	IBERIA	
2	EL AL	
2	AIR INDIA	2
2	IRISH	
2	PAKISTAN	
	MIDDLE EAST	2
	SABENA	2
122	TOTAL	74

(Airline commitments for the TU-144 not available.)