TAXIBOT

The Only Certified & Operational Alternative Taxiing Soulution

TAXIBOT

TaxiBot Certifications

- EASA, FAA and CAAI granted
- CAAC in process

TaxiBot Taxiboting Concept

- Pilot controlled taxiing without engines running using airplane tiller and brakes (transparent to pilot as in regular taxiing)
- Pushback operation and procedures performed by the TaxiBot driver
- Immediate taxiing after pushback, eliminating bottlenecks in the gate area
- Airplane engines started shortly before takeoff and not at the gate
- Taxiing with fully loaded aircraft at current airplane taxiing speed (23 knots)

TaxiBot Financial & Economic Benefits

- Major savings in fuel consumption
- Major reduction of greenhouse gases and noise levels at airports
- FOD reduction
- Increased airport efficiency and gates throughput

TaxiBot Pilot Impressions:

- Lufthansa B737 captain: "The system is great. The TaxiBot is self explanatory, easy to learn, easy to use. More or less you feel like you have the engines turned on"
- Air France A320 captain: "It's quite natural. You can taxi the plane virtually without any training"
- China Eastern A340 captain: "I feel really comfortable, especially with the slip-trail on the runways and taxiways"
- Lufthansa B747 pilot: "A big advantage using the TaxiBot is on icy or slippery surfaces where traction is much better and safety is increased when turning"
- Major US airline pilot: "My general impression was very favorable. TaxiBot is similar to taxiing the airplane on its own power"
- Major European airline pilot: "It will take an average pilot about 5-10 minutes to get used to the system. Overall it's an intuitive system. I don't see any key training issues for pilots"

TaxiBot Innovative System Features*

- No modification in airplane systems
- No need for APU replacement
- No added weight to the airplane and no reduction in cargo space
- User friendly speed and steering control
- Protection of the Nose Landing Gear (NLG) from exceeding maximum allowed fatigue load at all times. No change in NLG service life
- No utilization of aircraft resources for moving the airplane as the TaxiBot uses its own power
- In-line steering at all times
- Short e-training (CBT) for the pilot (familiarization)
- Increased traction and improved safety on slippery or icy surfaces
- Major safety improvement in pushback and maintenance towing

TaxiBot for Wide Body Aircraft

* 114 Patents Submitted including 90 Patents Granted Worldwide (Sep 2017)

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Other partners to the TaxiBot program:

Lufthansa LEOS

SIEMENS

Supported by:

BOEING
Approved for the 737

Technical partner to the TaxiBot program:

AIRBUS