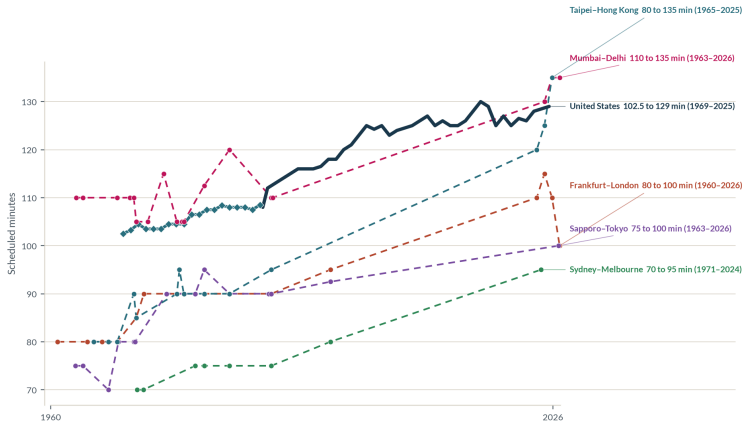
Flying didn't get slower. The ground did.

Airlines' published scheduled time* on the same routes, United States and the regions abroad.

This report covers the jet era only; earlier piston and turboprop schedules are excluded.

Globally, the same trend is also true: on matched jet routes in Europe, Japan, Australia and India, scheduled times rose 23%*P* to 36%. See sections 3.1, 3.2, 3.3 and 3.5.

Same Routes. But Now They Take Longer.



Dots and diamonds are measured schedules. Dashed lines only join measured points; nothing between them is estimated. United States basket: teal diamonds = published US timetables (1969–1987); navy = US BTS On-Time file (1987–2025). The short dash at 1987 joins the two US sources. Each other line is one route, from its first jet-era measured year. The 23%*P* end of the global range is Mumbai → Delhi (preliminary at the recent end); Frankfurt → London, +25%, is also preliminary at the recent end. Figures read from the page image are labelled as such; n is shown when it is under 10.

+26.5 min

United States, 1,286 city-pairs: 102.5 min (1969) to 129 min (2025)

+20 min

Europe, Frankfurt → London: 80 min (1960, n=3, page image) to 100 min (2026, n=3)[P]

+25 min

Australia, Sydney → Melbourne: 70 min (1971, page image) to 95 min (2024, n=6)

+25 min

Japan, Sapporo → Tokyo: 75 min (1963, n=4, page image) to 100 min (2026)

+25 min

India, Mumbai (Bombay) → Delhi: 110 min (1963, n=2, page image) to 135 min (2026, n=3)[P]

+55 min

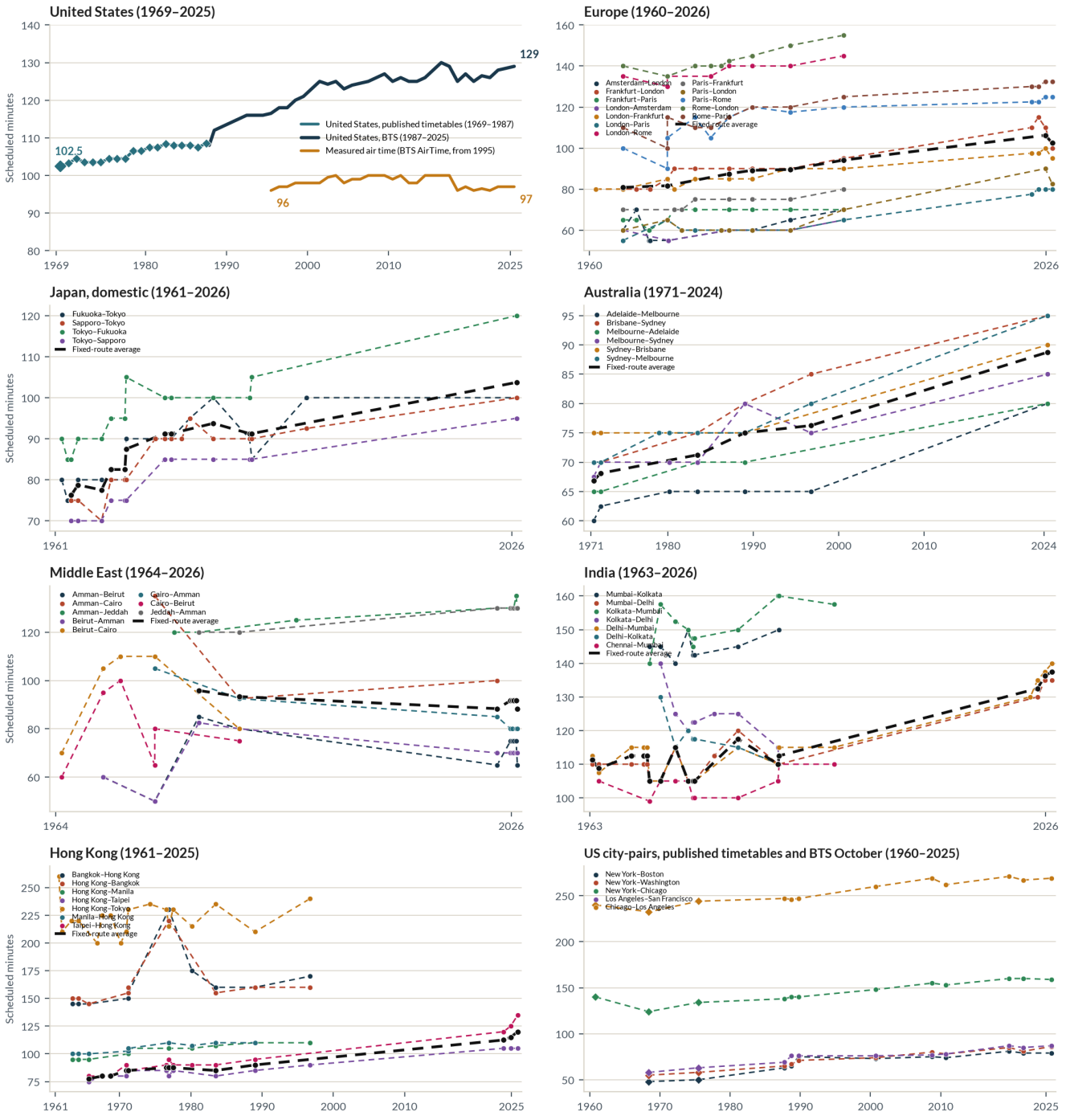
Hong Kong, Taipei → Hong Kong: 80 min (1965, n=8, page image) to 135 min (2025, n=3)[P]

* Scheduled time is the airline's published gate-to-gate time (industry term: block time). [P] Preliminary: non-US values rest on first-pass readings of scanned and transcribed guides and on small modern samples; see section 5. Sources are in the notes at the end. Courtesy of Flightradar24.com.

Prepared by GoScore / WheelTug · 22 November 2026

1. Scheduled time on the same routes, by region

Scheduled time on matched routes, from each region's first measured year



This report covers the jet era only; earlier piston and turboprop schedules are excluded. Headlines start at the first measured issue in which jets operate most of the nonstops on that route. Turboprops (including Electra, Viscount, F-27/Friendship, YS-11 and Convair 580) are not treated as jets. Where equipment is not printed, a flight is kept only on or after that route's documented jet-introduction date.

Each thin dashed line is one directional route (dots = measured schedules; diamonds on the US city-pair panel are published US-timetable points). The heavier dashed line is the fixed-route average, drawn only in years when every route in that set was measured. Dashed lines only join measured points; nothing between them is estimated. United States basket: every year from 1969 is measured (teal diamonds = published US timetables, 1969–1987; navy = US BTS On-Time file, 1987–2025; amber = US BTS air time from 1995). Each other region's chart starts at its first jet-era measured year (Europe 1960, Japan and Hong Kong 1961, India 1963, Australia 1971, Middle East 1980). Tokyo–Hong Kong is on the Japan chart in section 3.2, not on the domestic Japan panel. Recent Europe, India and Hong Kong scheduled times: Courtesy of Flightradar24.com.

Each thin line is one directional route, plotted from that route's first jet-era measured year. A dashed line only joins measured points; nothing between them is estimated. The heavier dashed line, where it appears, is the average of a fixed set of routes and is drawn only in years when every route in that set was measured. United States: published-timetable index for the 1,286 city-pairs flown in both 1995 and 2025, every year from 1969 to 1987 (281 city-pairs and 5,902 flights in 1969), then the median of route medians from the US BTS On-Time file, every year from 1987[22][1][23][24][25][26][27][28]. The 1965–1968 published-timetable basket years are omitted because a jet majority of those flights cannot be shown from printed equipment (see section 5). Other regions: directional city-to-city routes (all airports of each city). Europe fixed set: Frankfurt–London, London–Paris and Paris–Rome, both directions. Japan: Tokyo–Fukuoka and Tokyo–Sapporo, both directions (domestic panel; the Japan headline route is Sapporo → Tokyo). Australia: Sydney–Melbourne both directions, Adelaide → Melbourne, Brisbane → Sydney. Middle East: Amman–Beirut both directions, Jeddah → Amman. India (Mumbai–Delhi) starts in May 1963; Delhi–Madras and Madras–Delhi are measured in March 1989 (150 minutes). Hong Kong–Taipei starts in September 1965; early jet-era figures were read from the page image and are in section 3. Tokyo–Hong Kong, a longer route, is on the Japan route chart in section 3.2, not on the domestic Japan panel above. Selected US city-pairs from the North American Official Airline Guide of November 1960, June 1968 and July 1975 are plotted beside later US BTS October medians in the last panel and in section 2[29][30][31]. New timetable sources folded into this edition include the BOAC April–June 1971 book[3], Air-India April 1977 and March 1989[19][20], Lufthansa April 1972[32], Air France May 1973[33], Middle East Airlines July 1977[34], Trans-Australia Airlines May 1971 and Ansett March 1972[13][14], and Japan Air Lines / Tokyo–Hong Kong tables in the ABC guides of August 1967, December 1970, August 1976 and July 1977[10].

The first table gives, for each route measured in both a historic jet-era guide (through 1996) and a recent timetable (2023–2026), the first and last measured scheduled times. Each region's headline (the cover cards and the lead sentence in section 3) is the route named on the cover, from the first jet-era issue to the latest, chosen for a solid sample at both ends (n of 3 or more where possible). The second table is the fixed-route average, plus the United States basket, including the published-timetable years from 1969.

Region	Route	First measured	Latest measured	Change
US	1,286 city-pairs (constant basket)	102.5 (1969, 281 city-pairs)	129 (2025)	+26.5
Europe	Frankfurt → London	80 (Dec 1960, page image, n=3)	*100 (2026, n=3) P*	+20 *P*
Europe	London → Frankfurt	80 (Dec 1960, page image, n=3)	*95 (2026, n=1) P*	+15 *P*
Europe	London → Paris	55 (Nov 1964, page image)	*80 (2026, n=2) P*	+25 *P*
Europe	Paris → London	60 (Nov 1964, page image)	*82.5 (2026, n=2) P*	+22.5 *P*
Europe	Paris → Rome	100 (Nov 1964, page image)	*125 (2026, n=1) P*	+25 *P*
Europe	Rome → Paris	110 (Nov 1964, page image)	*132.5 (2026, n=2) P*	+22.5 *P*
Japan	Fukuoka → Tokyo	80 (Dec 1961, page image, n=1)	100 (Oct 2026)	+20
Japan	Osaka → Tokyo	45 (Aug 1967, page image)	70 (Oct 2026)	+25
Japan	Sapporo → Tokyo	75 (Apr 1963, page image, n=4)	100 (Oct 2026)	+25
Japan	Tokyo → Fukuoka	90 (Dec 1961, page image, n=1)	120 (Oct 2026)	+30

Region	Route	First measured	Latest measured	Change
Japan	Tokyo → Hong Kong	280 (Jul 1961, page image, n=8)	*280 (Mar 2026, n=2) P*	0 *P*
Japan	Tokyo → Osaka	45 (Aug 1967, page image)	70 (Oct 2026)	+25
Japan	Tokyo → Sapporo	70 (Apr 1963, page image, n=4)	95 (Oct 2026)	+25
Australia	Adelaide → Melbourne	60 (May 1971, page image, n=8)	80 (Jun 2024, n=9)	+20
Australia	Brisbane → Sydney	70 (May 1971, page image)	95 (Jun 2024)	+25
Australia	Melbourne → Adelaide	65 (May 1971, page image, n=9)	80 (Jun 2024)	+15
Australia	Melbourne → Sydney	67.5 (May 1971, page image)	85 (Jun 2024)	+17.5
Australia	Sydney → Brisbane	75 (May 1971, page image)	90 (Jun 2024)	+15
Australia	Sydney → Melbourne	70 (May 1971, page image)	95 (Jun 2024, n=6)	+25
Middle East	Amman → Beirut	60 (Jul 1970, page image, n=2)	65 (Nov 2026, n=4)	+5
Middle East	Amman → Cairo	135 (Jul 1977, page image, n=3)	100 (Feb 2024, n=4)	−35
Middle East	Amman → Jeddah	120 (Mar 1980, n=3)	130 (Nov 2026, n=5)	+10
Middle East	Beirut → Amman	60 (Jul 1970, page image, n=2)	70 (Nov 2026, n=4)	+10
Middle East	Cairo → Amman	105 (Jul 1977, page image, n=3)	80 (Nov 2026, n=4)	−25
Middle East	Jeddah → Amman	*120 (Jul 1983, n=3) P*	130 (Nov 2026, n=6)	+10 *P*
India	Mumbai (Bombay) → Delhi	110 (May 1963, page image, n=2)	*135 (2026, n=3) P*	+25 *P*
India	Delhi → Mumbai (Bombay)	112.5 (May 1963, page image, n=2)	*140 (2026, n=2) P*	+27.5 *P*
Hong Kong	Hong Kong → Taipei	75 (Sep 1965, page image, n=8)	*105 (2025, n=3) P*	+30 *P*
Hong Kong	Taipei → Hong Kong	80 (Sep 1965, page image, n=8)	*135 (2025, n=3) P*	+55 *P*

Region	Period	Routes	Scheduled min	Source
US	1969 (timetables)	281	102.5	[1]
US	1978 (timetables)	312	106.5	[1]
US	1987 (timetables)	232	108.5	[1]
US	1987 (Oct–Dec, BTS)	1070	108	[1]
US	1988 (BTS)	1125	112	[1]
US	1995 (BTS)	1286	116.5	[1]
US	2000 (BTS)	1172	123	[1]
US	2010 (BTS)	1172	125	[1]
US	2019 (BTS)	1255	127	[1]
US	2021 (BTS)	1248	126.5	[1]
US	2025 (BTS)	1286	129	[1]
Europe	1964-11	6 routes	80.8	[2]
Europe	1971-04	6 routes	81.7	[3]
Europe	1980-03	6 routes	87.5	[4]
Europe	1983-07	6 routes	*89.2 P*	[5]
Europe	1989-01	6 routes	*89.6 P*	[6]
Europe	1996-10	6 routes	*94.2 P*	[7]
Europe	2025	6 routes	*106.3 P*	[8]

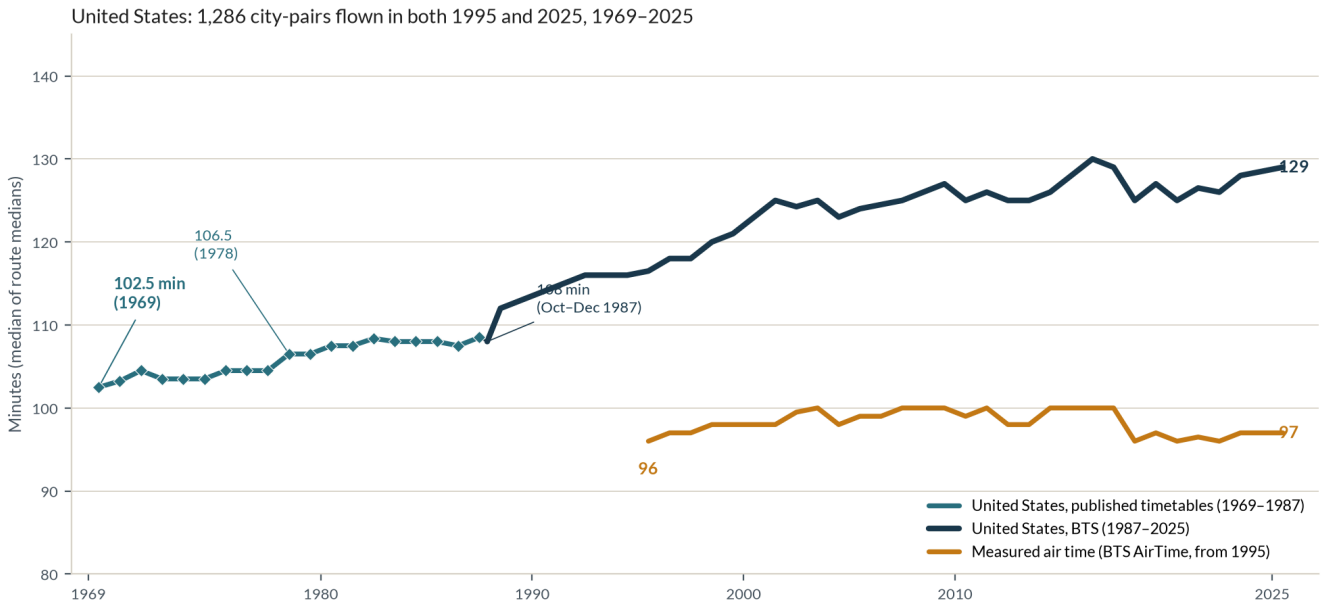
Region	Period	Routes	Scheduled min	Source
Europe	2026	6 routes	*102.5 P*	[8]
Japan	1963-04	4 routes	76.3	[9]
Japan	1964-04	4 routes	78.8	[9]
Japan	1967-08	4 routes	77.5	[10]
Japan	1968-12	4 routes	82.5	[9]
Japan	1970-12	4 routes	82.5	[10]
Japan	1971-02	4 routes	87.5	[11]
Japan	1976-08	4 routes	91.3	[10]
Japan	1977-07	4 routes	91.3	[10]
Japan	1983-07	4 routes	*93.8 P*	[5]
Japan	1988-09	4 routes	91.3	[9]
Japan	1989-01	4 routes	*91.3 P*	[6]
Japan	2026-10	4 routes	103.8	[12]
Australia	1971-05	4 routes	66.9	[13]
Australia	1972-03	4 routes	68.1	[14]
Australia	1983-07	4 routes	*71.3 P*	[5]
Australia	1989-01	4 routes	*75 P*	[6]
Australia	1996-10	4 routes	*76.3 P*	[7]
Australia	2024-06	4 routes	88.8	[15]
Middle East	1983-07	3 routes	*95.8 P*	[5]
Middle East	1989-01	3 routes	*93.3 P*	[6]
Middle East	2024-02	3 routes	88.3	[16]
Middle East	2025-12	3 routes	91.7	[16]
Middle East	2026-03	3 routes	91.7	[16]
Middle East	2026-05	3 routes	91.7	[16]
Middle East	2026-09	3 routes	91.7	[16]
Middle East	2026-11	3 routes	88.3	[16]
India	1963-05	2 routes	111.3	[17]
India	1964-04	2 routes	108.8	[17]
India	1968-10	2 routes	112.5	[18]
India	1970-06	2 routes	112.5	[17]
India	1970-12	2 routes	112.5	[10]
India	1971-04	2 routes	105	[3]
India	1972-10	2 routes	105	[17]
India	1974-11	2 routes	115	[17]
India	1976-08	2 routes	105	[10]
India	1977-04	2 routes	105	[19]
India	1977-04	2 routes	105	[17]

Region	Period	Routes	Scheduled min	Source
India	1977-07	2 routes	105	[10]
India	1983-07	2 routes	*117.5 P*	[5]
India	1989-01	2 routes	*110 P*	[6]
India	1989-03	2 routes	112.5	[20]
India	2024	2 routes	*132.5 P*	[8]
India	2025	2 routes	*136.3 P*	[8]
India	2026	2 routes	*137.5 P*	[8]
Hong Kong	1965-09	2 routes	77.5	[21]
Hong Kong	1967-08	2 routes	80	[10]
Hong Kong	1968-10	2 routes	80	[18]
Hong Kong	1970-12	2 routes	85	[10]
Hong Kong	1971-04	2 routes	85	[21]
Hong Kong	1976-08	2 routes	87.5	[10]
Hong Kong	1976-12	2 routes	87.5	[21]
Hong Kong	1977-07	2 routes	87.5	[10]
Hong Kong	1983-07	2 routes	*85 P*	[5]
Hong Kong	1989-01	2 routes	*90 P*	[6]
Hong Kong	2023	2 routes	*112.5 P*	[8]
Hong Kong	2024	2 routes	*115 P*	[8]
Hong Kong	2025	2 routes	*120 P*	[8]

P = preliminary (see section 5). A change marked P has at least one preliminary end. “Page image” = read from the printed page, not by machine OCR; those figures are not marked preliminary on that account.

2. United States

Published US airline timetables put the same 1,286 city-pair basket at 102.5 minutes in 1969 (281 matched city-pairs, 5,902 flights) and at 102.5–106.5 minutes in every year from 1969 to 1978, then 106.5–108.5 minutes in 1979–1987, meeting the US BTS figure of 108 minutes in October–December 1987[1][23][24][25][26][27][28]. The 1965 published-timetable basket (101.5 minutes on 136 city-pairs and 1,247 flights) is omitted: printed equipment is available for only 267 of those 1,247 flights, so a jet majority of the basket cannot be shown (of the 267, 231 are jets). 1966–1968 are omitted for the same reason; the 1966 known-equipment sample is piston-majority. 1969 is the first basket year in which printed equipment is essentially all jet (342 of 343 known). About 226 million flights in the US BTS On-Time file have a usable scheduled time, October 1987–December 2025[22][35][36]. From that US file, the median of route-level median scheduled times on those 1,286 city-pairs rose from 112 minutes in 1988 and 116.5 in 1995 to 129 in 2025. Measured air time on the same US pairs, published from 1995, moved from 96 to 97 minutes.



Teal diamonds: published US airline timetables, every year 1969–1987 measured (constant-composition index from the US report). Navy: BTS scheduled time, every year 1987–2025 measured. The short dash at 1987 joins the two measu

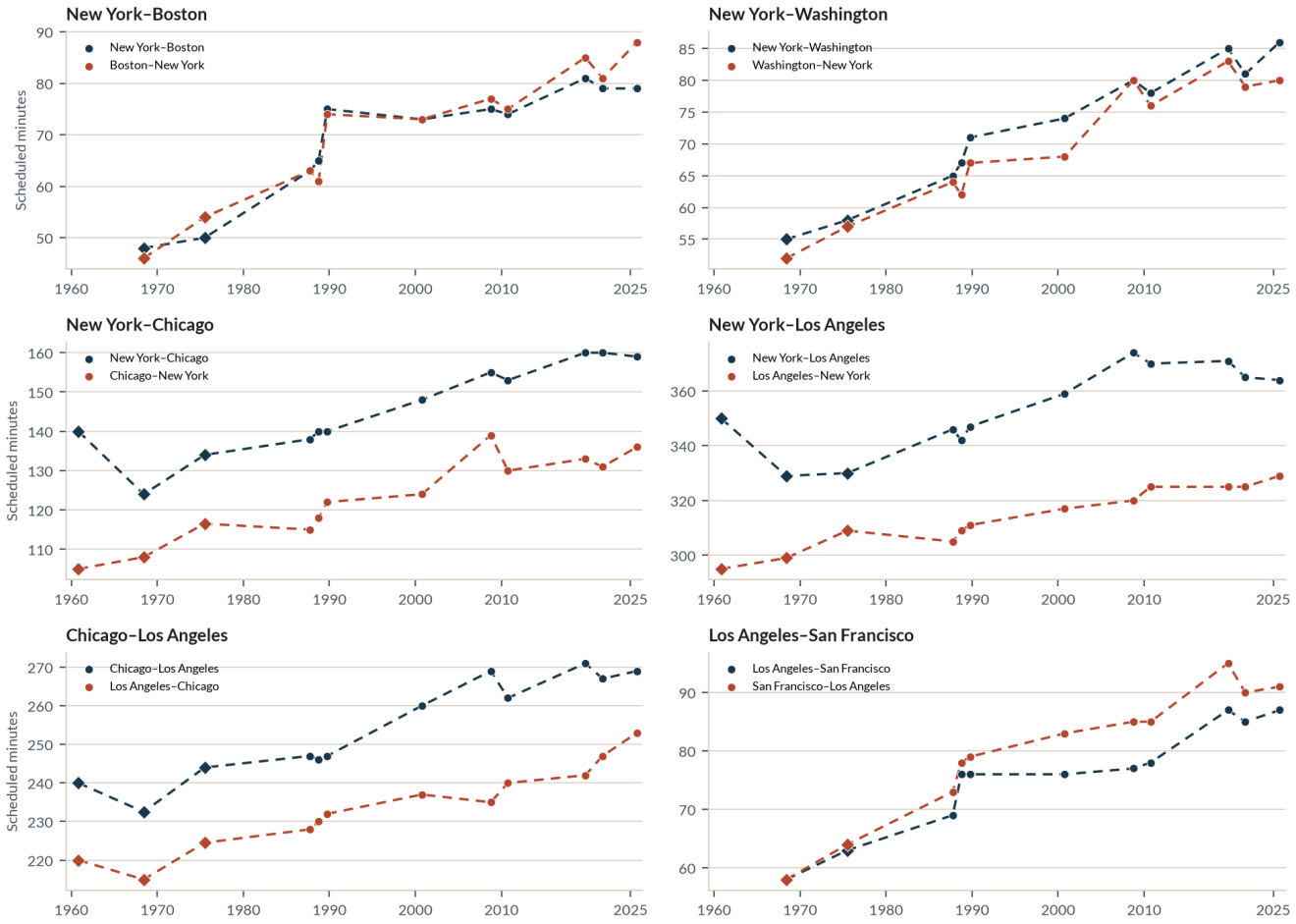
Which US airports concentrate this growth: see Appendix A. Which airports concentrate the growth in scheduled time? (page 10).

Selected US city-pairs in published timetables, 1960–1975, beside later US BTS October medians

Published scheduled times for these directional US city pairs (all airports of each city) come from the November 1960[29], June 1968[30] and July 1975[31] North American Official Airline Guide tables. November 1960 and the July 1975 New York → Washington block were read from the page image (visual transcription; jet flights only in 1960). They are shown next to US BTS October medians on the same city groups[22][35]. Carrier codes in the Official Airline Guide OCR rows are partly garbled; the scheduled times are clean. All-cargo flights and implausibly short rows were flagged and excluded. Official Airline Guide OCR values are preliminary. Figures read from the page image are not marked P. American Airlines 1954 and Northeast Airlines 1965 New York–

Boston points are excluded (piston-majority issues). Change is from the first measured jet-era issue on that pair to October 2025.

United States city-pairs: published timetables (1960–1975) and BTS October (1987–2025)



Diamonds: published US timetables from Official Airline Guide North American tables (November 1960, page image, jet flights only; June 1968 and July 1975). Circles: BTS scheduled time, all October flights, same US city groups. Dashed lines only join measured points. All-cargo flights and implausibly short rows were excluded. Official Airline Guide 1968/1975 carrier codes are partly garbled; the times are clean. 1960 figures were read from the page image.

City-pair	Nov 1960 (OAG)	Jun 1968 (OAG)	Jul 1975 (OAG)	Oct 1987 (BTS)	Oct 2025 (BTS)	Change, first measured to 2025
New York → Boston		*48 P* n=39	*50 P* n=30	63 n=2019	79 n=1562	+31
Boston → New York		*46 P* n=26	*54 P* n=33	63 n=1947	88 n=1558	+42
New York → Washington		*55 P* n=49	58 n=64, page image	65 n=2430	86 n=917	+31
Washington → New York		*52 P* n=47	*57 P* n=69	64 n=2425	80 n=890	+28
New York → Chicago	140 n=20, page image	*124 P* n=67	*134 P* n=38	138 n=1989	159 n=1928	+19

City-pair	Nov 1960 (OAG)	Jun 1968 (OAG)	Jul 1975 (OAG)	Oct 1987 (BTS)	Oct 2025 (BTS)	Change, first measured to 2025
Chicago → New York	105 n=19, page image	*108 P* n=40	*116.5 P* n=10	115 n=1958	136 n=1926	+31
New York → Los Angeles	350 n=7, page image	*329 P* n=13	*330 P* n=7	346 n=577	364 n=1379	+14
Los Angeles → New York	295 n=7, page image	*299 P* n=16	*309 P* n=11	305 n=598	329 n=1378	+34
Chicago → Los Angeles	240 n=6, page image	*232.5 P* n=16	*244 P* n=20	247 n=653	269 n=684	+29
Los Angeles → Chicago	220 n=6, page image	*215 P* n=12	*224.5 P* n=8	228 n=672	253 n=683	+33
Los Angeles → San Francisco		*58 P* n=27	*63 P* n=19	69 n=1953	87 n=990	+29
San Francisco → Los Angeles		*58 P* n=50	*64 P* n=54	73 n=2025	91 n=991	+33

Directional US city pairs (all airports of each city). Diamonds on the chart are published US-timetable points (Official Airline Guide November 1960, June 1968 and July 1975); circles are US BTS October medians. Dashed lines only join measured points. n = distinct printed flight lines in an Official Airline Guide issue; n = October flights in the US BTS On-Time file. P = preliminary (Official Airline Guide OCR). November 1960 and the July 1975 New York→Washington figures were read from the page image and are not marked P. Blank = that city-pair was not in the issue (or had no remaining rows after exclusions). Departed Flights 1996 mix-in rows and a 2024 Qantas-book extract are not used here.

Matched-pair changes (median change in median minutes)

Unit	Window	Cells	Scheduled	Air time	Share where scheduled grew more
City-pairs	1995–2025	1,286	+13	+2	95.3%
Route–airline	1995–2025	738	+13	+2	95.4%
City-pairs	2000–2025	1,361	+9	+1	88.8%
Route–airline	2000–2025	870	+10	+1	87.6%
City-pairs	2010–2025	1,827	+5	0	78.1%
Route–airline	2010–2025	1,710	+5	0	77.0%

US city-pairs and route–airline cells with at least 30 flights with AirTime in each endpoint year; all months. Source: US report Table 1[1].

By distance band, 1995 to 2025 (flight-level medians, minutes)

Band	Scheduled 1995	Scheduled 2025	Change	Air 1995	Air 2025	Change in air
Under 500 mi	68	85	+17	50	54	+4
500–999 mi	121	135	+14	100	103	+3
1,000–1,499 mi	179	188	+9	154	155	+1
1,500–1,999 mi	236	250	+14	211	215	+4
2,000+ mi	311	333	+22	283	296	+13

By airline, continuing city-pairs 1995 to 2025

Airline	City-pairs	Change, scheduled	Change, air	Share scheduled grew more
United Airlines	192	+16	+3	92.7%
Alaska Airlines	54	+14.25	0	100%
American Airlines	167	+12	+1	95.2%
Delta Air Lines	186	+11	+2	94.6%
Southwest Airlines	139	+10	+1	98.6%

US figures. Source: US report Tables 4 and 5[1].

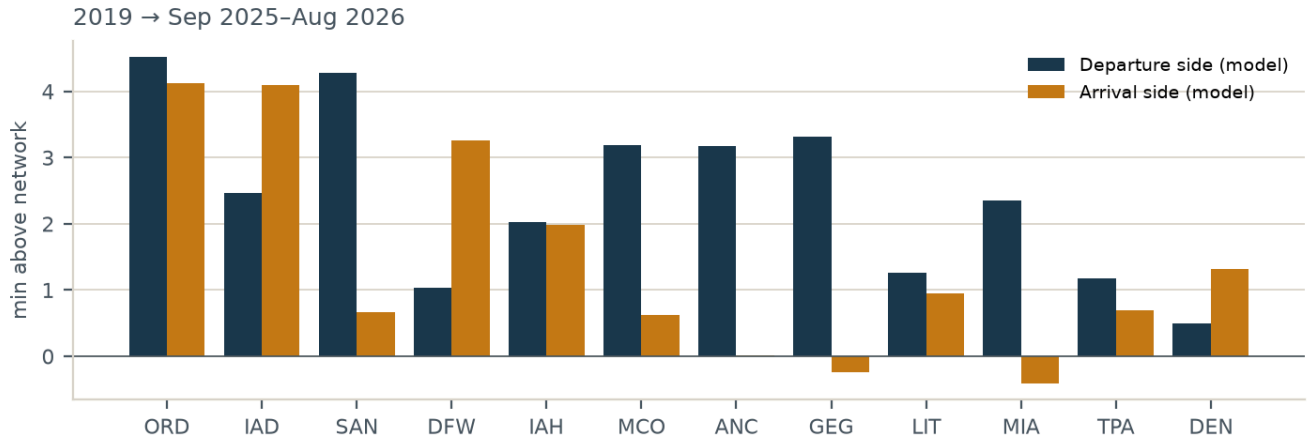
The 15 busiest city-pairs of 2025 (median minutes)

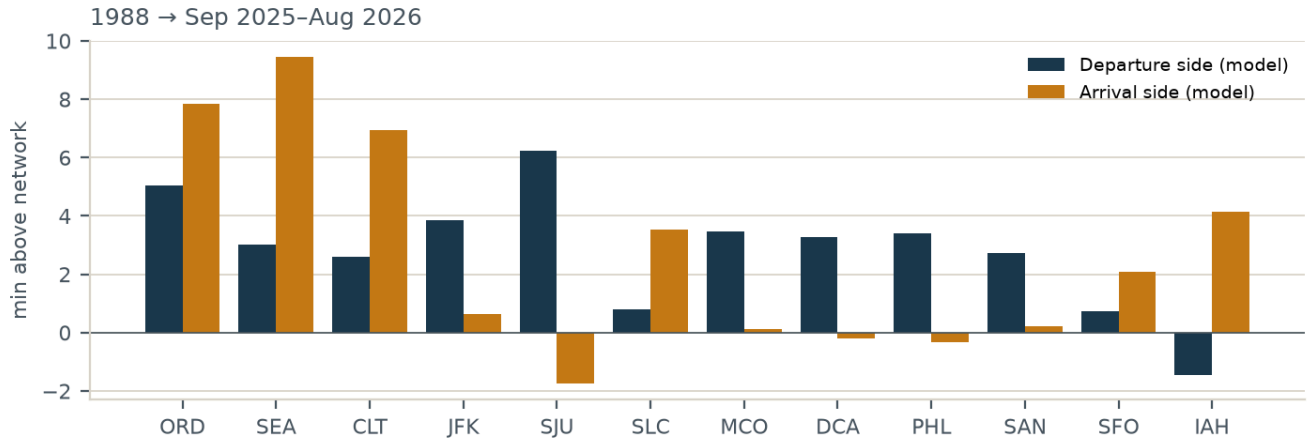
City-pair	2025 flights	Scheduled 1988	Scheduled 1995	Scheduled 2019	Scheduled 2025	Air 1995	Air 2025
LGA-ORD	22,382	132	130	145	151	102	107
LAX-SFO	21,582	78	78	93	91	54	55
HNL-OGG	21,202	38	40	40	43	22	23
JFK-LAX	20,267	328	328	355	355	297	307
DEN-PHX	17,903	102	105	111	115	84	85
BOS-DCA	17,642	87	91	97	104	67	70
LAS-LAX	17,415	60	60	75	78	42	43
ATL-MCO	16,058	81	86	93	95	60	62
HNL-LIH	16,001	35	–	38	41	–	22
DEN-LAX	15,537	135	135	146	150	111	115
DEN-SLC	15,405	77	79	95	95	59	62
LAX-PHX	15,183	75	74	90	90	57	59
ATL-LGA	15,076	132	135	144	142	103	107
HNL-KOA	14,814	47	47	48	49	29	29
LAX-SEA	14,643	148	151	170	172	130	131

Undirected US city-pairs; a year is shown only with at least 30 flights; – = no figure. Source: US BTS On-Time file[22][35], via the US report route file[1].

Appendix A. Which airports concentrate the growth in scheduled time?

In the United States, typical route growth (measured): +3.0 minutes from 2019 to now (3,787 routes) and +16.0 minutes from 1988 to now (2,179 routes). Columns marked M are model output from a weighted regression fitted to the measured route growth; they show where growth is concentrated, not why. Chicago O'Hare is the largest single contributor in both spans (+8.6 minutes above the network since 2019, about 36% of above-network flight-minutes)[37].





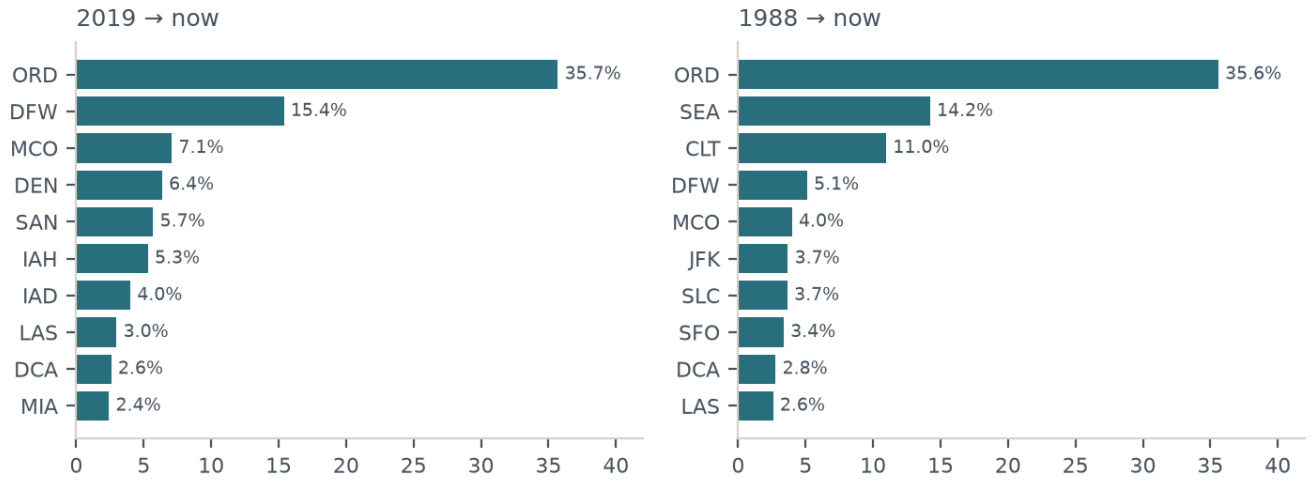
"Now" = September 2025–August 2026.

Top 10 airports, 2019 → now

Airport	Above network, total (min)[M]	Departure side[M]	Arrival side[M]	Measured growth, departures (min)	Measured growth, arrivals (min)	Routes (dep)
ORD	+8.6	+4.5	+4.1	+8.0	+7.3	140
IAD	+6.5	+2.5	+4.1	+5.6	+6.9	38
SAN	+4.9	+4.3	+0.7	+7.1	+3.9	45
DFW	+4.3	+1.0	+3.3	+4.4	+6.7	156
IAH	+4.0	+2.0	+2.0	+5.2	+5.3	59
MCO	+3.8	+3.2	+0.6	+6.2	+3.2	63
ANC	+3.2	+3.2	+0.0	+5.7	+4.8	15
GEG	+3.1	+3.3	-0.2	+6.9	+3.4	12
LIT	+2.2	+1.3	+0.9	+6.3	+4.6	10
MIA	+1.9	+2.4	-0.4	+5.4	+2.3	54

Top 10 airports, 1988 → now

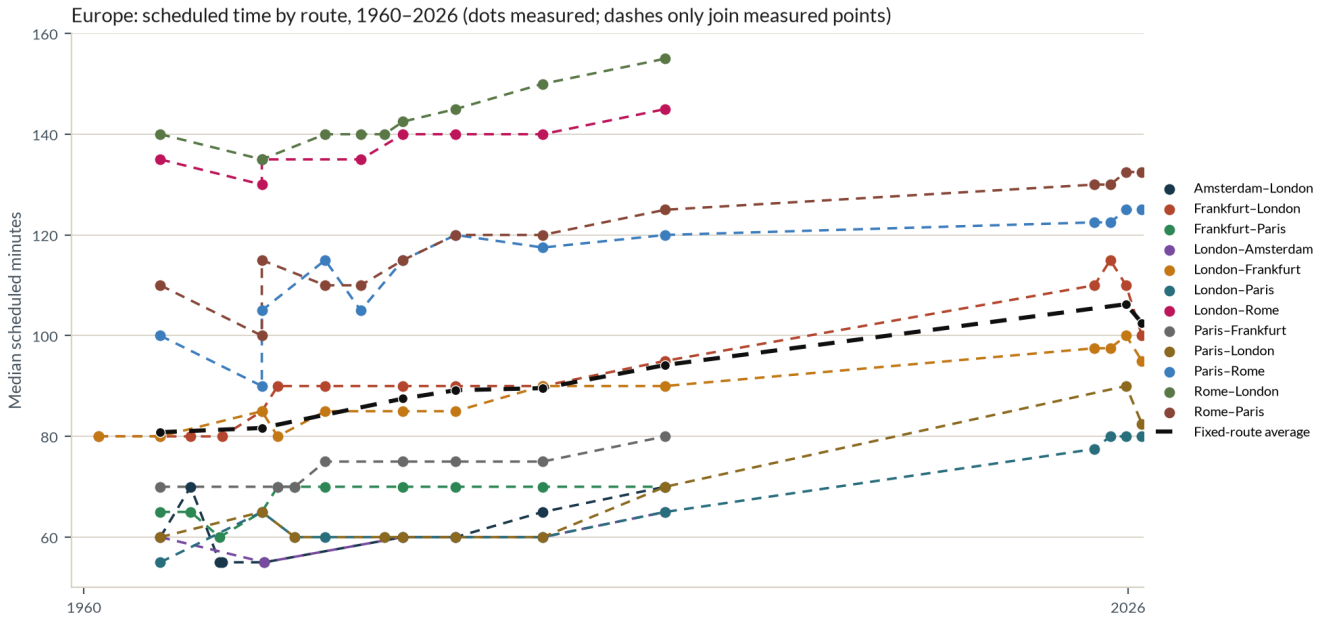
Airport	Above network, total (min)[M]	Departure side[M]	Arrival side[M]	Measured growth, departures (min)	Measured growth, arrivals (min)	Routes (dep)
ORD	+12.9	+5.1	+7.8	+21.1	+25.8	96
SEA	+12.4	+3.0	+9.4	+20.8	+24.5	34
CLT	+9.5	+2.6	+6.9	+18.6	+26.1	50
JFK	+4.5	+3.9	+0.6	+20.0	+18.3	36
SJU	+4.5	+6.2	-1.7	+21.7	+16.0	14
SLC	+4.3	+0.8	+3.5	+18.0	+19.6	47
MCO	+3.6	+3.5	+0.1	+19.3	+17.4	36
DCA	+3.1	+3.3	-0.2	+19.5	+18.6	38
PHL	+3.1	+3.4	-0.3	+19.2	+17.5	38
SAN	+2.9	+2.7	+0.2	+20.9	+15.1	22



Share of above-network flight-minutes by airport (model output). Source: airport attribution appendix[37].

3.1 Europe

The ABC World Airways Guide of December 1960 (read from the page image; only jet-era flights are used), the Official Airline Guide Worldwide Edition of November 1964 (page image), printed Official Airline Guide volumes (1966–1979), including October 1968 part 2 for Amsterdam–London and Frankfurt–London (machine OCR), the BOAC April–June 1971 book, the Lufthansa April 1972 book and the Air France May 1973 book (Airline Timetable Images, page image), the Official Airline Guide Worldwide Edition as transcribed by Departed Flights (1980, 1983, 1989, 1996), and Flightradar24 scheduled times (2023–2026). On Frankfurt–London in December 1960, jets already operated most of the recorded nonstops (British European Airways Comet 4B; Pan American World Airways and Trans World Airlines 80-minute through-flight legs); the one Lufthansa German Airlines Viscount in that table is excluded. Other December 1960 European tables in this collection are excluded where equipment is mixed or unassigned. Frankfurt → London, measured at both ends: 80 minutes (1960, n=3, read from the page image) to 100 minutes (2026, n=3), +20 minutes (preliminary). The fixed-route average, drawn only in years when every route in the set was measured, is 80.8 minutes (1964-11) to 102.5 minutes (2026), +21.7 minutes (preliminary).



Courtesy of Flightradar24.com

Period	Amsterdam → London	Frankfurt → London	Frankfurt → Paris	London → Amsterdam	London → Frankfurt	London → Paris	London → Rome	Paris → Frankfurt	Paris → London	Paris → Rome	Rome → London	Rome → Paris
Dec 1960[38]		80 n=3, page image			80 n=3, page image							
Nov 1964[2]	60 n=10, page image	80 n=34, page image	65 n=10, page image	60 n=10, page image	80 n=31, page image	55 n=31, page image	135 n=32, page image	70 n=11, page image	60 n=27, page image	100 n=16, page image	140 n=30, page image	110 n=18, page image
Oct 1966[39]	*70 P* n=7	*80 P* n=36	*65 P* n=8									

Period	Amsterdam → London	Frankfurt → London	Frankfurt → Paris	London → Amsterdam	London → Frankfurt	London → Paris	London → Rome	Paris → Frankfurt	Paris → London	Paris → Rome	Rome → London	Rome → Paris
Aug 1968[40]	*55 P* n=8											
Aug 1968[41]			*60 P* n=6									
Oct 1968[42]	*55 P* n=26	*80 P* n=16										
Apr 1971[43]							130 n=6, page image			105 n=9, page image	135 n=6, page image	115 n=11, page image
Apr 1971[3]		85 n=14, page image	65 n=1, page image		85 n=17, page image	65 n=9, page image	135 n=7, page image		65 n=10, page image	90 n=3, page image	135 n=10, page image	100 n=3, page image
Jun 1971[44]	55 n=19, page image			55 n=19, page image								
Apr 1972[32]		90 n=7, page image	70 n=7, page image		80 n=7, page image			70 n=7, page image				
May 1973[33]			70 n=8, page image			60 n=30, page image		70 n=8, page image	60 n=30, page image			
Apr 1975[45]						*60 P* n=14				*115 P* n=14	*140 P* n=18	*110 P* n=21
Apr 1975[45]						60 n=14, page image				115 n=14, page image	140 n=18, page image	110 n=21, page image
Apr 1975[46]		90 n=6, page image	70 n=8, page image		85 n=6, page image			75 n=8, page image				
Jul 1977[10]							135 n=3, page image			105 n=3, page image	140 n=3, page image	110 n=3, page image
Jan 1979[47]						*60 P* n=15			*60 P* n=29		*140 P* n=14	
Mar 1980[4]	60 n=24	90 n=22	70 n=18	60 n=22	85 n=21	60 n=36	140 n=19	75 n=19	60 n=37	115 n=19	142.5 n=24	115 n=23
Jul 1983[5]	*60 P* n=20	*90 P* n=21	*70 P* n=16	*60 P* n=21	*85 P* n=22	*60 P* n=30	*140 P* n=15	*75 P* n=17	*60 P* n=32	*120 P* n=12	*145 P* n=15	*120 P* n=12
Jan 1989[6]	*65 P* n=45	*90 P* n=30	*70 P* n=14	*60 P* n=35	*90 P* n=29	*60 P* n=41	*140 P* n=15	*75 P* n=14	*60 P* n=58	*117.5 P* n=18	*150 P* n=14	*120 P* n=16
Oct 1996[7]	*70 P* n=56	*95 P* n=25	*70 P* n=20	*65 P* n=64	*90 P* n=25	*65 P* n=60	*145 P* n=14	*80 P* n=18	*70 P* n=51	*120 P* n=16	*155 P* n=14	*125 P* n=18

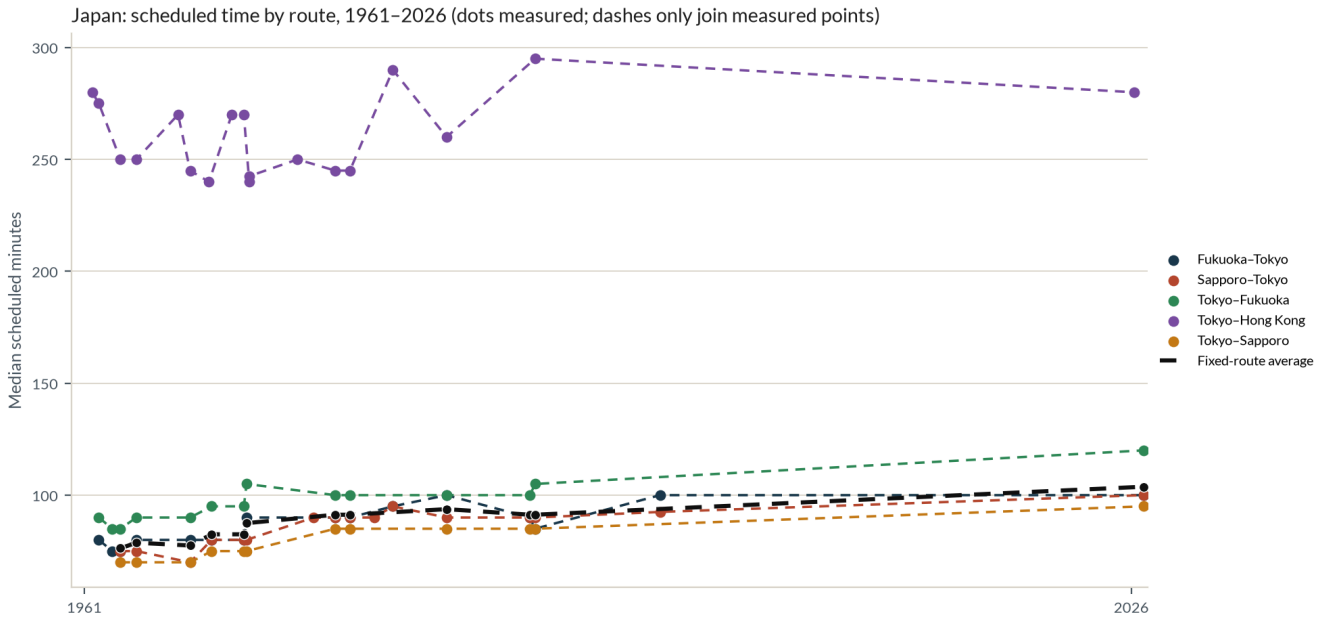
Period	Amsterdam → London	Frankfurt → London	Frankfurt → Paris	London → Amsterdam	London → Frankfurt	London → Paris	London → Rome	Paris → Frankfurt	Paris → London	Paris → Rome	Rome → London	Rome → Paris
2023[8]		*110 P* n=3			*97.5 P* n=2	*77.5 P* n=2				*122.5 P* n=2		*130 P* n=2
2024[8]		*115 P* n=3			*97.5 P* n=2	*80 P* n=2				*122.5 P* n=2		*130 P* n=2
2025[8]		*110 P* n=3			*100 P* n=2	*80 P* n=2			*90 P* n=1	*125 P* n=2		*132.5 P* n=2
2026[8]		*100 P* n=3			*95 P* n=1	*80 P* n=2			*82.5 P* n=2	*125 P* n=1		*132.5 P* n=2

Median published scheduled minutes per route and source issue (n = distinct printed flight lines; jet flights only). Blank = no measured schedule; no value is estimated. Lines in the chart join measured points only. Routes are directional, city to city (all airports of each city). P = preliminary. “Page image” = read from the printed page, not by machine OCR. * London → Rome April 1975: OCR median likely includes one-stop rows (140 minutes in March 1980); not plotted and not used in any average.

Airlines in these schedules: Aerolíneas Argentinas, Air Afrique, Air Ceylon, Air Congo, Air Europe, Air Florida, Air France, Air India, Air Inter, Air Jamaica, Air Jet, Air Lanka, Air Madagascar, Air Mauritius, Air Seychelles, Air UK, Air-India, Alitalia, Avianca, BOAC, British Airways, British Caledonian Airways, British European Airways, British Midland, British Overseas Airways Corporation, British United Airways, Brymon, CAAC (Civil Aviation Administration of China), Cameroon Airlines, Cathay Pacific, Dan-Air, East African Airways, EastJet, EgyptAir, Egyptair (United Arab Airlines before 1971), Ethiopian Airlines, Garuda Indonesia, Ghana Airways, Gill Airways, Gulf Air, ITA Airways, Iran Air, Iraqi Airways, JAT Yugoslav Airlines, Japan Air Lines, KLM, KLM Royal Dutch Airlines, Kenya Airways, Kuwait Airways, Lan Chile, Libyan Arab Airlines, London City Airways, Lufthansa, Lufthansa German Airlines, Malaysian Airline System, Malev Hungarian Airlines, Middle East Airlines, Netherlines, Nigeria Airways, Olympic Airways, Pakistan International Airlines, Pan American World Airways, Panair do Brasil, Philippine Airlines, Qantas, Royal Air Maroc, Royal Jordanian, Royal Nepal, Saudi Arabian Airlines, Sierra Leone Airlines, Singapore Airlines, Suckling Airways, Sudan Airways, Syrian Arab Airlines, TAT, Thai Airways International, Trans World Airlines, Transavia, Uganda Airlines, United Arab Airlines, Varig, World, easyJet. Two-letter codes in the OCR rows that could not be matched to an airline with confidence: 8E, A1, AL, CF, EC, GE, IR, J4, QZ.

3.2 Japan

Japan Air Lines published schedules, 1961–1974 (Airline Timetable Images, read from the page image; jet-era issues only), Official Airline Guide volumes (1975, 1979, machine OCR), Official Airline Guide Worldwide Edition via Departed Flights (1980–1996), All Nippon Airways domestic timetables (2026) and the JAL Times circular (2026). Tokyo–Hong Kong also uses the October 1968 Official Airline Guide (part 2) and the ABC Air Guides of August 1967, December 1970, August 1976 and July 1977, read from the page image. The headline starts in April 1963, the first issue in which jets (Convair 880M) operate most of the Sapporo–Tokyo nonstops (4 of 6 in that issue; the two piston flights are excluded, leaving n = 4 at 75 minutes). Osaka–Tokyo tables in 1963 and 1964 were piston (DC-7C/DC-6B) and are excluded; that pair starts in August 1967 (45 minutes, n=15, page image), after the night DC-6B flights in that issue are dropped. Some Tokyo–Hong Kong points are a single printed flight. 1952–1959 piston schedules are excluded. Sapporo → Tokyo, measured at both ends: 75 minutes (1963, n=4, read from the page image) to 100 minutes (2026), +25 minutes. The fixed-route average, drawn only in years when every route in the set was measured, is 76.3 minutes (1963-04) to 103.8 minutes (2026-10), +27.5 minutes (preliminary).



Period	Fukuoka → Tokyo	Sapporo → Tokyo	Tokyo → Fukuoka	Tokyo → Hong Kong	Tokyo → Sapporo
Jul 1961[21]				280 n=8, page image	
Dec 1961[9]	80 n=1, page image		90 n=1, page image	275 n=3, page image	
Oct 1962[9]	75 n=1, page image		85 n=1, page image		
Apr 1963[9]	75 n=2, page image	75 n=4, page image	85 n=2, page image	250 n=5, page image	70 n=4, page image
Apr 1964[9]	80 n=4, page image	75 n=7, page image	90 n=4, page image	250 n=9, page image	70 n=7, page image
Nov 1966[9]				270 n=12, page image	

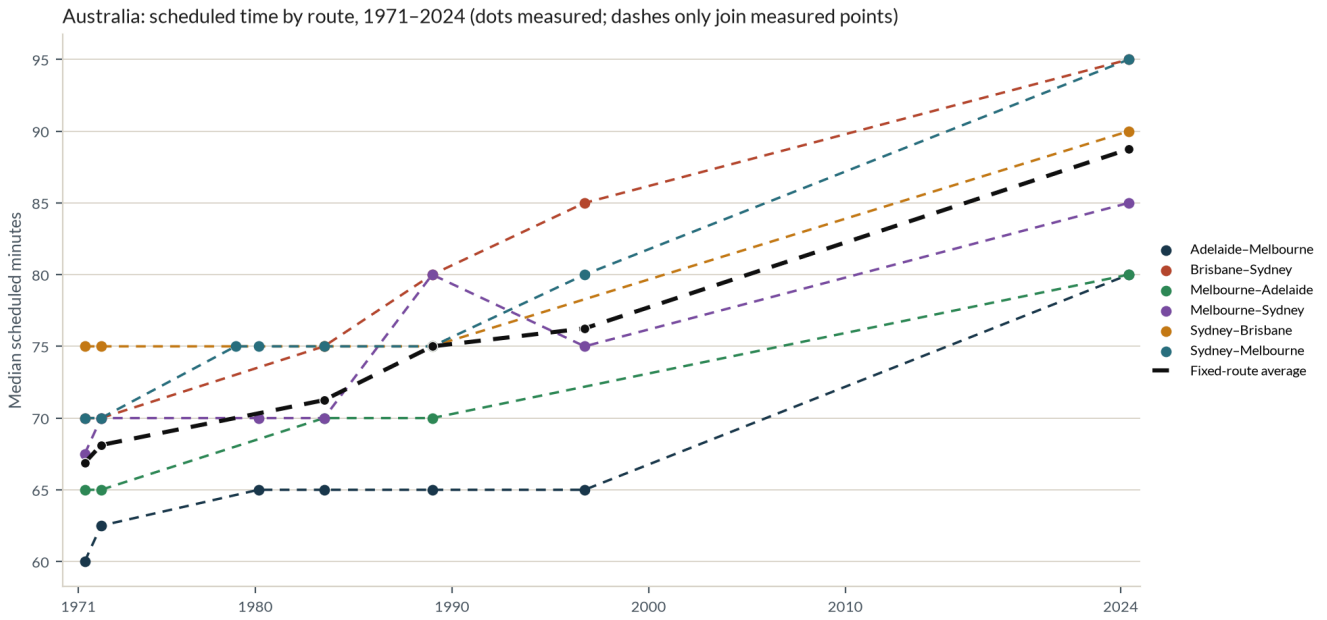
Period	Fukuoka → Tokyo	Sapporo → Tokyo	Tokyo → Fukuoka	Tokyo → Hong Kong	Tokyo → Sapporo
Aug 1967[10]	80 n=7, page image	70 n=15, page image	90 n=7, page image	245 n=8, page image	70 n=15, page image
Oct 1968[18]				240 n=4, page image	
Dec 1968[9]	80 n=8, page image	80 n=10, page image	95 n=8, page image		75 n=10, page image
Mar 1970[9]				270 n=8, page image	
Dec 1970[10]	80 n=12, page image	80 n=13, page image	95 n=12, page image	270 n=5, page image	75 n=13, page image
Feb 1971[11]	90 n=5, page image	80 n=12, page image	105 n=5, page image		75 n=12, page image
Apr 1971[3]				242.5 n=8, page image	
Apr 1971[21]				240 n=7, page image	
Apr 1974[9]				250 n=6, page image	
Apr 1975[45]		*90 P* n=10			
Aug 1976[10]	90 n=9, page image	90 n=11, page image	100 n=10, page image	245 n=7, page image	85 n=11, page image
Jul 1977[10]	90 n=9, page image	90 n=12, page image	100 n=9, page image	245 n=6, page image	85 n=12, page image
Jan 1979[47]		*90 P* n=11			
Mar 1980[4]	95 n=2	95 n=2		290 n=20	
Jul 1983[5]	*100 P* n=3	*90 P* n=2	*100 P* n=21	*260 P* n=15	*85 P* n=25
Sep 1988[9]	90 n=10, page image	90 n=13, page image	100 n=10, page image		85 n=13, page image
Jan 1989[6]	*85 P* n=25	*90 P* n=30	*105 P* n=24	*295 P* n=13	*85 P* n=29
Oct 1996[7]	*100 P* n=1	*92.5 P* n=2			
Mar 2026[48]				*280 P* n=2	
Oct 2026[12]	100 n=45	100 n=43	120 n=41		95 n=40

Median published scheduled minutes per route and source issue (n = distinct printed flight lines; jet flights only). Blank = no measured schedule; no value is estimated. Lines in the chart join measured points only. Routes are directional, city to city (all airports of each city). P = preliminary. “Page image” = read from the printed page, not by machine OCR. n = 1 is a single printed flight.

Airlines in these schedules: AIRDO, ANA Wings, Air France, Air India, Air-India, Alitalia, All Nippon Airways, British Airways, British Overseas Airways Corporation, CP Air, Cathay Pacific, Japan Air Lines, Japan Air System, Japan Airlines, Lufthansa, Lufthansa German Airlines, Northwest Airlines, Northwest Orient Airlines, Pan American World Airways, Qantas, StarFlyer, Swissair, Toa Domestic Airlines, United Airlines. Two-letter codes in the OCR rows that could not be matched to an airline with confidence: UL.

3.3 Australia

Trans-Australia Airlines timetable of May 1971 and Ansett Airlines of Australia timetable of March 1972 (Airline Timetable Images, read from the page image; jet-era issues, all printed equipment jets), Official Airline Guide (1979, machine OCR), Official Airline Guide Worldwide Edition via Departed Flights (1980–1996) and the Qantas Worldwide Timetable (June–July 2024). The ABC World Airways Guide tables of December 1960 (Electra, Viscount, Friendship and DC-6B) and May 1964 (times in the same 90–125 minute range, with no equipment printed) are excluded. The headline starts at the first jet-era measured issue, May 1971 (70 minutes, n=19, page image); March 1972 is also 70 minutes (n=18) and March 1980 is 75 minutes (n=64). Sydney → Melbourne, measured at both ends: 70 minutes (1971, read from the page image) to 95 minutes (2024, n=6), +25 minutes. The fixed-route average, drawn only in years when every route in the set was measured, is 66.9 minutes (1971-05) to 88.8 minutes (2024-06), +21.9 minutes (preliminary).



Route	May 1971[13]	Mar 1972[14]	Jan 1979[47]	Mar 1980[4]	Jul 1983[5]	Jan 1989[6]	Oct 1996[7]	Jun 2024[15]
Adelaide → Melbourne	60 n=8, page image	62.5 n=8, page image		65 n=17	*65 P* n=12	*65 P* n=18	*65 P* n=27	80 n=9
Brisbane → Sydney	70 n=16, page image	70 n=14, page image			*75 P* n=28	*80 P* n=47	*85 P* n=61	95 n=14
Melbourne → Adelaide	65 n=9, page image	65 n=8, page image			*70 P* n=15	*70 P* n=17		80 n=34
Melbourne → Sydney	67.5 n=18, page image	70 n=20, page image		70 n=61	*70 P* n=51	*80 P* n=63	*75 P* n=86	85 n=33
Sydney → Brisbane	75 n=14, page image	75 n=14, page image			*75 P* n=27	*75 P* n=40		90 n=29

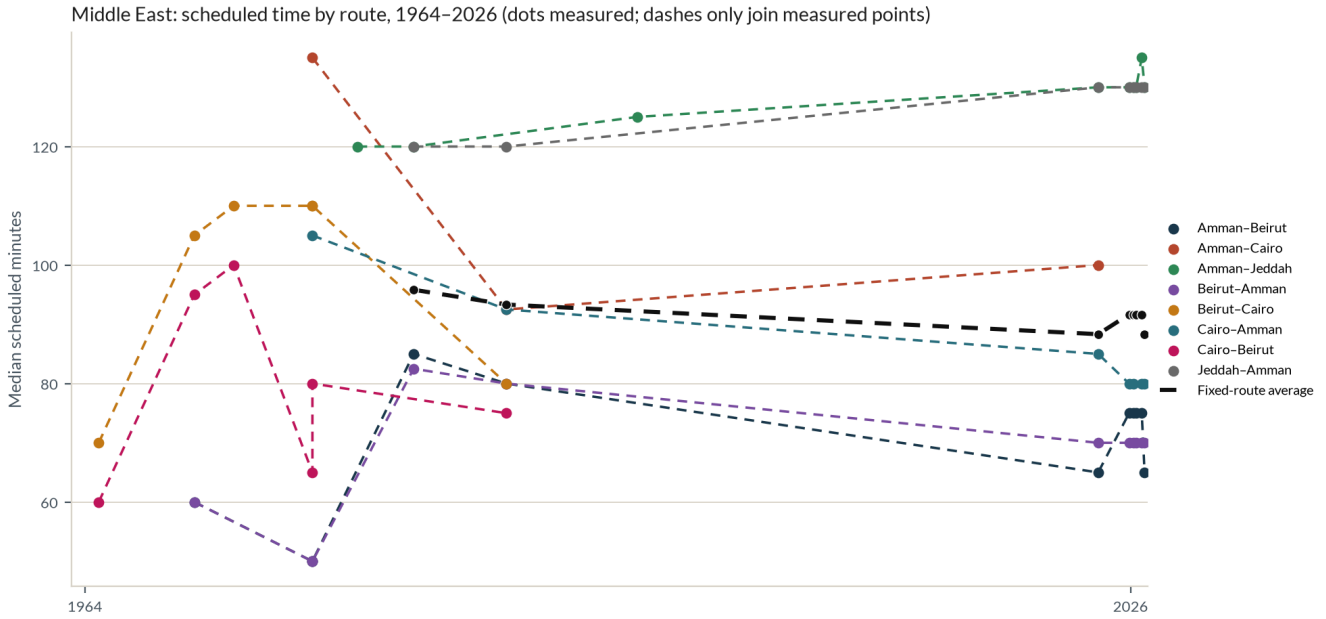
Route	May 1971[13]	Mar 1972[14]	Jan 1979[47]	Mar 1980[4]	Jul 1983[5]	Jan 1989[6]	Oct 1996[7]	Jun 2024[15]
Sydney → Melbourne	70 n=19, page image	70 n=18, page image	*75 P* n=4	75 n=64	*75 P* n=52	*75 P* n=59	*80 P* n=84	95 n=6

Median published scheduled minutes per route and source issue (n = distinct printed flight lines; jet flights only). Blank = no measured schedule; no value is estimated. Lines in the chart join measured points only. Routes are directional, city to city (all airports of each city). P = preliminary. “Page image” = read from the printed page, not by machine OCR.

Airlines in these schedules: Air Niugini, Alitalia, All Nippon Airways, Ansett Airlines of Australia, Australia Asia Airlines, Australian Airlines, British Airways, CAAC (Civil Aviation Administration of China), Cathay Pacific, Continental Airlines, EVA Air, Garuda Indonesia, Gulf Air, JAT Yugoslav Airlines, Japan Airlines, Jetstar Airways, KLM, Kiwi International Air Lines, Korean Air, Lufthansa, Malaysia Airlines, Malaysian Airline System, Olympic Airways, Pan American World Airways, Philippine Airlines, Qantas, Thai Airways International, Trans-Australia Airlines, United Airlines.

3.4 Middle East

Official Airline Guide Worldwide Edition via Departed Flights (1980–1996) and Royal Jordanian Quick Reference Timetables (2024–2026). The headline route, Amman–Jeddah, is first measured in March 1980. The December 1960 ABC Cairo–Beirut and Amman–Beirut tables (Viscount, DC-6B, DC-3 and Convair 240) are excluded. Amman → Jeddah, measured at both ends: 120 minutes (1980, n=3) to 130 minutes (2026, n=5), +10 minutes. The fixed-route average, drawn only in years when every route in the set was measured, is 95.8 minutes (1983-07) to 88.3 minutes (2026-11), −7.5 minutes (preliminary).



Period	Amman → Beirut	Amman → Cairo	Amman → Jeddah	Beirut → Amman	Beirut → Cairo	Cairo → Amman	Cairo → Beirut	Jeddah → Amman
Nov 1964[2]					70 n=14, page image		60 n=15, page image	
Jul 1970[49]	60 n=2, page image			60 n=2, page image	105 n=8, page image		95 n=8, page image	
Nov 1972[50]					110 n=3, page image		100 n=3, page image	
Jul 1977[10]	50 n=4, page image	135 n=3, page image		50 n=4, page image	110 n=3, page image	105 n=3, page image	80 n=3, page image	
Jul 1977[34]	50 n=3, page image			50 n=3, page image	110 n=3, page image		65 n=3, page image	
Mar 1980[4]			120 n=3					
Jul 1983[5]	*85 P* n=2		*120 P* n=3	*82.5 P* n=2				*120 P* n=3

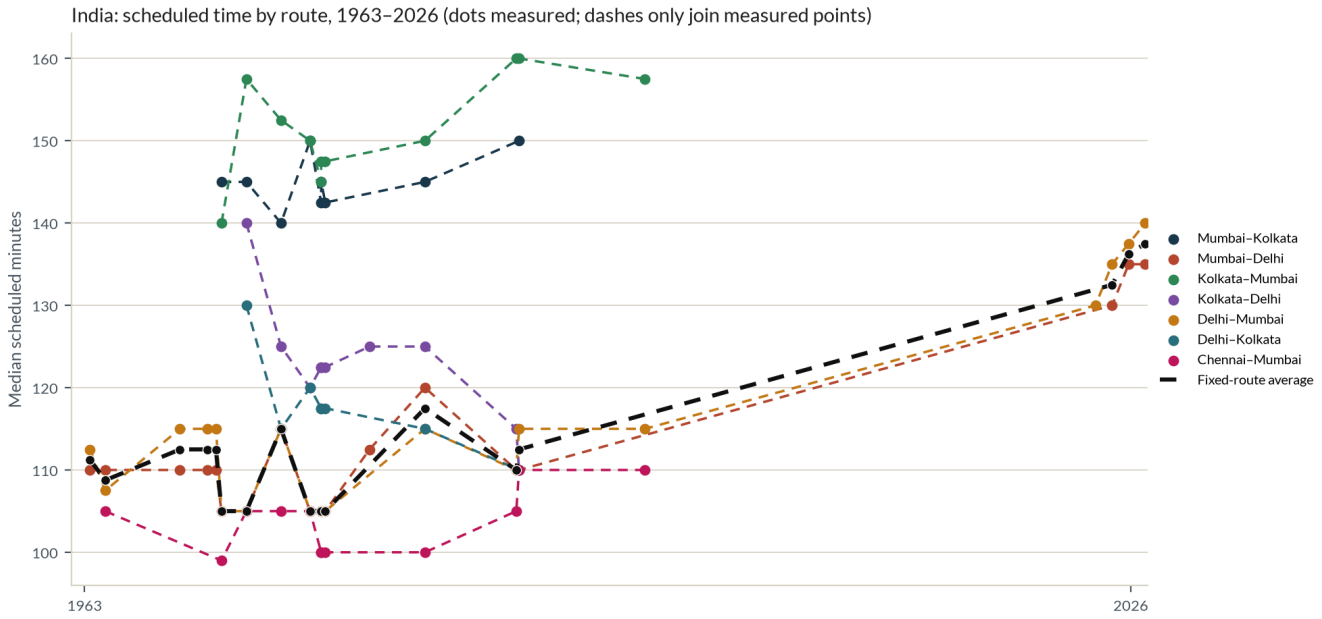
Period	Amman → Beirut	Amman → Cairo	Amman → Jeddah	Beirut → Amman	Beirut → Cairo	Cairo → Amman	Cairo → Beirut	Jeddah → Amman
Jan 1989[6]	*80 P* n=1	*92.5 P* n=4		*80 P* n=1	*80 P* n=2	*92.5 P* n=4	*75 P* n=2	*120 P* n=3
Oct 1996[7]			*125 P* n=2					
Feb 2024[16]	65 n=3	100 n=4	130 n=4	70 n=3		85 n=4		130 n=4
Dec 2025[16]	75 n=3		130 n=3	70 n=3		80 n=4		130 n=4
Mar 2026[16]	75 n=4		130 n=3	70 n=4		80 n=4		130 n=4
May 2026[16]	75 n=5		130 n=4	70 n=4				130 n=4
Sep 2026[16]	75 n=5		135 n=3	70 n=5		80 n=6		130 n=4
Nov 2026[16]	65 n=4		130 n=5	70 n=4		80 n=4		130 n=6

Median published scheduled minutes per route and source issue (n = distinct printed flight lines; jet flights only). Blank = no measured schedule; no value is estimated. Lines in the chart join measured points only. Routes are directional, city to city (all airports of each city). P = preliminary. “Page image” = read from the printed page, not by machine OCR.

Airlines in these schedules: Air Liban, Alia (Royal Jordanian), Alia Royal Jordanian Airlines, EgyptAir, Egyptair (United Arab Airlines before 1971), Middle East Airlines, Royal Jordanian, Saudi Arabian Airlines, Sudan Airways.

3.5 India

Indian Airlines published timetables from May 1963 (Airline Timetable Images, read from the page image; jet-era issues only), Delhi–Bombay tables in the October 1968 Official Airline Guide (part 2) and the ABC Air Guides of December 1970, August 1976 and July 1977 (page image), Air-India timetables of April 1977 and March 1989 (Airline Timetable Images, page image), the BOAC April–June 1971 book (Airline Timetable Images, page image), Official Airline Guide Worldwide Edition via Departed Flights (1980–1996) and Flightradar24 scheduled times (2023–2026). The headline starts in May 1963, when two of the three recorded Bombay–Delhi nonstops are printed with a Boeing symbol (110 minutes); the Viscount at 180 minutes is excluded, leaving n = 2 at 110 minutes. Delhi–Madras and Madras–Delhi are new pairs, measured in the March 1989 Air-India book (150 minutes, n=3 and n=1). Pre-1963 Viscount and piston tables are excluded. Mumbai (Bombay) → Delhi, measured at both ends: 110 minutes (1963, n=2, read from the page image) to 135 minutes (2026, n=3), +25 minutes (preliminary). The fixed-route average, drawn only in years when every route in the set was measured, is 111.3 minutes (1963-05) to 137.5 minutes (2026), +26.3 minutes (preliminary).



Courtesy of Flightradar24.com

Period	Mumbai (Bombay) → Kolkata (Calcutta)	Mumbai (Bombay) → Delhi	Kolkata (Calcutta) → Mumbai (Bombay)	Kolkata (Calcutta) → Delhi	Delhi → Mumbai (Bombay)	Delhi → Kolkata (Calcutta)	Chennai (Madras) → Mumbai (Bombay)
May 1963[17]		110 n=2, page image			112.5 n=2, page image		
Apr 1964[17]		110 n=2, page image			107.5 n=2, page image		105 n=1, page image
Oct 1968[18]		110 n=4, page image			115 n=4, page image		
Jun 1970[17]		110 n=3, page image			115 n=4, page image		

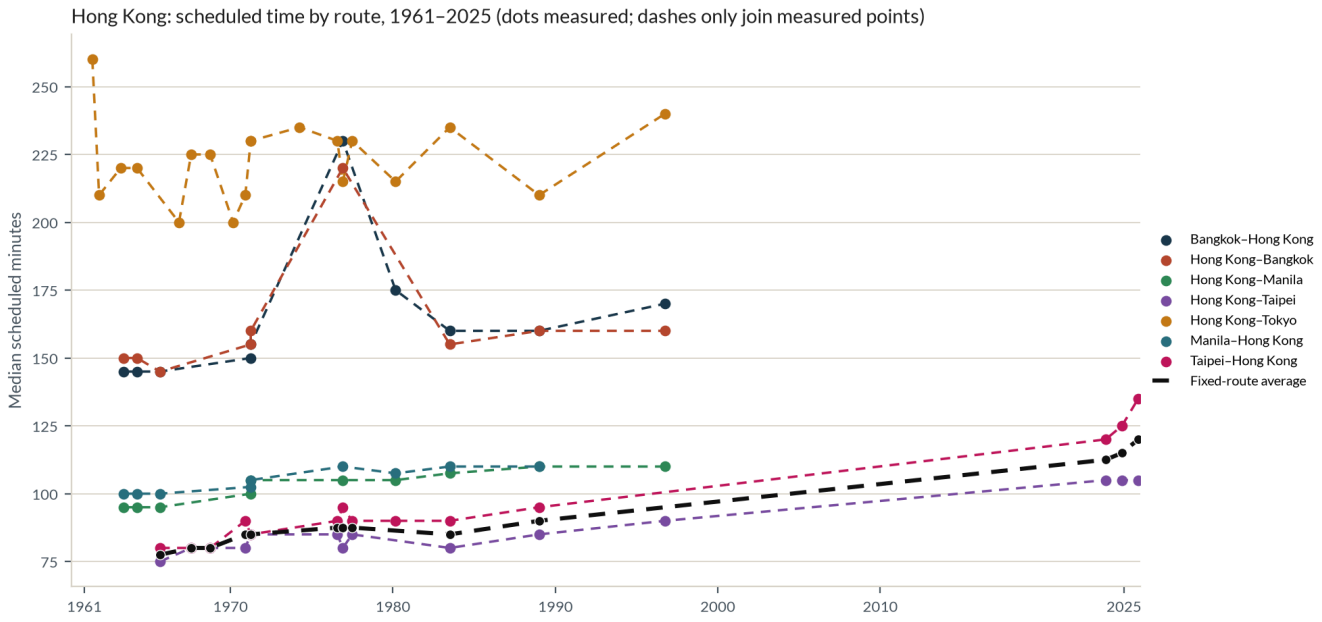
Period	Mumbai (Bombay) → Kolkata (Calcutta)	Mumbai (Bombay) → Delhi	Kolkata (Calcutta) → Mumbai (Bombay)	Kolkata (Calcutta) → Delhi	Delhi → Mumbai (Bombay)	Delhi → Kolkata (Calcutta)	Chennai (Madras) → Mumbai (Bombay)
Dec 1970[10]		110 n=4, page image			115 n=4, page image		
Apr 1971[3]	145 n=3, page image	105 n=9, page image	140 n=2, page image		105 n=9, page image		99 n=3, page image
Oct 1972[17]	145 n=2, page image	105 n=3, page image	157.5 n=2, page image	140 n=3, page image	105 n=3, page image	130 n=3, page image	105 n=2, page image
Nov 1974[17]	140 n=2, page image	115 n=5, page image	152.5 n=2, page image	125 n=2, page image	115 n=5, page image	115 n=2, page image	105 n=2, page image
Aug 1976[10]	150 n=2, page image	105 n=5, page image	150 n=2, page image	120 n=3, page image	105 n=5, page image	120 n=3, page image	105 n=2, page image
Apr 1977[19]	145 n=6, page image	105 n=19, page image	145 n=6, page image	122.5 n=2, page image	105 n=23, page image	117.5 n=2, page image	100 n=6, page image
Apr 1977[17]	142.5 n=2, page image	105 n=4, page image	147.5 n=2, page image	122.5 n=2, page image	105 n=4, page image	117.5 n=2, page image	100 n=2, page image
Jul 1977[10]	142.5 n=2, page image	105 n=4, page image	147.5 n=2, page image	122.5 n=2, page image	105 n=4, page image	117.5 n=2, page image	100 n=2, page image
Mar 1980[4]		112.5 n=18		125 n=2			
Jul 1983[5]	*145 P* n=4	*120 P* n=25	*150 P* n=4	*125 P* n=2	*115 P* n=28	*115 P* n=2	*100 P* n=4
Jan 1989[6]		*110 P* n=25	*160 P* n=4	*115 P* n=2	*110 P* n=22		*105 P* n=8
Mar 1989[20]	150 n=3, page image	110 n=18, page image	160 n=4, page image	110 n=1, page image	115 n=20, page image	110 n=2, page image	110 n=6, page image
Oct 1996[7]			*157.5 P* n=8		*115 P* n=46		*110 P* n=19
2023[8]					*130 P* n=1		
2024[8]		*130 P* n=1			*135 P* n=2		
2025[8]		*135 P* n=2			*137.5 P* n=2		
2026[8]		*135 P* n=3			*140 P* n=2		

Median published scheduled minutes per route and source issue (n = distinct printed flight lines; jet flights only). Blank = no measured schedule; no value is estimated. Lines in the chart join measured points only. Routes are directional, city to city (all airports of each city). P = preliminary. “Page image” = read from the printed page, not by machine OCR.

Airlines in these schedules: Air India, Air Sahara, Air-India, East West Airlines, IndiGo, Indian Airlines, Jet Airways, ModiLuft, Skyline.

3.6 Hong Kong

Cathay Pacific published timetables from June 1963 (Airline Timetable Images, read from the page image; jet-era issues only), the ABC Air Guide of August 1967 (page image), Hong Kong–Taipei and Tokyo–Hong Kong tables in the October 1968 Official Airline Guide (part 2) and the ABC Air Guides of December 1970, August 1976 and July 1977 (page image), Official Airline Guide Worldwide Edition via Departed Flights (1980–1996) and Flightradar24 scheduled times (2023–2025, Taipei only). Tokyo–Hong Kong rows sit with Japan. The headline starts in September 1965, when Convair 880 jets operate 8 of 10 Taipei–Hong Kong nonstops (the two Electra II flights are excluded, leaving n = 8 at 80 minutes). Pre-1963 piston and Electra tables, and 1963–1964 issues that were not jet-majority on a pair, are excluded. Some points are a single printed flight (n = 1). Taipei → Hong Kong, measured at both ends: 80 minutes (1965, n=8, read from the page image) to 135 minutes (2025, n=3), +55 minutes (preliminary). The fixed-route average, drawn only in years when every route in the set was measured, is 77.5 minutes (1965-09) to 120 minutes (2025), +42.5 minutes (preliminary).



Courtesy of Flightradar24.com

Period	Bangkok → Hong Kong	Hong Kong → Bangkok	Hong Kong → Manila	Hong Kong → Taipei	Hong Kong → Tokyo	Manila → Hong Kong	Taipei → Hong Kong
Jul 1961[21]					260 n=8, page image		
Dec 1961[9]					210 n=3, page image		
Apr 1963[9]					220 n=5, page image		
Jun 1963[21]	145 n=5, page image	150 n=5, page image	95 n=4, page image			100 n=4, page image	
Apr 1964[21]	145 n=5, page image	150 n=5, page image	95 n=6, page image			100 n=6, page image	

Period	Bangkok → Hong Kong	Hong Kong → Bangkok	Hong Kong → Manila	Hong Kong → Taipei	Hong Kong → Tokyo	Manila → Hong Kong	Taipei → Hong Kong
Apr 1964[9]					220 n=9, page image		
Sep 1965[21]	145 n=4, page image	145 n=4, page image	95 n=8, page image	75 n=8, page image		100 n=7, page image	80 n=8, page image
Nov 1966[9]					200 n=11, page image		
Aug 1967[10]				80 n=26, page image	225 n=7, page image		80 n=27, page image
Oct 1968[18]				80 n=16, page image	225 n=4, page image		80 n=18, page image
Mar 1970[9]					200 n=8, page image		
Dec 1970[10]				80 n=6, page image	210 n=6, page image		90 n=7, page image
Apr 1971[3]	155 n=9, page image	160 n=9, page image	105 n=6, page image		230 n=8, page image	105 n=5, page image	
Apr 1971[21]	150 n=8, page image	155 n=8, page image	100 n=4, page image	85 n=19, page image	230 n=7, page image	102.5 n=4, page image	85 n=20, page image
Apr 1974[9]					235 n=6, page image		
Aug 1976[10]				85 n=6, page image	230 n=7, page image		90 n=6, page image
Dec 1976[21]	230 n=3, page image	220 n=3, page image	105 n=2, page image	80 n=6, page image	215 n=1, page image	110 n=2, page image	95 n=6, page image
Jul 1977[10]				85 n=6, page image	230 n=6, page image		90 n=6, page image
Mar 1980[4]	175 n=33		105 n=6		215 n=18	107.5 n=6	90 n=23
Jul 1983[5]	*160 P* n=29	*155 P* n=28	*107.5 P* n=6	*80 P* n=21	*235 P* n=15	*110 P* n=7	*90 P* n=20
Jan 1989[6]	*160 P* n=30	*160 P* n=31	*110 P* n=6	*85 P* n=29	*210 P* n=13	*110 P* n=7	*95 P* n=29
Oct 1996[7]	*170 P* n=24	*160 P* n=25	*110 P* n=14	*90 P* n=39	*240 P* n=11		
2023[8]				*105 P* n=3			*120 P* n=3
2024[8]				*105 P* n=3			*125 P* n=3
2025[8]				*105 P* n=3			*135 P* n=3

Median published scheduled minutes per route and source issue (n = distinct printed flight lines; jet flights only). Blank = no measured schedule; no value is estimated. Lines in the chart join measured points only. Routes are directional, city to city (all airports of each city).

P = preliminary. “Page image” = read from the printed page, not by machine OCR. n = 1 is a single printed flight.

Airlines in these schedules: Air France, Air India, Air Lanka, Air Niugini, Air-India, Alitalia, All Nippon Airways, British Airways, British Asia Airways, British Overseas Airways Corporation, CP Air, Canadian Airlines International, Cathay Pacific, China Airlines, Civil Air Transport, EVA Air, Emirates, Garuda Indonesia, Grandair, Gulf Air, Japan Air Lines, Japan Air Lines / Cathay Pacific Airways (joint), Japan Airlines, Japan Asia Airways, Korean Air, Lauda Air, Lufthansa, Lufthansa German Airlines, Malaysia Airlines, Malaysia-Singapore Airlines, Malaysian Airline System, Northwest Airlines, Northwest Orient Airlines, Pan American World Airways, Philippine Air Lines, Philippine Airlines, Qantas, Singapore Airlines, South African Airways, Swissair, Thai Airways International, United Airlines.

4. Scheduled time next to measured air time, 2025–2026

GoScore records takeoff-to-landing time for individual aircraft from 31 July 2025[51]. It does not carry schedules, so this section sets each route's published scheduled time — for the US rows, CRSElapsedTime from the US BTS On-Time file, September 2025–August 2026[22]; for London–Paris, the British Airways schedule from Flightradar24 — beside measured air time (US BTS AirTime for the US rows, for the same months) and GoScore measured air time on that route and airline. The columns are shown side by side; no subtraction is made.

On the US constant basket the post-2021 movement is: scheduled 126.5 minutes (2021) to 129 (2025); measured US air time 96.5 to 97[22][1].

Route	Airline	Scheduled (median min)	BTS flights	BTS air time (median min)	GoScore air time (median min)	GoScore dates
ANC → SEA	Alaska Airlines	214	4,948	179	182 n=1	2025-10-10 – 2025-10-10
ATL → FLL	Delta Air Lines	112	4,296	84	86.5 n=8	2026-01-13 – 2026-09-23
ATL → LGA	Delta Air Lines	133	4,727	103	107 n=1	2025-10-14 – 2025-10-14
ATL → MCO	Delta Air Lines	91	5,441	60	66 n=2	2026-06-24 – 2026-10-27
ATL → MIA	Delta Air Lines	117	3,250	85	85 n=6	2026-05-26 – 2026-08-24
ATL → ORD	Delta Air Lines	127	2,553	94	97 n=13	2026-10-28 – 2026-11-01
BOS → LGA	Delta Air Lines	89	447	46	49 n=1	2025-12-21 – 2025-12-21
BOS → MCO	Delta Air Lines	204	1,226	159	157 n=1	2026-10-31 – 2026-10-31
DEN → SLC	Delta Air Lines	95	1,688	65	66 n=3	2026-08-25 – 2026-10-30
DEN → SLC	Southwest Airlines	95	2,270	64	66 n=1	2025-10-09 – 2025-10-09
DFW → LAX	American Airlines	202	4,433	164	168 n=5	2026-10-29 – 2026-11-01
FLL → ATL	Delta Air Lines	121	4,289	85	83 n=10	2026-01-14 – 2026-09-23
FLL → LGA	JetBlue Airways	174	1,603	145	145 n=3	2026-10-28 – 2026-10-30
HNL → KOA	Hawaiian Airlines	48	1,738	28	28.5 n=8	2025-09-10 – 2026-10-06
HNL → LIH	Hawaiian Airlines	42	1,954	22	23 n=8	2026-02-10 – 2026-10-07
HNL → OGG	Hawaiian Airlines	42	2,469	21	22 n=10	2025-09-10 – 2026-10-06

Route	Airline	Scheduled (median min)	BTS flights	BTS air time (median min)	GoScore air time (median min)	GoScore dates
KOA→HNL	Hawaiian Airlines	50	1,742	30	29 n=8	2025-09-10 – 2026-10-07
LAS→LAX	Delta Air Lines	77	1,717	41	45 n=4	2026-09-21 – 2026-09-28
LAX→DFW	American Airlines	190	4,398	154	151 n=7	2026-10-28 – 2026-11-01
LAX→LAS	Delta Air Lines	72	1,717	44	43 n=3	2026-09-21 – 2026-09-29
LAX→SEA	Delta Air Lines	173	2,210	132	143 n=1	2026-09-26 – 2026-09-26
LAX→SFO	Delta Air Lines	85	2,336	54	54 n=7	2025-11-26 – 2026-09-27
LGA→ATL	Delta Air Lines	155	4,752	111	109.5 n=2	2025-10-14 – 2025-10-23
LGA→FLL	JetBlue Airways	186	1,617	150	145 n=8	2026-10-28 – 2026-10-31
LIH→HNL	Hawaiian Airlines	38	1,957	21	21 n=9	2026-02-10 – 2026-10-06
MCO→ATL	Delta Air Lines	100	5,447	63	62.5 n=2	2026-06-24 – 2026-10-27
MCO→BOS	JetBlue Airways	183	2,430	149	153 n=2	2026-10-30 – 2026-10-31
MCO→BOS	Delta Air Lines	184	1,227	149	145 n=1	2026-10-31 – 2026-10-31
MIA→ATL	American Airlines	125	1,540	86	87 n=1	2026-10-27 – 2026-10-27
MIA→ATL	Delta Air Lines	127	3,259	86	86 n=5	2026-05-26 – 2026-08-25
OGG→HNL	Hawaiian Airlines	42	2,465	23	26 n=9	2025-09-10 – 2026-10-06
ORD→ATL	Delta Air Lines	124	2,558	83	83.5 n=8	2026-10-28 – 2026-11-01
SEA→ANC	Alaska Airlines	227	4,961	192	195 n=1	2026-04-10 – 2026-04-10
SEA→LAX	Delta Air Lines	166	2,215	128	128 n=3	2026-02-23 – 2026-08-28
SFO→LAX	Delta Air Lines	91	2,334	55	55 n=8	2025-11-19 – 2026-09-27
SLC→DEN	Delta Air Lines	92	1,687	59	60 n=3	2026-08-25 – 2026-10-30
CDG→LHR	British Airways	*85 P*[8]	1 (BA305)	–	54 n=2	2026-09-23 – 2026-10-26
LHR→CDG	British Airways	*80 P*[8]	1 (BA304)	–	46 n=1	2026-09-23 – 2026-09-23

Directional airport pairs. GoScore samples are small (1–13 flights per row); treat each row as a spot check (preliminary). Non-US coverage: London Heathrow–Paris Charles de Gaulle only; GoScore rows for Amsterdam and Dublin have no matching schedule in this collection. London–Paris scheduled times: Courtesy of Flightradar24.com.

5. Coverage and gaps

Region	Routes	Years measured	Sources	Status	Gaps
United States	1,286 city-pairs (basket); all US BTS routes; 12 published-timetable city-pairs	1969–1987 every year (published US-timetable basket); June 1968 and July 1975 (Official Airline Guide, selected city-pairs); 1987–2025 every year (US BTS On-Time file; 2026 to August)	US BTS On-Time file; published US timetables 1969–1987 (US report); North American Official Airline Guide, June 1968 and July 1975	Final (published US report basket from 1969); Official Airline Guide 1968/1975 city-pairs preliminary	US domestic flights of reporting carriers in the BTS file, plus published US timetables; Official Airline Guide carrier codes partly garbled (times clean); not every city-pair appears in every issue; 1965–1968 basket years omitted (jet majority not shown); 1954 American Airlines and 1965 Northeast Airlines points omitted (piston-majority)
Europe	6 directional routes + historical-only pairs	Dec 1960 (page image, Frankfurt–London jet flights only); 1966, Aug 1968, Oct 1968, 1975, 1979 (OCR); 1980, 1983, 1989, 1996; 2023–2026	ABC World Airways Guide (page image); OAG scans; Departed Flights; Flightradar24	Preliminary (page-image figures not marked P)	No points 1997–2022; modern sample 1–3 flights per route on some directions; London–Amsterdam and Frankfurt–Paris have no modern point; December 1960 tables other than jet-majority Frankfurt–London are excluded
Japan	4 domestic + Tokyo–Hong Kong + Osaka–Tokyo	1961–1974 Japan Air Lines timetables (page image, jet-era issues); 1975, 1979 (OCR); 1980–1996; 2026	timetableimages.com (page image); OAG scans; Departed Flights; All Nippon Airways; JAL Times	Preliminary (page-image figures not marked P)	1952–1959 piston schedules excluded; Osaka–Tokyo starts August 1967; some Tokyo–Hong Kong points are a single printed flight; no points 1997–2025 on most domestic routes
Australia	6 directional routes	May 1971 and March 1972 (page image); 1979 (OCR); 1980–1996; June–July 2024	Trans-Australia Airlines and Ansett (timetableimages.com); OAG scan; Departed Flights; Qantas (Wayback)	1971–72 page-image figures not marked P; 1979 OCR is preliminary	No 2025–26 timetable; Virgin Australia not collected; no points 1997–2023; December 1960 and May 1964 ABC tables excluded (piston/turboprop or unshown jet majority)
Middle East	Amman, Beirut, Cairo, Jeddah routes	1980–1996; 2024–2026	Departed Flights; Royal Jordanian	Preliminary (page-image figures not marked P)	Modern side is Royal Jordanian only; Gulf hubs (Dubai, Doha, Abu Dhabi) not covered; Amman–Jeddah is first measured in 1980; December 1960 piston/turboprop tables excluded; some historical rows 1–2 lines
India	Mumbai–Delhi, Kolkata, Chennai (Madras) routes	May 1963 and later Indian Airlines timetables (page image, jet-era issues); 1968, 1970, 1976, 1977 (page image, Mumbai–Delhi); Air-India April 1977 and March 1989; BOAC 1971; 1980–1996; 2023–2026 (Mumbai–Delhi only)	timetableimages.com and ABC/OAG guides (page image); Air-India and BOAC books; Departed Flights; Flightradar24	Preliminary (page-image figures not marked P)	Modern sample 1–3 flights; Kolkata and Chennai have no modern point except Delhi–Madras / Madras–Delhi in March 1989; no points 1997–2022; pre-1963 Viscount and piston tables excluded

Region	Routes	Years measured	Sources	Status	Gaps
Hong Kong	Hong Kong–Taipei, Bangkok, Manila, Tokyo	1963 and later Cathay Pacific timetables (page image, jet-era issues); Aug 1967 ABC (page image); 1968, 1970, 1976, 1977 (page image, Hong Kong–Taipei and Tokyo–Hong Kong); 1980–1996; 2023–2025 (Taipei only)	timetableimages.com and ABC/OAG guides (page image); Departed Flights; Flightradar24	Preliminary (page-image figures not marked P)	Modern sample 3 flights per direction on Taipei only; some points are a single printed flight (n = 1); Bangkok, Manila, and Hong Kong → Tokyo have no modern point; pre-jet and non-majority-jet issues excluded
China, Latin America, Africa	–	–	–	Not covered	No matched routes measured
Post-2021 scheduled vs measured (GoScore)	41 US route–airline rows; 2 London–Paris rows	Jul 2025–Nov 2026	GoScore; US BTS On-Time file; Flightradar24	Preliminary (small samples)	GoScore starts 31 July 2025; no schedules in GoScore

This report covers the jet era only; earlier piston and turboprop schedules are excluded. A flight is kept only when it was operated by a pure jet, or when equipment is not printed and the issue is on or after that route's documented jet-introduction date (the first issue in which jets operate most of the equipment-known nonstops on that pair). Turboprops — including Viscount, Electra (L-188), F-27/Friendship, YS-11, FH-227 and Convair 580 — are not treated as jets and are excluded, as are piston types (DC-3/4/6/7, Constellation, Martin, Convair 240/340/440). The regional files hold 8,063 timetable flights (239 flagged and excluded from medians) after this filter, on 62 city-pairs and 653 series points, 1960–2026. (Incoming sources-worker file before the jet-era filter: 9,295 flights, 323 flagged, 801 points, 62 pairs, 1952–2026. The previous published edition, after the same jet-era rule, held 6,278 flights, 104 flagged, 487 points and 60 pairs.) The All Nippon Airways February–March 2027 book is a published future schedule and is not plotted. London → Rome 1975 (OCR median 195 minutes against 140 in 1980) likely includes one-stop rows and is not used in any average or chart.

What "preliminary" means here. Official Airline Guide 1966–1979 values that come from machine OCR of scanned pages, including the June 1968 and July 1975 North American tables and the October 1968 Amsterdam–London and Frankfurt–London rows, have had a targeted second OCR pass on 1,868 pages, but the rows have not been checked by hand. Carrier codes in the North American Official Airline Guide rows are partly garbled; the scheduled times are clean. Two hundred and thirty-nine observation rows remaining after the jet-era filter were flagged and excluded: 36 without a verified nonstop, 97 Departed Flights quality-control flags (27 rows far from their pair-issue median, and 70 rows in pair-issue cells inconsistent with other issues or the reverse direction), 24 merged-line OCR rows, 42 suspect readings, 28 rows superseded by a later visual read of the same Official Airline Guide table, 7 marked not operating, and 5 implausibly short rows. Figures labelled "page image" were read from the printed page (visual transcription of the airline table), not by machine OCR, and are not marked preliminary on that account. In mixed jet/piston issues that are jet-majority, only the jet flights enter the median. Departed Flights pages for 1980, 1983, 1989 and 1996 are used. Flightradar24 values are one date per year for 1–3 flight numbers per direction. Courtesy of Flightradar24.com. The US figures in this report come from the BTS file of US domestic reporting carriers plus published US timetables; the regional figures (Europe, Japan, Australia, Middle East, India, Hong Kong) come from published airline timetables and world airline guides, jet era only.

6. Sources

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25. Delta Air Lines System Timetables 1934–2004 (Delta Flight Museum). Archive: Digital Library of Georgia; curator: Digital Library of Georgia / Delta Flight Museum. https://dlg.usg.edu/collection/delta_dal-tt
26. George M. Foster airline timetable collection. Archive: Northwestern University Libraries Digital Collections; curator: Northwestern University Libraries. https://dc.library.northwestern.edu/
27. Northwest Airlines timetables. Archive: Northwest Airlines History Center; curator: Northwest Airlines History Center. https://northwestairlineshistory.org/timetables/
28. Airline timetables. Archive: Internet Archive; curator: Internet Archive (contributors). https://archive.org/search?query=airline+timetable
29. Official Airline Guide, North American Edition, November 1960. Selected US city-pair tables were read from the page image (visual transcription). Printed equipment, where present, is used to keep only jet flights; piston flights are excluded. Archive and curator: Timetable World. https://timetableworld.com/
30. Official Airline Guide, June 1968 (Timetable World: Official Airline Guide 1968-06 [Global], 934 pages). North American edition tables (12-hour clock times) for US city pairs; nonstop rows read by machine OCR (RapidOCR, with a second targeted re-read of 1,868 low-confidence pages across all nine purchased OAG volumes, completed 22 November 2026) and parsed under fixed rules (printed arrival airport, nonstop only, plausibility window by distance). Carrier codes in these rows are partly garbled; the scheduled times are clean. All-cargo flights and implausibly short rows were flagged and excluded. Missing directions were re-read from the same volume on 22 November 2026 (Boston–New York, Chicago–New York recovered). Archive and curator: Timetable World (scanned PDF). https://timetableworld.com/product/official-airline-guide-1968-06-global/
31. Official Airline Guide, July 1975 (Timetable World: Official Airline Guide 1975-07 [Global], 948 pages). North American edition tables (12-hour clock times) for US city pairs; nonstop rows read by machine OCR (RapidOCR, with a second targeted re-read of 1,868 low-confidence pages across all nine purchased OAG volumes, completed 22 November 2026) and parsed under fixed rules (printed arrival airport, nonstop only, plausibility window by distance). Carrier codes in these rows are partly garbled; the scheduled times are clean. Missing directions were re-read from the same volume on 22 November 2026 (Washington–New York, Chicago–

Los Angeles, Los Angeles–San Francisco both directions, Chicago–New York recovered). Archive and curator: Timetable World (scanned PDF). https://timetableworld.com/product/official-airline-guide-1975-07-global/

32. Lufthansa German Airlines timetable, April 1972. Frankfurt–London and Frankfurt–Paris nonstops were read from the page image (visual transcription). Archive: timetableimages.com; curators: Björn Larsson and David Zekria. https://www.timetableimages.com/
33. Air France timetable, May 1973. London–Paris and Paris–Frankfurt nonstops were read from the page image (visual transcription). Archive: timetableimages.com; curators: Björn Larsson and David Zekria. https://www.timetableimages.com/
34. Middle East Airlines timetable No. 24/B, effective 11 July 1977. Beirut–Cairo and Beirut–Amman tables were read from the page image (visual transcription). Equipment is not printed. Archive: timetableimages.com; curators: Björn Larsson and David Zekria. https://www.timetableimages.com/
35. Data Expo 2009: Airline on time data (copy of the BTS On-Time file, used for October 1987–1999). Archive: Harvard Dataverse, doi:10.7910/DVN/HG7NV7; curator: American Statistical Association, Statistical Computing and Statistical Graphics Sections. https://doi.org/10.7910/DVN/HG7NV7
36. BTS field definitions for the On-Time table (CRSElapsedTime, AirTime). Archive: BTS TranStats; curator: BTS. https://www.transtats.bts.gov/Fields.asp?gnoyr_VQ=FGJ
37. Airport attribution appendix (US report): BTS CRSElapsedTime, all routes both directions, Jan–Dec 1988 (Harvard Dataverse copy), Jan–Dec 2019 and Sep 2025–Aug 2026 (BTS PREZIP); route growth measured, airport effects from a weighted regression (model output). Archive: GoScore / WheelTug analysis files airport_effects_P2019_to_NOW.csv, airport_effects_P1988_to_NOW.csv; curator: GoScore / WheelTug. https://blocktime.wheeltug.com
38. ABC World Airways Guide, December 1960 (Timetable World library item TTW02572; free viewer). Only jet-era flights from this issue are used (Frankfurt–London nonstops identified as jets; the Lufthansa Viscount and all piston and turboprop tables are excluded). Airline tables were read from the page image (visual transcription of the printed airline table, nonstop segment only): Europe (London–Paris, London–Amsterdam, London–Frankfurt, London–Rome, Paris–Rome, Paris–Frankfurt), Japan Air Lines domestic and international, Cathay Pacific, Thai Airways, Indian Airlines, Ansett-ANA, Trans-Australia Airlines, and Middle East (Cairo–Beirut, Amman–Beirut). Time zones from the IANA database on the effective date; printed offsets checked where present. Archive and curator: Timetable World. https://timetableworld.com/product/abc-airways-guide-1960-12/
39. Official Airline Guide, Worldwide Edition, October 1966 (scanned volume, 1,524 pages); nonstop rows read by machine OCR (RapidOCR, with a second targeted re-read of 1,868 low-confidence pages across all nine purchased OAG volumes, completed 22 November 2026) and parsed under fixed rules (printed arrival airport, nonstop only, plausibility window by distance). Archive and curator: Timetable World (scanned PDF). https://timetableworld.com/product/official-airline-guide-1966-10-global/
40. Official Airline Guide, August 1968 [Global], part 1 (scanned volume, 600 pages); nonstop rows read by machine OCR (RapidOCR, with a second targeted re-read of 1,868 low-confidence pages across all nine purchased OAG volumes, completed 22 November 2026) and parsed under fixed rules (printed arrival airport, nonstop only, plausibility window by distance). Archive and curator: Timetable World (scanned PDF). https://timetableworld.com/product/official-airline-guide-1968-08-global/
41. Official Airline Guide, August 1968 [Global], part 2 (scanned volume, 486 pages); nonstop rows read by machine OCR (RapidOCR, with a second targeted re-read of 1,868 low-confidence pages across all nine purchased OAG volumes, completed 22 November 2026) and parsed under fixed rules (printed arrival airport, nonstop only, plausibility window by distance). Archive and curator: Timetable World (scanned PDF). https://timetableworld.com/product/official-airline-guide-1968-08-global/
42. Official Airline Guide, October 1968 [Global], part 2 (scanned volume; the Global edition is 1,648 pages in two PDFs). Amsterdam–London and Frankfurt–London nonstop rows; nonstop rows read by machine OCR (RapidOCR, with a second targeted re-read of 1,868 low-confidence pages across all nine purchased OAG volumes, completed 22 November 2026) and parsed under fixed rules (printed arrival airport, nonstop only, plausibility window by distance). The same part 2 pages were also read from the page image for the Indian Airlines and Cathay Pacific / Japan Air Lines tables (see the following note). Archive and curator: Timetable World (scanned PDF). https://timetableworld.com/product/official-airline-guide-1968-10-global/
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44. KLM Royal Dutch Airlines timetable, June 1971. Amsterdam–London nonstops were read from the page image (visual transcription). Archive: timetableimages.com; curators: Björn Larsson and David Zekria. https://www.timetableimages.com/
45. Official Airline Guide, April 1975 [Global] (scanned volume, 1,534 pages); nonstop rows read by machine OCR (RapidOCR, with a second targeted re-read of 1,868 low-confidence pages across all nine purchased OAG volumes, completed 22 November 2026) and parsed under fixed rules (printed arrival airport, nonstop only, plausibility window by distance). Archive and curator: Timetable World (scanned PDF). https://timetableworld.com/product/official-airline-guide-1975-04-global/
46. Lufthansa German Airlines timetable, April 1975. Frankfurt–London nonstops were read from the page image (visual transcription). Archive: timetableimages.com; curators: Björn Larsson and David Zekria. https://www.timetableimages.com/
47. Official Airline Guide, January 1979 [ex-US], part 2 (scanned volume, 662 pages); nonstop rows read by machine OCR (RapidOCR, with a second targeted re-read of 1,868 low-confidence pages across all nine purchased OAG volumes, completed 22 November

2026) and parsed under fixed rules (printed arrival airport, nonstop only, plausibility window by distance). Archive and curator: Timetable World (scanned PDF). https://timetableworld.com/product/official-airline-guide-1979-01-ex-us/

48. JAL Times international schedule circular, Japan Airlines passenger sales, dated 3 February 2026 (effective 29 March–24 October 2026); partial parse of high-confidence rows. Archive: third-party copy hosted on blog.ytk.co.jp (not jal.co.jp); curator: blog.ytk.co.jp. https://blog.ytk.co.jp/
49. Middle East Airlines timetable, July 1970. Beirut–Cairo and related nonstops were read from the page image (visual transcription). Archive: timetableimages.com; curators: Björn Larsson and David Zekria. https://www.timetableimages.com/
50. Middle East Airlines timetable, November 1972. Beirut–Cairo and related nonstops were read from the page image (visual transcription). Archive: timetableimages.com; curators: Björn Larsson and David Zekria. https://www.timetableimages.com/
51. GoScore (Spire Aviation) aircraft history, field flight_duration_mins (takeoff to landing), records from 31 July 2025; route rows found by scanning tail histories filtered to the route, or by Flightradar24 flight number → tail → GoScore. Archive: GoScore API (get_aircraft_history), pulled November 2026; curator: Spire Aviation / GoScore. https://goscore.aero

Data and build files: unified/data/ (regional_series_unified.csv, regional_observations_unified.csv, matched_routes_unified.csv, headline_series.csv, headline_both_ends.json, jet_era_starts.json, us_timetable_basket.csv, us_basket_sched_air.csv, goscore_vs_scheduled.csv). All figures computed from these files; none are estimated or interpolated.

Prepared by GoScore / WheelTug