



Hiroko Tabuchi @HirokoTabuchi Tue Aug 23 00:32:51 +0000 2022

You can't make this up.. my United flight out of Newark taxied on the tarmac for more than 6 hours and now ****no longer has enough fuel**** to get to Denver — so we are taxiing back to the terminal.

And guess what, there is now a long line of planes to get back to the terminal 🙄■

I thought they canceled the flight, but now they say they are going to let us off, and refuel the plane — and then we are supposed to reembark..

We got off the plane, and then we got an alert on the United app that the flight was canceled. But then they started to board us again! So I showed the cancel alert to the crew/pilots, and now everybody — including the pilots — is totally confused and checking the app <https://t.co/bs5CFIXVzh>



We are again sitting on the tarmac at Newark. Been here the whole day <https://t.co/xuFobfXMMs>





NO DEPARTURES FROM
ANY NY AIRPORTS
RIGHT NOW 😞





We may finally be on our way. My seatmates are pumped! And I'm pretty sure we are the only all-masked row
<https://t.co/8xq3HDt1IN>



I spoke too soon. We are stalled again. A full 8 hours after we first boarded this flight to Denver. We are still on the tarmac at Newark. <https://t.co/qmcxh5ObOI>



Oh my god, after 8.5 hours on the tarmac at Newark, and disembarking/reembarking/refueling the plane, the flight is a no-go. We are heading back to the gate a final time. This time, it's the crew — they've clocked out. "I've run out of apologies," the pilot just told us.

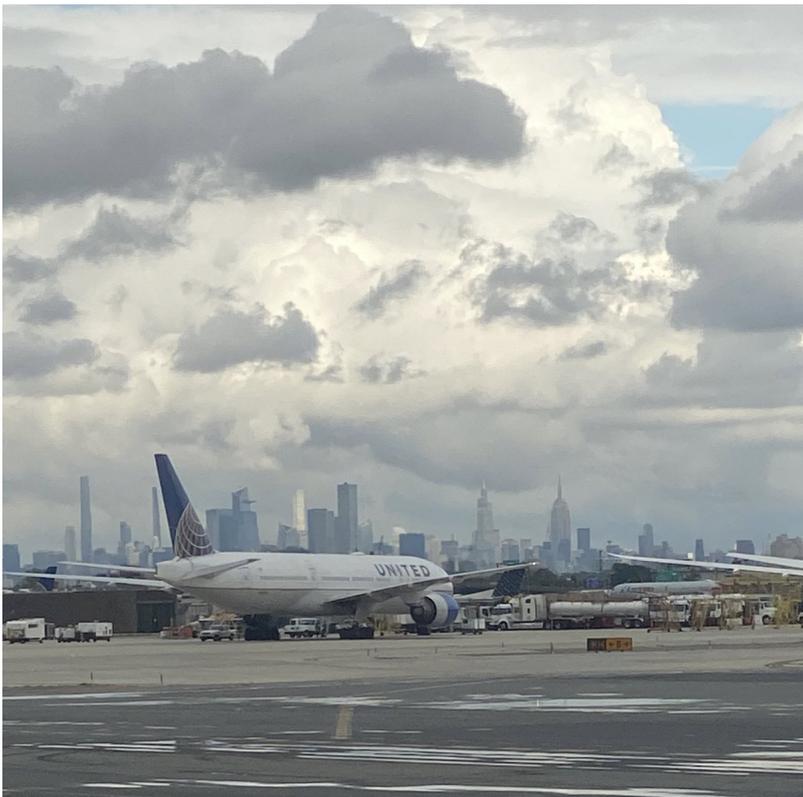
During the 8.5 hours, we got a cup of water and a tiny packet of those Biscoff cookies <https://twitter.com/samuraigodzilla/status/1561913242460364800>

It took another half hour to actually get to the gate and re-disembark. So we sat on a plane, not going anywhere, for 9 hours, burning fuel the whole time ■

And now, the one travel assistance counter open at midnight.. <https://t.co/bv1htHokOH>



Since I'm not getting any sleep tonight, sharing some nice pics from the hours and hours trapped on a plane on the Newark airport tarmac <https://t.co/3t9foj6VC7>



Rainbow ■ <https://t.co/IYPnzRGLSa>



More rainbow ■ <https://t.co/sCANRErDMG>



Round and round on the tarmac <https://t.co/2wlc76VjwE>

Why.. did.. we.. keep.. driving.. round.. <https://t.co/b8KWqhW4xa>

Getting dark <https://t.co/gmCmCpRoHe>



Fast forward to 2:30 a.m., a full 12 hours after we boarded this flight to nowhere ■ <https://t.co/OYIQQlejtF>



Anyway, who knew taxiing burns so much fuel!?

<https://web.mit.edu/hamsa/www/pubs/KhadilkarBalakrishnanGNC2011.pdf> <https://t.co/VIZNDBY4kZ>

Estimation of Aircraft Taxi-out Fuel Burn using Flight Data Recorder Archives

Harshad Khadilkar* and Hamsa Balakrishnan†

Massachusetts Institute of Technology, Cambridge, MA 02139, USA

The taxi-out phase of a flight accounts for a significant fraction of total fuel burn for aircraft. In addition, surface fuel burn is also a major contributor to CO₂ emissions in the vicinity of airports. It is therefore desirable to have accurate estimates of fuel consumption on the ground. This paper builds a model for estimation of on-ground fuel consumption of an aircraft, given its surface trajectory. Flight Data Recorder archives are used for this purpose.

The taxi-out fuel burn is modeled as a linear function of several factors including the taxi-out time, number of stops, number of turns, and number of acceleration events. The statistical significance of each potential factor is investigated. The parameters of the model are estimated using least-squares regression. Since these parameters are estimated using data from operational aircraft, they provide more accurate estimates of fuel burn than methods that use idealized physical models of fuel consumption based on aircraft velocity profiles, or the baseline fuel consumption estimates provided by the International Civil Aviation Organization. Our analysis shows that in addition to the total taxi time, the number of acceleration events is a significant factor in determining taxi fuel consumption.

Yeah, hours of taxiing / stopping / starting is going to eat up that fuel
<https://www.fastcompany.com/90716645/a-boeing-747-burns-one-ton-of-fuel-while-taxiing-this-electric-towing-system-c>
<https://t.co/dPLU5LcuzQ>



The average taxi time in the U.S. is between 16 and 27 minutes, which accounts for about 5% of a flight's fuel consumption. A Boeing 747, for example, uses **1 ton of fuel during a 15-minute taxi**. Jan 28, 2022

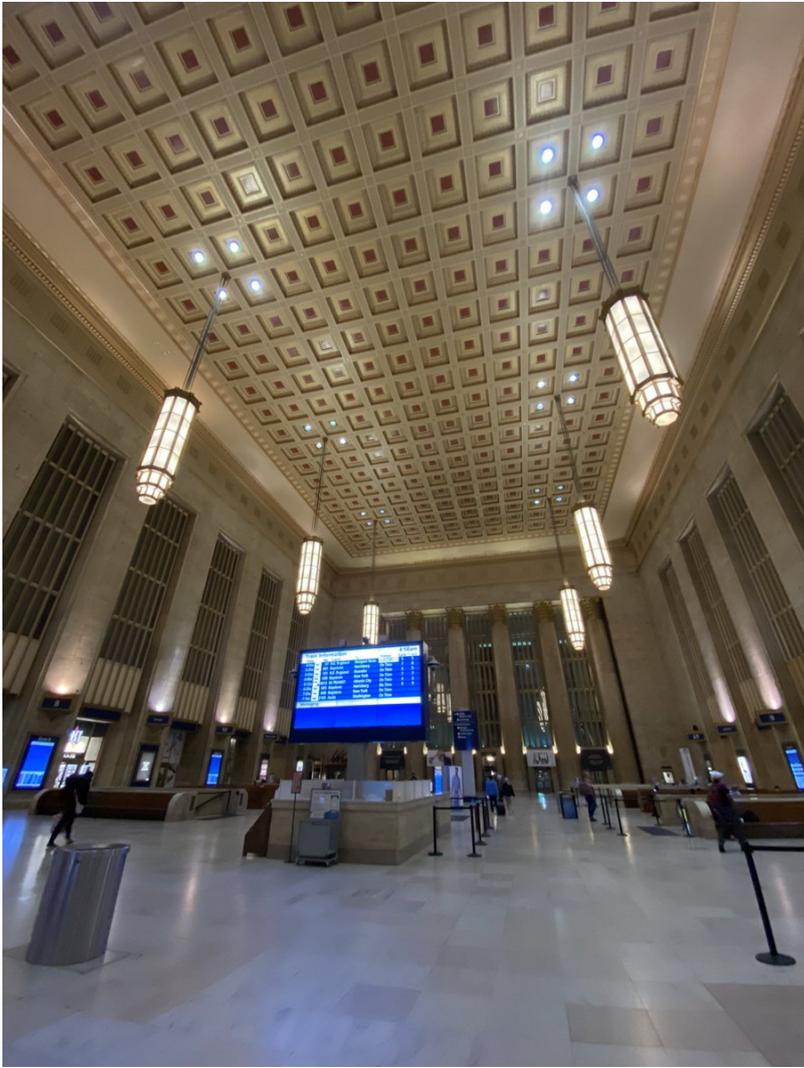
FC <https://www.fastcompany.com> · a-b...

A Boeing 747 burns one ton of fuel while taxiing. This electric towing

Line for United customer service at Newark, 3 a.m. <https://t.co/8WB4IkY33k>

Well, when push comes to shove.. midnight Amtrak <https://t.co/XJstnBjkLW>

Hi Philly (at 5 am)! <https://t.co/GlphjGmlWD>

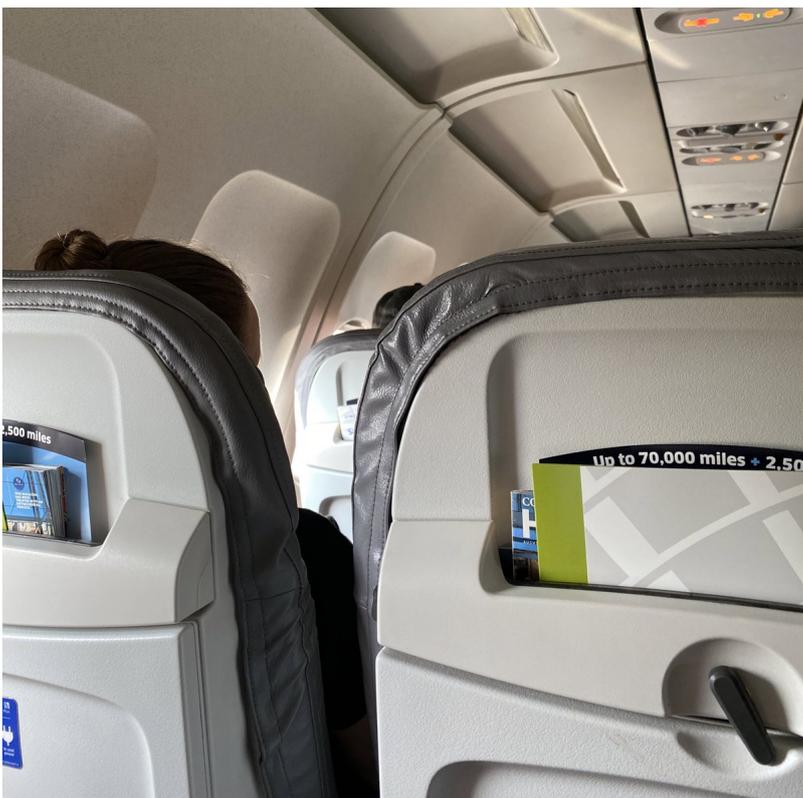


Here we go again <https://t.co/4jMZcP0srT>



All three of my EWR-DEN seatmates ended up flying out of Philly this morning, and all three of us appear to have departed on time. I swear if this is what it takes to avoid chaos at NY airports, I will start Amtraking to Philly for flights

Finally en route to Denver.. <https://t.co/8rtOO7g3BF>



Or better yet, fly less — and help fight climate change

<https://www.nytimes.com/interactive/2019/10/17/climate/flying-shame-emissions.html>