



ACG/AIR CONSULTING

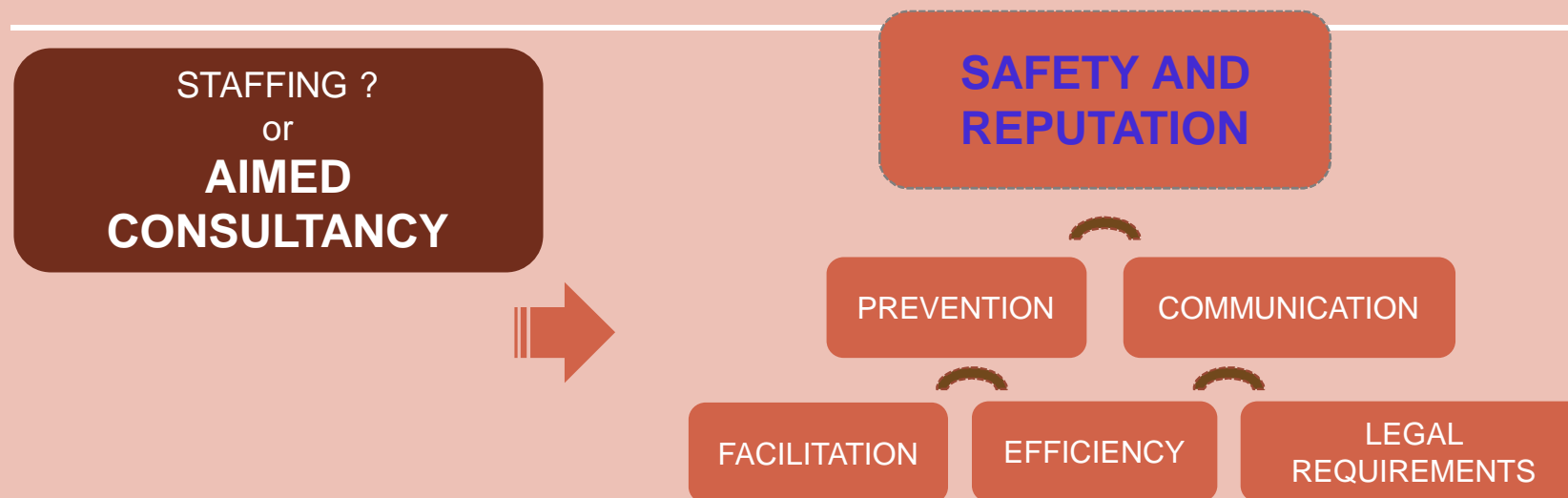
**WE CARE FOR
SAFETY AND SIMPLICITY**



Who we are ?

- ✈ Czech aviation consulting company established in July 2014
- ✈ Active mainly on aviation markets in the Central Europe, Scandinavia, Southern Africa and Eastern Asia
- ✈ Team of experienced senior consultants and associates
- ✈ **Communication platform** between operators, manufacturers, regulators and other industry partners

How we help?



WE ARE



Preventive / forward-thinking



Systematic

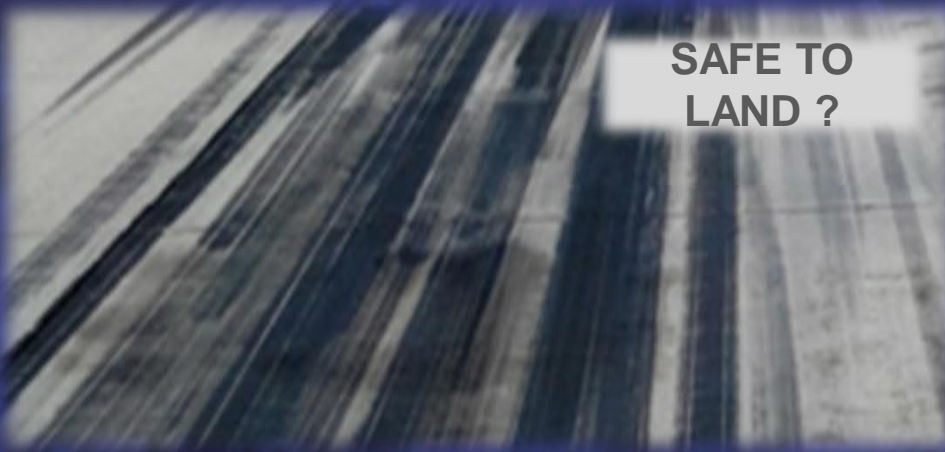


Practical / common sense oriented



FLIGHT SAFETY

starts and ends on the ground



SAFE TO
LAND ?

We care of a „skin of your airport“ and safe ground handling



FOD under control



SAFE TO LAND

Contaminants removal



Friction testing

we change the world
with the best technology



www.lektro.com

**THE BEST REPUTATION WITH OPERATORS
(GA SERVICES, MRO, FBO, AIRPORT, GHA)**

**THIS IS NOT A TUG ..
IT IS LEKTRO !!**

**Towbarless towing by commercial airlines ...
since the mid of 1980s**



**LEKTRO has launched the towbarless history ...
since 1967**



- **Universal Capability - One tug can handle all aircraft**
- **Sustainability**
- **Cost Effective**
- **Multiple Fuel Sources**
- **Requires Less Training**
- **Enhanced Readiness - Easy to Deploy**
- **Low Environmental Impact**
- **Highly Maneuverable**
- **Safety - Reduced Personnel Injuries/Aircraft Damage**
- **Easy Operation**
- **Facility Cost Savings**

LEKTRO

TOWBARLESS ELECTRIC TUGS

The BEST-SELLING AIRPORT TRACTOR in the world (in current and total statistics)



EQUIPMENT FOR MULTIPLE USE

IMPORTANT COST SAVINGS (no fuel and oil consumption, no noise)

GENTLE HANDLING AND EXCELLENT MANEUVERABILITY



Find at least one difference



FOD PHENOMENON / Contributors

Do we need stock of the towing bars ?



Metal FOD (pins, bolts, nuts..) can fall off your old towing bars and CAUSE FOD RISK!!

Operate tugs that need no towing bars !!



No need for tow bars

No need of tow bars stock management, maintenance & replacement costs, FOD risks >> ideal for towing emergency or unexpected aircraft-type

Minimum maintenance

Three basic components: Battery / Electric motor / Controller >> fewer components and systems to maintain and less-complicated components

Routine maintenance includes only: charging the batteries, filling the batteries with water, maintaining a few grease points

Maintenance Advantages

Batteries known to last 14-18 years in high-use airline applications before needing replacement

No tune-ups required / No starters, spark plugs, carburetors, etc. / no oil-changes required

Easily accessible >> Central battery water fill system



CRADLE AND BELT instead of the towing bar



Highly Maneuverable / Aircraft Safety Increased

Utilizes NLG weight to increase traction

Increased hangar capacity >> more aircraft can be stored inside

Reduces "Hangar Rash", aircraft maintenance and exposure to elements >> ability to position aircraft in confined areas

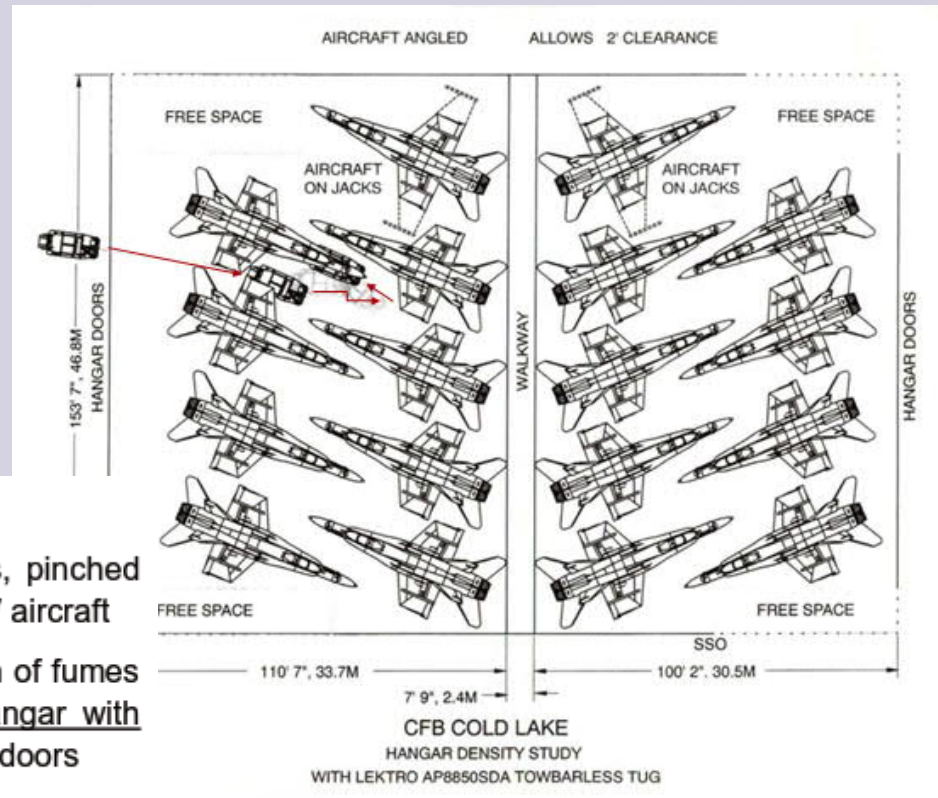
Simplifies the connection between the aircraft and tow vehicle by reducing from the standard 2 pivot-point connection to a single pivot-point >> completely eliminating the possibility of jack-knifing

Easier / Faster Operation

Fewer personnel required >> single operator can safely complete capture process without need for brake-rider in aircraft

Much easier to learn to operate a LEKTRO than conventional tractors (approximately 1/10 of the time is required)

Faster hook-up time



Personnel and Hangar safety increased

Eliminates injuries of back from handling heavy towbars, pinched (broken) fingers associated with connecting towbar to tug / aircraft

No fumes (CO exhaust emissions), or risk of inflammation of fumes in the hangars >> LEKTRO can be operated inside hangar with doors closed to reduce heating/cooling cost with the open doors

No noise >> personnel can easily communicate with each other to avoid possible accidents

**LEKTRO – PARTNER OF
EBACE, SWITZERLAND**



LEKTRO

17

CH-09



LEKTRO





LEKTRO



Easy to Transport / Deploy

LEKTRO needs 1 pallet position only (saves pallet position) and it might be secured by NATO tie-downs

Conventional Towbar Tug is heavy at all times >> LEKTRO is significantly lighter against diesel tugs since the tow vehicle weight is supplemented by aircraft nose-weight and there are no towbars to carry

Steer Axle Lift / Navigate transport aircraft ramps

NATO standard tie-downs

AP8850SDA-M with A – 10
(aircraft No. 1)

LEKTRO

21



AP8850SDA-M with F – 15
(aircraft No. 2)

LEKTRO



AP8850SDA-M with F – 16
(aircraft No. 3)

LEKTRO



AP8850SDA-M with F – 18
(aircraft No. 4)

LEKTRO



**AP8850SDA-M with JAS 39 Gripen
(aircraft No. 5)**

LEKTRO



**AP8850SDA-M with French Rafale
(aircraft No. 6)**

LEKTRO



A Eurofighter aircraft, marked with the number 98 and a black cross, is being towed by a yellow tractor on a runway. The aircraft is suspended by red straps. The background shows a cloudy sky and snow-capped mountains.

LEKTRO

**AP8850SDA-M with Eurofighter
(aircraft No. 7)**

**Capable of operating in all weather conditions
Enhanced traction on slippery surfaces
Not affected by heat or cold !**

AP8850SDA-M with LC-130H Hercules
aircraft No. 6)

LEKTRO



LEKTRO



Cougar AS532UL low clearance

Tow vehicle obstructions

LEKTRO



Sikorsky UH-60 Black Hawk

LEKTRO



Agusta A-109



Partial list of LEKTRO's current military customers

- Belgian Air Component (F-16)
- Boeing (F-15 & F/A-18)
- Canadian Air Force (CF-18)
- Finnish Air Force (F-18)
- Kingdom of Saudi Arabia Ministry of Defense and Aviation
- Nigerian Air Force (C-130)
- Pakistan Army Aviation
- Royal Malaysian Air Force
- Royal Thai Air Force
- Republic of Singapore Air Force (F-15SG)
- Swiss Air Force (F-18)
- United States Air Force (F-15, C-130)
- US ANG (F-15, F-16, A-10, C-130)

WHAT IS POSITION OF LEKTRO ON THE TUG MARKET?

- LEKTRO has produced the first towbarless aircraft tug in 1967 and since then the company remains an industrial leader with experience in production of airport tugs of more the 70 years
- LEKTRO has developed a **Patented Universal Nose Gear Lift Cradle** that quickly and easily adapts to nearly every aircraft
- LEKTRO uses superior components, thicker steel, and handmade, local parts to deliver more reliable and longer-lasting product than any other tractor brand
- LEKTRO increases hangar capacity and reduces the need for manpower and the potential for aircraft damage



[Diesel problem – video](#)

[Cradle capture – video](#)

[Hangar F 18 – video](#)

Check your appropriate model and price at:
<http://www.lektro.com/products>

Maximum Takeoff Weight (MTOW) ▼

Ready to order your first LEKTRO?



- 15,000 lbs (6,804 kg)
- 30,000 lbs (13,608 kg)
- 40,000 lbs (18,143 kg)
- 55,000 lbs (24,948 kg)
- 60,000 lbs (27,216 kg)
- 70,000 lbs (31,752 kg)
- 75,000 lbs (34,020 kg)
- 80,000 lbs (36,287 kg)
- 85,000 lbs (38,555 kg)
- 90,000 lbs (40,824 kg)
- 110,000 lbs (52,163 kg)
- 120,000 lbs (54,432 kg)
- 150,000 lbs (68,040 kg)
- 180,000 lbs (81,648 kg)
- 210,000 lbs (95,256 kg)
- 280,000 lbs (127,006 kg)

Contact list



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LINKEDIN [REFERENCE](#)