



HONEYWELL AND SAFRAN SIGN UP GOAIR TO SUPPORT EGTS ELECTRIC TAXIING SYSTEM

Leading Indian carrier to collaborate on testing and explore efficiency gains of EGTS; system could save airlines up to four percent block fuel consumption

Hyderabad, INDIA Mar. 13, 2014 – Honeywell (NYSE: HON) and Safran (NYSE Euronext Paris: SAF) have signed a Memorandum of Understanding with GoAir, one of India’s leading low cost carriers, to support the advancement of the EGTS taxiing system, a technology that can save airlines up to four percent block fuel consumption per flight.

EGTS uses electric motors on the main landing gear to enable the aircraft to push back autonomously and taxi without using its main engines to improve operational efficiency and slash emissions. The news follows an agreement with Airbus in December to jointly evaluate EGTS as an option for the company’s A320 Family of airplanes.

“At GoAir we are constantly looking for innovative ways to lower costs for our passengers while improving their flying experience at the same time,” said Giorgio De Roni, CEO, GoAir. “This agreement allows us to actively participate in the system’s development -- a technology that we believe has the potential to not only save fuel and reduce costs, but will also improve aircraft turnaround times and lower noise and emissions in the airport environment.”

Under the agreement, GoAir will provide data on its taxiing operations to Honeywell and Safran to assist in maturing the system and to define the precise fuel and other operational benefits it would see by using the technology across its fleets. The agreement will also see GoAir assist in establishing the airline standard operational procedures for aircraft equipped with the system.

“Where EGTS comes into its own is in supporting high volume, fast turnaround, short haul movements, where aircraft spend large proportion of the day on the tarmac taxiing,” said Brian Wenig, vice president EGTS Program, Honeywell Aerospace. “As the only electric taxiing system to receive support from a major OEM to date, EGTS represents an exciting, cost effective technology for airlines to lower their fuel burn and save money.”

Since the technology’s “first move” last April on board the joint venture’s A320 test aircraft, EGTS has logged over 200 kilometers of rolling tests including various load

configurations and runway conditions, complex maneuvers such as pushback, tight turns and U-turns, and varying specifications of acceleration and speed up to maximum take-off weight.

“EGTS has a significant benefit over other systems in that it has a main gear-based electric taxiing design,” said Olivier Savin, vice president EGTS Program, Safran.

“Consequently EGTS is the only on-board system currently in development that can generate enough traction to mitigate the use of engines during taxiing in all weather conditions and at all airports.”

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Supporting Resources

- Learn more about [EGTS International](#)
- Follow [@green_taxiing](#) on Twitter
- Learn more about [GoAir](#)

Editors Notes:

- Developed by EGTS International, a joint venture between Honeywell and Safran.
- Honeywell and Safran estimate that total savings for airlines using EGTS could range from between US\$200,000 to US\$450,000 per aircraft, per year, depending on their operations profile and system utilization.
- Allows aircraft to push back without a tug and then taxi between gate and runway without engaging the main engines by using the Auxiliary Power Unit (APU) generator to power electric motors in the main landing gear.
- In addition to reduced fuel burn, the system will also generate further savings by minimizing the risk of damage to engine turbines from foreign objects on the tarmac.
- The pilot maintains full control of the aircraft’s speed with virtually no use of the brake through an integrated Pilot Interface Unit. The system design offers a fast installation time and does not affect brake cooling or tire speeds on landing.
- In January 2014 EGTS International announced an MoU with Airbus to explore the potential for integrating the EGTS taxiing system on the airframer’s A320 Family, under a program Airbus calls “eTaxi”.

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About Safran

Safran is a leading international high-technology group with three core businesses: Aerospace (propulsion and equipment), Defence and Security. Operating worldwide, the Group has 66,200 employees and generated sales of 14.7 billion euros in 2013. Working alone or in partnership, Safran holds world or European leadership positions in its core markets. The Group invests heavily in Research & Development to meet the requirements of changing markets, including expenditures of 1.8 billion Euros in 2013. Safran is listed on NYSE Euronext Paris and is part of the CAC40 index. For more information, www.safran-group.com / Follow @SAFRAN on Twitter

About Go Airlines (India) Ltd

Launched in November 2005, Go Airlines (India) Ltd. is the aviation foray of the Wadia Group and currently operates across 21 destinations with 120 daily flights and approximately 2,000 connections weekly.



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