The Space Long Haul Air Travel Industry

Student’s Name

Institution Affiliation

**Scenario 1**

**Not a Reality within a Decade**

Intercity rocket service is the technological development being considered by tech experts such as Elon Musk, the CEO of SpaceX (Powell, 2017). Although the idea is technologically viable, the services might not be available within a decade but later in the future. This is attributable to economic, safety, technological, regulation hurdles.

**Economic Viability**

SpaceX CEO claims that the intercity rocket services would be inexpensive and relatively similar to the commercial air travel charges (Powell, 2017). A study conducted by US Air Force established that reusable rockets could only be in condition for an approximate 100 flights while the commercial airplanes can last for approximately 10, 000 flights (Hawkins, 2017). This implies that the intercity rocket services can only be economically viable at higher flight charges relative to the commercial air travel charges. Therefore, the intercity rocket services can only be for the wealthy or urgent business travels.

**Safety Concerns**

Space companies have successfully landed rockets in space for some time. However, the exercises have also experienced failures when rockets explode (Hawkins, 2017). Therefore, the degree of rocket failures is not suitable for a commercial standpoint. A single explosion on intercity travel can impact adversely on the future demand for the rocket services. Therefore, a lot have to done to enhance the safety of the rockets for commercial services.

**Limited Threat to the Current Commercial Airline Business**

Given the considerations above, the introduction of intercity rocket services by space corporations will have limited threat to the existing commercial air travel business. A traveler would consider safety concern rather than travel time (Powell, 2017). Besides, the intercity rocket services can only be affordable to the wealthy individuals.

**Scenario 2**

The technology will significantly advance within a decade and provide economically viable for all. The introduction of commercial rockets would not have a significant impact on shorter routes business of the existing commercial airlines.

**Limited Threat to Significant Flight Paths**

Frequent flights and lower flight prices characterize shorter routes (Fageda & Flores-Fillol, 2011). Shorter routes are thus, not economically viable for rockets on commercial flights. This is attributable to the fact that, the reusable rockets can only be reused in approximately 100 flights (Hawkins, 2017). Therefore, high-frequency flights will mean a shorter lifespan of the rockets when perusing shorter routes. Besides, the rockets can only be economically viable on shorter routes through high prices, and thus, demand is likely to be low given that the commercial airline business charges low rates in the market. Therefore, the development of technology to accommodate rockets in the commercial airline business has limited threat to the significant shorter flight paths.

**Further Development of Technology Looms**

The rapid growth in technology, however, provides an opportunity in making the shorter roués viable for rockets. This can be achieved by developing rockets with a higher reusable frequency to match or exceed the existing commercial aircraft (Hawkins, 2017). However, this remains a future happening beyond a decade. Rockets have been used over a decade, and frequency of reusing the rockets remains a technological loom

Further technology development can reduce the safety of the rockets to eliminate the safety concerns of the space travel. A single accident can negatively affect the technological breakthrough on rockets and thus, cause reduced demand for the services (Hawkins, 2017). Therefore, the safety concern of the rockets remains to be a technology loom and the space companies have a long way to develop, test and gain travelers confidence on the ability to provide intercity services within less than an hour globally.

**References**

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