



AUO-0806 — Incorporation of Non-Autonomous Engine-off Taxiing into surface operations

Fuel consumption and safety are improved during airport surface operations thanks to Taxi-out and Taxi-in phases being done through non-autonomous engine off taxiing used from the gate to the holding point before line up (i.e. for push back and taxi out) and from the runway exit to the gate (i.e. for taxi in to in block). This may be realised with the aircraft using other external means to taxi (e.g. towing trucks, taxibot).

Rationale Such green taxiing will help the airport improving performance related to environmental impact since gains on environment will be substantial (reducing fuel consumption by the aircraft with concomitant decrease in CO2 and NOx emissions whilst keeping down noise around the airport). Engine off taxi could provide a significant safety improvement as the number of FOD (Foreign Object Debris) and blast damages during ground operations can be significantly reduced. Most FOD and blast damages are typically in the area close to the gate and engine off taxi could eliminate both risks.

Forecast V3 end date -

Benefits start date (IOC) -

Full benefits date (FOC) -

Current Maturity Level -

Solution Data Quality Index -

Current Maturity Phase R&D

Scope -

Release 2020



PCP Status -

Context

Related Elements



EN Enablers

Code	Dates																													
	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40				
AUO-0806																														
 AIRPORT-16																														
 PRO-002																														

OI Dependent OI Steps: No associated data

SOL SESAR Solutions: No associated data

PCP PCP Elements: No associated data

OBJ Implementation Objectives: No associated data

ICAO ICAO Block Modules: No associated data