This booklet provides a list of positive features which Lockheed incorporates in the TriStar. Some of these features are unique to the TriStar while others have been used by some competitive models. The list includes items which concern:

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Passenger Appeal, Comfort & Safety

Double Width Front Loading Door
Allows passengers to load and exit two abreast. Also facilitates evacuation during emergencies.

No Doors over the Wing
This allows faster evacuation of passengers and optimum layout of cabin class areas.

Wing Engines further from Cabin
The L-1011 has a highly effective rudder which allows the wing engines to be placed further from the cabin walls. This reduces cabin noise.

Three Air Conditioning Supplies
Full operation permits a complete change in cabin air every three minutes. Adequate comfort can be maintained with one supply.

Passenger Utilities Overhead
Overhead placement of air, lights, and oxygen, with controls in the seat arm, requires no compromises in seat design and comfort.

Wider Seats
Coach Seats are more than an inch wider than on older jets. A wider floor allows more space than on some other wide bodies.
Passenger Appeal, Comfort & Safety

Lavatory Arrangement in Aft Cabin
The hemispherical aft cabin bulkhead accommodates five easily accessible lavatories, completely remote from food service areas.

Ceiling Treatment
The L-1011 cabin decor has been rated as most pleasing of all wide body aircraft. The recessed ceiling areas and cold cathode indirect lighting are innovative.

Direct Lift Control
This system provides a smoother approach flight, calmer passengers, and more accurate automatic landings.

Softer Landings
The soft-land design of the L-1011 shock struts pleases passengers, especially when combined with the easy touch-down of AUTOLAND®.

Optional Lower Lounge
A luxurious lower deck lounge with 16 saleable seats is a unique optional feature.

Optional Airstairs
Integral folding airstairs are available to expedite passenger loading and provide self sufficiency where needed.
Superior Design Features for:

The Flight Crew

Cockpit Layout
Design emphasizes safety, comfort, convenience, and visibility. Excellent vertical and horizontal reference is provided.

Handling Characteristics
Total satisfaction was achieved by a combination of computerized design parameters and airline pilots evaluation.

Rolls-Royce Engines
Fewer stages means fewer parts. The three spool concept provides shorter, more rigid rotating assemblies and requires less pilot attention since each spool operates at its optimum RPM.

Flying Tail
Provides greater control effectiveness. And it is less complex than conventional stabilizer/elevator combinations.

AUTOLAND® System
This fail-operative design provides accurate soft landings for true all-weather operation. Cat IIIA was included in initial aircraft certification.

Curved Windshield
The line-replaceable curved design reduces noise, drag, and internal reflections and provides an unobstructed view.
The Cabin Crew

Galley Lifts
The two galley lifts are able to carry either carts or personnel, thereby providing faster food/beverage service.

Spacious Galley
The optimum vertical location of the main cabin and galley floors allows a wider floor in each case with less cramped quarters and more head room.

Advanced Infrared Ovens
Five new-technology infrared ovens are located immediately below the six refrigerators for easy transfer of food trays.

Galley Refrigerators
Full refrigeration is supplied without the use of dry ice and its CO₂ fumes.

Retractable Coat Rod Compartment
The new type coat storage compartments incorporate rods which retract into the ceiling saving valuable floor space.

Galley Work Counter & Window
The L-1011 galley has a work counter, sink and running water plus a small window for use of the galley crew.

Multiple Galley Escape Routes
Two personnel rated lifts plus the outside loading door and overhead escape hatch provide multiple exit routes.
Maintenance & Ground Service Crews

Separate Galleys Loading Door
Since the galley has its own loading door, cargo loading and galley servicing can proceed simultaneously.

Separate Hydraulic Center
All four hydraulic systems may be conveniently serviced from a single center. Fewer parts are required.

Center Engine Position
In the S-duct arrangement the engine is 10 ft. lower than a fin mounted engine. This permits easier access for maintenance or engine changes.

Built-in Test Equipment
Fault isolation and built-in test equipment reduce maintenance related delays and unjustified parts removals.

Optional Spare Engine Pod
The ability to carry a spare engine under the wing on a scheduled flight reduces the down time at out-stations and reduces the spares required.

Electronic and Electrical Service Centers
Avionics and electronic equipment is located directly below the flight station and is accessible during flight. The electrical service center is also accessible from the galley during flight.
Performance & Safety

Flying Tail Performance
Provides greater longitudinal control effectiveness, particularly at high speeds, and prevents jet upset accidents. It also eliminates trim problems.

Direct Lift Control Performance
Minimizes frequent attitude changes during approach. Provides faster control response and improves landing accuracy.

Redundant Brake System
A separate alternate braking system is functionally identical to the normal system but operates from a different hydraulic system.

Bonded Structure
Thermal adhesive bonding combined with rivets provides double joint strength. Corrosion protection is advanced by a factor of ten.

Aged Clad Skin
Minimum corrosion is assured by the use of clad exterior wing skins and age stabilized aluminum alloys.

Four Hydraulic Systems
More reliability with fewer parts and longer pump service life. One system alone can maintain safe flight operation.
 Superior Design Features for:

Productivity & Profit

Fuel Efficiency
The RB.211 engines provide 25% better specific fuel consumption than pre-1970 engines, with a corresponding decrease in fuel burned per seat-mile.

Cabin Flexibility
The cabin was designed to accommodate a wide range of airline needs, not only in first class and coach rows but also in the total seat capacity—up to 400.

Cargo Capacity
Wide body aircraft have voluminous cargo holds which accommodate two abreast LD-3 containers. With an optional larger forward cargo door, pallets may be carried.

Maintainability
The revolutionary maintainability improvements designed into the LiT11 have reduced the frequency of routine and periodic maintenance checks.

5-Duct Payload Benefits
The 5-duct center engine location benefits payload by its lower fuselage weights. It allows a longer constant fuselage section thereby adding seating space. The more effective rudder allows the engines to be located further outboard on the wings and provides an optimized center cabin door location. The exhaust efflux provides an effective fineness ratio increase and hence reduces drag.

Reliability
LiT11 airline fleet dispatch reliability has reached 98.9%, against the original target of 99%.
Community Acceptance

What L-1011 Operators are saying about the L-1011:

- "Best airplane we have ever flown."
- "RB-211 headed toward becoming one of the world's best wide-body engines - now living up to original expectations."
- "L-1011 is the best airplane we have ever owned."

Foreign Operators Spokesmen:
- "The sole reason why we selected TriStars (L-1011s) from among the candidate wide-bodies as the mainstays of our fleet was that, after careful evaluation, we found them technically and economically superior to their competitors."
- "We are very pleased to bring to the people and shippers in [our country] the world's most sophisticated wide-body aircraft - the Rolls-Royce powered Lockheed TriStar."
- "Their fine new aeroplane is the most up-to-the-minute version of the new generation of wide-bodied aircraft, and sets new standards of reliability and comfort for its passengers. The TriStar also sets new standards in quietness of operation which will benefit those who live near airports..."
- "TriStar boasts the most comprehensive and advanced cockpit navigational aids and avionics equipment installed in any commercial jetliner, including the Concorde. It is the most advanced wide-body commercial jetliner in the world..."
- "This high standard of mechanical safety backing up the pilot's sheer flying ability is unsurpassed in any other aircraft. The TriStar gets you to your destination using the most comprehensive, proven, up-to-the-minute set of flying techniques known to the world's commercial airlines."
- "The TriStar aircraft continue to perform extremely well... with no major technical problems developing."