House Transportation & Infrastructure Committee
Aviation Subcommittee
Hearing: Looking Forward: Aviation 2050
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Oral Testimony of Eli Dourado
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Mr. Chairman, and members of the Aviation Subcommittee:

Thank you for hosting this hearing and for the opportunity to share how today's advanced civil aviation technology is creating a more accessible world through a supersonic renaissance. At Boom, our mission is to eliminate the barriers to experiencing the planet—time, money, and hassle—starting with the long hours spent on long-haul flights. Why do the barriers to experiencing the planet matter? Because when those barriers are in place, people simply don't travel as often.

For context, think about the world before jet airplanes. In the late 1930s, flying on Pan Am from LaGuardia to Lisbon took more than 24 hours. Only 20 years later, at the dawn of the jet age, the same flight took only 7 hours. Travel skyrocketed. You might think that since jets were three times faster than the propeller aircraft they replaced, people would spend around a third as much time on airplanes. In fact, with the burden of a 24-hour flight removed, people spent more time on airplanes because they traveled much more often. Speed, therefore, isn't only about saving time—it is about new possibilities for travel and human connection.

While the world got a glimpse of another travel speedup in the 1970s with Concorde, it wasn't an economically sustainable advance. Although the program was a marvelous technical success, only 14 Concordes saw service, and even though airlines bought them for £1, they weren't profitable to operate, sometimes flying with 75% of the seats empty.

The world has now gone six decades without a lasting increase in the speed of long-distance travel—crossing the Atlantic takes as long today as it did in 1959. We believe the world is long overdue for a speedup. And in 2019, we have all the technology needed to build an economically viable, environmentally responsible supersonic airliner.

Applying technologies developed for the subsonic market to a supersonic design, Boom will deliver a Mach-2.2 airliner called *Overture* by the mid-2020s. Overture is designed to profitably replace today's transoceanic business-class service.

With Overture as with the first the jets, faster speeds are about new possibilities rather than just less time on airplanes. Today, a flight from New York to London takes around 7 hours and is often flown as a red-eye. On Overture, because the flight takes only 3 hours and 15 minutes, a New Yorker can take a 6 am flight out of JFK, arrive at Heathrow in the early afternoon, travel downtown, meet with clients, and take them to the pub before catching a 9 pm flight home, arriving back in New York in time to tuck her kids into bed.

Today, a flight from San Francisco to Tokyo takes around 11 hours—and to attend a Monday morning meeting in Tokyo, you leave the US on Saturday. With Overture, because the flight takes only 5 and a half hours, you can leave a full day later, arrive on Monday morning, have a full day of meetings, fly home, and be back 24 hours after you left. The full trip shrinks from three days to one day.

Importantly, this isn't a science project. No fundamental research is necessary. All the technology to build Overture exists. And later this year, we are rolling out our supersonic demonstrator aircraft, called XB-1, which is now under construction in our hangar in Colorado. When XB-1 flies its design cruise speed of Mach 2.2, it will earn the distinction of history's fastest civil aircraft.

XB-1 and Overture are only the first steps in achieving our mission. To truly make our planet accessible for all, we need further to increase speeds, reduce costs, and increase passenger comfort, relaxation, and productivity. We expect to make progress on all these fronts with each airliner model we design. Eventually, we see a world in which no trip anywhere on the planet takes more than a few hours, fares are lower than today's economy prices, and the experience of travel is serene and productive—travelers should look forward to the few hours they'll spend in an airline seat.

I look forward to discussing the future of flight with this subcommittee, and to working with you all to build a more accessible world.

Thank you.