At Minneapolis, I recommend getting breakfast at a restaurant near gates G1-G6. They’re made to order if you can find the correct place.

My flight was operated by an Embraer 175LR. There was some space for luggage storage but if you pack your bags too thick (like someone behind my row did), then you’ll have to gate check it free of charge (and get a green tag). The flight attendant did that for her and gave her a green tag for the bag.

We took off a minute after we were scheduled to depart (but departed early), which will put us into San Francisco more than half an hour earlier than scheduled.

United introduced a mixed selection of snacks earlier this summer. I had the delicious stroopwafel. The snack basket was held in front of you and you’ll have to take one. The snack basket was brought around twice, once after takeoff, and once an hour before landing. Coffee and water rounds were done plenty of times.

The flight attendant was very nice. She joked around very often. When she poured a cup of water for me, there wasn’t much left in the bottle. She told me that she will go back to the galley to get another bottle, giving me a “taste – test” of water beforehand. Yes, it was tasty.

Beginning just before the start of November, there will be two flights to Hong Kong and reverse. Both will be operated by a Polaris/Premium Plus configured Boeing 777 – 200ER. I think the soft product will remain the same, with the only changes being the plane.

I had lunch in Terminal 3. The food court offered a nice selection. At around 10:30 (12:30 back in Central time), I ate my fill. After eating, I went to the international terminal.

San Francisco has a very beautiful outdoor terrace near the edge of the international terminal G (so gates 101/102), which is enclosed by windows. There is no roof. Despite this, the engine sounds as well as the smell of jet fuel is very prominent.

We departed a minute late due to “catering issues.” I guess it doesn’t even matter. The sound of the GE90 spooled up and we departed from runway 28L (the shorter of the two).

A snack mix was served with a cup of drink. I had a Diet Coke to drink. Ice was offered.

Meal service was identical to the flight I took from Chicago to Hong Kong last year. I did not finish the entrée and the salad, having eaten in San Francisco. The meal was nothing to remember, and I recommend you bring your own or eating ahead of time in San Francisco, as it’s only served at least an hour and a half after departure (making it almost 3:00 origin time when the meal is served). I choose the chicken and fried rice option.

Caramel Gelato was served with a bottle of water after the meal. That was the only thing that was good this time. I like how United serves a real dessert as a separate course, usually not on the same tray.

Entertainment screen was identical to those on many others. A 9 – inch screen, with selections. The only thing that makes United lack on this is the lack of a nose camera. I know for a fact that the 77W has this, so it’s clearly a move of United cheapening out.

I managed to sleep for a few hours. I did not like the addition of another seat per row, meaning one inch less of width at 17 inches. Middle seats E and F are a tad bit narrower, at 16.75 inches (not sure why). Pitch was the standard 31 inches. Recline looked to be 3 inches, but the seat panned forward an inch.

A midflight sandwich was served. It was small, but it was great. M&Ms were served with it, and I had a cup of sparkling water to drink.

I nodded off for another three hours. An hour and a half out, breakfast was served. Entrée was eggs or pancakes. I had the pancakes (it was delicious). It came with cantaloupe and grapes.

Something I liked were the new bathrooms. I liked how the faucet was automatic and how you could easily change the temperature.

Something I disliked were how mood lighting was on for the duration of the flight. It made sleeping a little difficult than a fully darkened cabin. However, if it meant no lights were needed in the middle of the cabin (because there are a few that is left on), I would be fine with it.

We got there an hour early, so we got stacked for a little bit and we landed from the west.

That concludes a mostly decent flight. I didn’t like the first meal (except for the Ice Cream), but everything else was ok.

Now some people are going to argue that a 3x4x3 config is too narrow. While the 3x3x3 config it’s wider, I found there is no need to excessively avoid the carriers with a 3x4x3 configuration if you can avoid the middle seats. It’s perfectly fine to sit in a Window or Aisle seat on those planes, but try to avoid the middles. Because you’re in for a rough ride if you sit in one of those (especially on this flight).

In other words, pick good seats. On a large variety of carriers, there may be a few seats near the back with a 2x4x2 or a 2x3x2 config because of the narrowing aircraft. If you can, pick these seats. The last two – seater looked like it could recline to its fullest extent. The last row in the middle section… avoid at all costs.

I did notice how these slimline seats are, well, slim. Someone behind me shoved in something large (maybe a bottle of water). I could feel it. She removed it after failing to fit it in the seatback pocket.