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Harshad Khadilkar and  
Hamsa Balakrishnany  
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 CO

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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...

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The ICAO procedure for estimation of taxi-out fuel burn assumes that

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taxi operations occur entirely at idle thrust (the 7% power setting), and thus proposes the use of constant rated idle thrust fuel ow for all calculations. It denies the fuel burn index to be the fuel ow rate per engine at idle thrust.

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Methods for  
determining  
unimpeded aircraft  
taxiing time and  
evaluating airport



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taxiing performance 1.  
Introduction. Airport  
surface movement  
management has  
attracted extensive  
interests of US aviation  
community, given... 2.  
Literature review. The  
FAA Aviation Policy and  
Planning Office (APO)  
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**Methods for**  
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The taxi-out segment

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of the aircraft gate-to-  
gate trajectory,  
between pushback  
from the gate and  
takeoff, is a great  
source of uncertainty  
within the gate-to-gate  
prediction<sup>3</sup>. This paper  
presents an effort to  
improve the accuracy  
of estimating the taxi-  
out time. Better taxi-  
out time prediction will  
result in better  
prediction of takeoff  
times, which in

# Get Free Estimation Of Aircraft Taxi-Out Queuing Model for Taxi-Out Time Estimation

Taxi-out time = +  
Queuing delay Figure 1  
Departure process  
model. By modeling  
the departure process  
in this manner, the taxi-  
out time  $\tau_l$  of each  
departing aircraft  $l$  can  
be expressed as  $\tau_l$   
 $= \tau_{\text{travel } l} + D_l$  (1)  
where  $\tau_{\text{travel } l}$  is the  
travel time of each  
departing aircraft  $l$  from  
its gate to the

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## **Departure Process**

At Taxi-Calculator.com we offer you the possibility to calculate your individual taxi fare estimation within a couple of seconds - worldwide and free. Therefore we have a huge database of up-to-date taxi rates of 467 locations out of 41 countries from all over

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Taxiing is what planes do when not airborne, they 'taxi out' or 'taxi to' the runway after boarding the passengers and are ready to takeoff. 'Taxi in' or again 'taxi to' is when an aircraft taxis to the gate after landing, to dispatch it's passengers,

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## **What is the meaning of taxi out and taxi in? | Yahoo Answers**

For departing flights:  
the Actual taXi-Out  
Time (AXOT) is the  
period between the  
Actual Off-Block Time  
(AOBT) and the Actual  
Take Off Time (ATOT).  
For calculation  
purposes within the  
CDM Platform, taxi  
times will be referred  
to as estimated taxi-in  
(EXIT) and estimated

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taxi-out (EXOT) as  
there is no requirement  
for a scheduled, actual  
or target taxi time.

**terminology - What  
is the exact  
definition of Taxi  
Time ...**

At low power settings,  
combustion aircraft  
engines operate at  
lower efficiency than at  
cruise power settings.  
A typical A320 spends  
an average of 3.5  
hours a day taxiing,

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using 600 liters (160  
U.S. gal) of fuel. Hybrid  
electrically driven nose  
gear are under  
development to allow  
high use aircraft to  
shut down the engines  
during taxi operations.

### **Taxiing - Wikipedia**

As a reference, the  
average value and  
standard deviation of  
the taxi-out times for  
all the aircraft  
departed from CLT in  
2014 were 18.82



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minutes and 8.66  
minutes, respectively.  
Figure 2. Departure  
distribution (left) and  
average taxi time  
(right) by concourse  
from 2014 Aerobahn  
data.

## **Taxi-Out Time Prediction for Departures at Charlotte ...**

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estimator to find out  
how much a ride with  
Uber is estimated to

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cost before you  
request it. Get a cost  
estimate now.

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Using ASDE-X  
Surveillance for Taxi-  
Out Time  
Benchmarking and  
Delay Estimation. ...  
Queuing Model for Taxi-  
Out Time Estimation. ...  
Aircraft Taxi Times at  
U.S. Domestic Airports.  
Derek Robinson and ...

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## **Using ASDE-X Surveillance for Taxi- Out Time Benchmarking ...**

The performance models and manufacturer data also permit estimation of the time aircraft spend in various mission segments of a flight including taxi-out, takeoff, climb, cruise, descent, landing, and taxi-in. Not all mission segments are available

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for each aircraft  
analyzed, using  
manufacturer data.  
Flight

## **6. ECONOMIC VALUES RELATED TO AIRCRAFT PERFORMANCE FACTORS**

According to Goldberg and Chesser (2008), the average time in the US in 2008 for taxi in was 7 min and for taxi out 16.5 min. The taxi times depend on different factors, such

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as the runway (RWY) in  
use, weather, Using  
congestion levels,  
assigned stand, aircraft  
type and category  
(because of the wake  
vortex).

**Cost-benefit analysis**  
**of electric taxi**  
**systems for aircraft**

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lights, forever  
changing the  
aerospace lighting  
market and raising the

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and aircraft charter

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categories and aircraft base locations. Aircraft nearby can also be moved to depart from any of over 4,000 suitable airports nationwide. New Flight Charters will always present your most suitable aircraft choices in type and cost.

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(EWIS) Best Practices  
Job Aid Revision: 2.0  
This job aid covers  
applicable 14 CFR part  
25 aircraft (although it  
is also widely  
acceptable for use with  
other types of aircraft  
such



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