

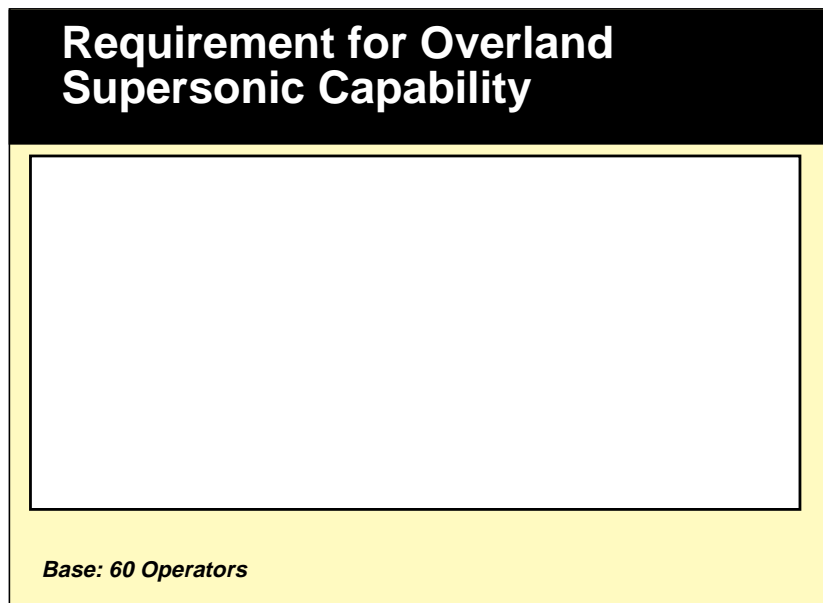
## 4.7 Overland Supersonic Capability

Current generation civilian supersonic aircraft are prohibited from flying supersonically overland in most parts of the world. The problem of sonic boom was the single biggest factor in the commercial failure of Concorde and has continued to prevent adoption of supersonic transports.

While some observers believe that there would be a viable market for either a SBJ or commercial SST that could only operate supersonically overwater, others believe that overland supersonic capability is a prerequisite to create significant market demand.

Figure 24 shows the view of the major business aircraft operators regarding the necessity for overland supersonic capability.

FIGURE 24



of major business aircraft operators would consider buying an SBJ if it was limited to overwater supersonic operation.

Overland capability is required to obtain sufficient utility and flexibility from the aircraft. For operators located in Europe, flights to the Far East are almost entirely overland. The most frequent long range destination for the major Middle Eastern operators is London; the flight path from the Persian Gulf is also almost entirely overland. Overland capability is important to US operators for flights to Asia, Europe and between the East and West Coast. For a lot of US operators, the ability to use the aircraft across the Continental USA would make the difference between being able to justify the aircraft and not.