US scheduled block times have grown

Air times have held steady for decades. Scheduled block times keep growing.

On the same 1,286 city-pairs, median air time moved from 96 to 97 minutes between 1995 and 2025, while scheduled block rose from about 100.5–104 minutes in 1966–1978 to 116.5 minutes by 1995 and 129 minutes in 2025.

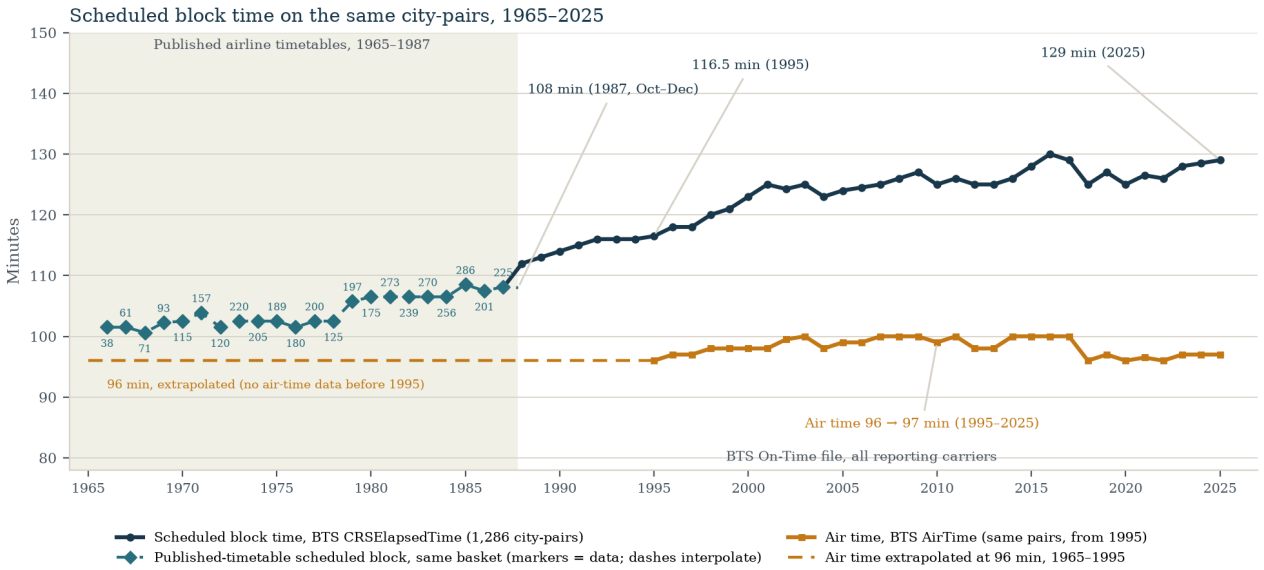


Figure 1. Constant-composition index for the 1,286 city-pairs flown in both 1995 and 2025: median of route-level medians. Navy: BTS scheduled block (CRSElapsedTime) from October 1987. Amber: BTS air time from 1995. Teal: published airline timetables, 1966–1987 (121,030 nonstop flights, 321 timetables, 22 airlines); markers are years with at least 5 matched city-pairs (38 to 286 per year; labels show the count), dashes interpolate between them. Dashed amber: air time extrapolated at 96 minutes back to 1965 (no air-time data before 1995). Method and limits on page 10.

Headline findings

These findings rest on about 226 million flights with a usable scheduled block time from 1987 to 2025, including about 179 million flights on 1,286 city-pairs flown in both 1995 and 2025. The FAA ASPM cross-check is a separate, smaller sample and is not included in those BTS totals.

- On 1,286 airport pairs flown in both 1995 and 2025 (at least 30 flights each year), the median change in median scheduled block was +13 minutes. The median change in median air time on those same pairs was +2 minutes. Scheduled block grew more than air time on 1,225 of 1,286 pairs (95.3%).
- Treating those same 1,286 city-pairs as a constant basket, the median of their route-level median scheduled blocks rose from 116.5 minutes in 1995 to 129 minutes in 2025. The median of their route-level median air times moved from 96 to 97 minutes.
- Every calendar month shows the same pattern: from 1995 to 2025, the median scheduled-block change by month is between +12 and +15 minutes, and the median air-time change is between +1 and +2 minutes. October (+13 scheduled, +1 air) was not an outlier.
- Among the 50 busiest continuing city-pairs, scheduled block grew more than air time on every pair (median scheduled growth +14.2% against +2.6% for air time). LAS–LAX scheduled block went from 60 to 78 minutes (+30.0%) while air time went from 42 to 43 (+2.4%).
- Published block on routes that still exist was already shorter in 1960s–1970s timetables than in today's BTS files. LGA–ORD sat at 112–127 minutes in 1969–1972 timetables, 130 minutes in 1995, and 151 minutes in 2025, while air time went from 102 to 107. BOS–LGA was 50 minutes in 1969 and 1972 shuttle timetables and 83 scheduled / 43 air in 2025.
- By network model, scheduled block grew under every form while air time stayed nearly flat. Hub-and-spoke continuing cells added a median +13 minutes of scheduled block against +2 of air time; point-to-point (Southwest Airlines) +10 against +1; hybrid (Alaska Airlines) +14.25 against 0.

What was measured

Scheduled block time is BTS CRSElapsedTime: the airline computer-reservation-system (CRS) scheduled time from gate departure to gate arrival in the public BTS On-Time file. OAG schedule times are a separate commercial filing under Technical Directive No. 40, are not in the public file, and are not used here. Block time is the industry term for that gate-to-gate span; BTS does not use the phrase itself. ActualElapsedTime is the measured counterpart and is not used on this page.

Total Ground Time (TGT), as measured by GoScore: TGT is the time from touchdown on one flight to takeoff on the next. It is not derived by subtracting air time from scheduled block, and it is not analysed in this report.

The panel is every published month of BTS Reporting Carrier On-Time Performance from October 1987 through August 2026 — 467 months, no month missing. That is 230,444,904 operated flights with a reported distance of at least 50 miles that were not cancelled or diverted. AirTime is blank in the BTS files from October 1987 through December 1994 (36,611,203 flights in those years). From 1995 through 2025 there are 189,225,468 such flights. Headline end year is 2025, a complete calendar year (6,878,621 flights). The scheduled-block analysis uses 225,836,516 flights with a usable CRSElapsedTime from October 1987 through December 2025 (1987 is October–December only; 2026 year-to-date is not included in that total). The constant set of 1,286 city-pairs accounts for 179,398,417 of those flights. 2026 is January–August year-to-date and is not used as an endpoint. 1987 is October–December only, the start of the BTS On-Time collection. The ASPM cross-check is a separate, smaller sample and is not included in these BTS totals.

For 1987–1994, scheduled-block figures use every flight with a usable CRSElapsedTime. From 1995 onward, paired comparisons also require a usable AirTime (positive and under 800 minutes). City-pairs are undirected (ATL–ORD pools both directions). A route or route–airline cell needs at least 30 flights in a year (or in that calendar month, for the seasonality view) to enter a comparison. Years 1987–1999 come from the Harvard Dataverse copy of the BTS series (Data Expo 2009, doi:10.7910/DVN/HG7NV7). Years 2000–2026 come from BTS PREZIP files. Minutes per 1,000 miles is the ratio of stored medians (median time divided by median distance, times 1,000).

The same city-pairs, thirty years later

Holding the set of city-pairs fixed, scheduled block rises from 116.5 minutes in 1995 to 129 minutes in 2025. The same basket can be taken back to the start of the BTS file. In 1988, the first complete year, the median of route-level median scheduled blocks was 112 minutes (1,125 of the 1,286 pairs had at least 30 scheduled flights). By 1994 it was 116 minutes (1,242 pairs). The 1987 figure, 108 minutes, covers October–December only (1,070 pairs) and is not a full year. Air time on those same pairs, published only from 1995, moves from 96 to 97 minutes and stays inside a 96–100 minute range in every year it is available. Basket scheduled minutes per 1,000 miles (the median across pairs of each pair's median scheduled block divided by its median distance, times 1,000) rose from 169.9 in 1995 to 188.6 in 2025, and stood at 167.6 in 1988. The matching air-time figure moved from 140.2 to 142.1.

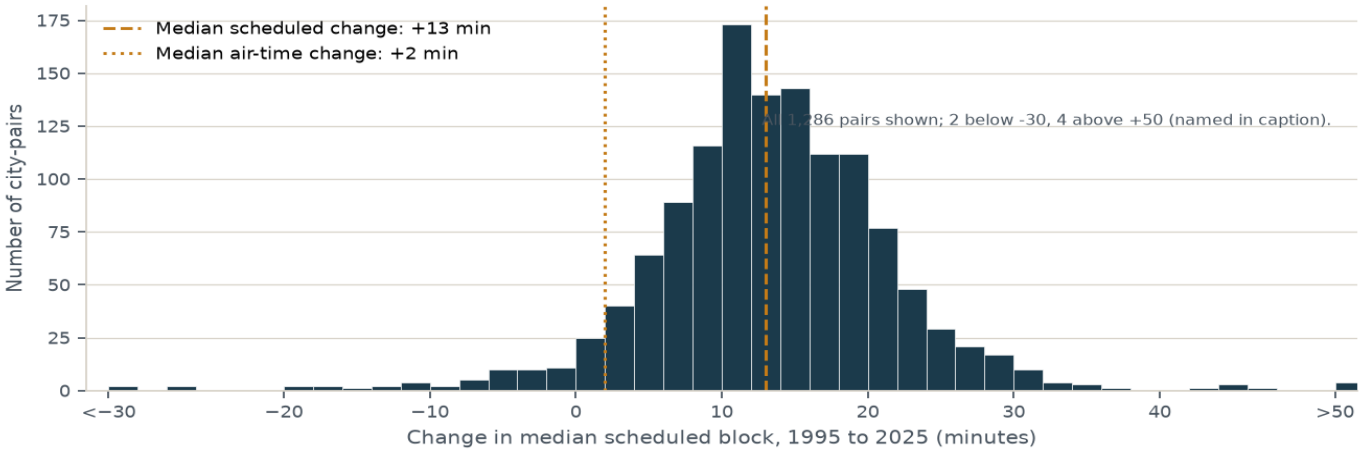


Figure 2. Distribution of the 1995-to-2025 change in median scheduled block across 1,286 continuing city-pairs, in 2-minute bins from -30 to +50. 6 pairs sit in overflow bins (HNL-MSP -40, MSP-SJU -37, ATL-HNL +65, HNL-ORD +56, JFK-SEA +55, BOS-SFO +51). Median change +13 minutes; mean +12.8 minutes. The median air-time change on the same pairs (+2 minutes) is marked for comparison. Source: BTS, all months.

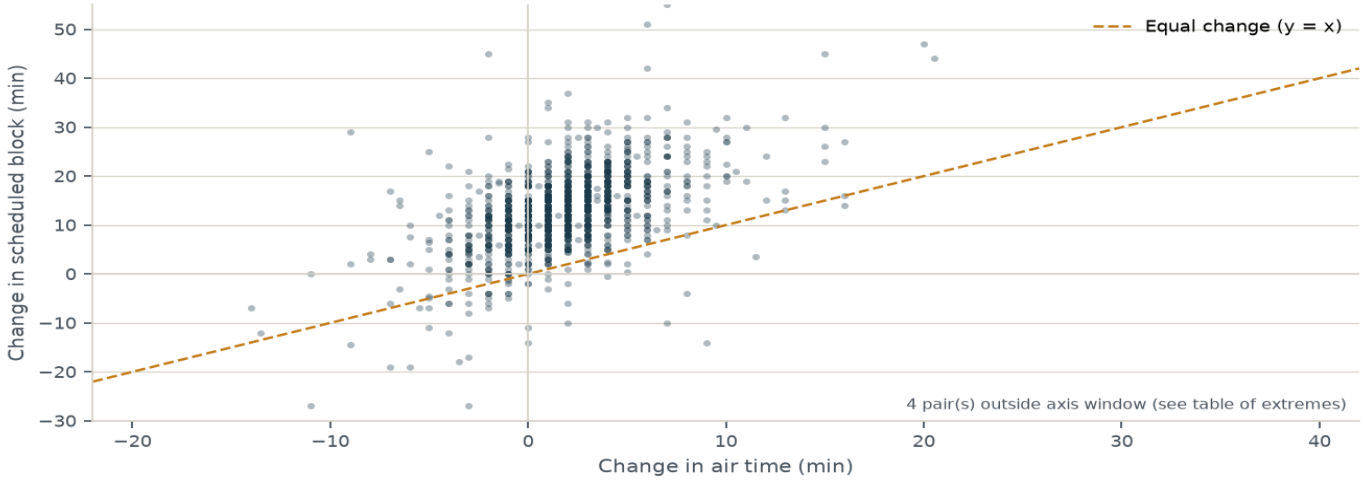


Figure 3. Each point is one continuing city-pair. Points above the dashed line are pairs whose scheduled block grew more than their air time (1,225 of 1,286). Source: BTS CRSElapsedTime and AirTime, all months.

Of those 1,286 city-pairs, 1,221 (94.9%) added scheduled minutes, 53 shortened, and 12 were unchanged. 1,171 pairs (91.1%) lengthened by more than 3 minutes; only 76 (5.9%) stayed within 3 minutes of their 1995 scheduled block. The 10th-to-90th percentile range of the scheduled change is +4 to +22 minutes. Among 738 route–airline cells present in both years, the median scheduled change is +13 minutes, the median air-time change is +2 minutes, and scheduled block grew more than air time on 704 of 738 cells (95.4%).

Matched-pair changes at a glance

Unit	From	To	Cells	Median Δ scheduled	Median Δ air	Share where scheduled grew more
City-pairs	1995	2025	1,286	+13	+2	95.3%
City-pairs	2000	2025	1,361	+9	+1	88.8%
City-pairs	2010	2025	1,827	+5	+0	78.1%
Route–airline	1995	2025	738	+13	+2	95.4%

Table 1. Continuing cells with at least 30 flights with AirTime in each endpoint year. The last column is the share of cells whose scheduled-block change exceeded their air-time change. Source: BTS, all months.

If every flight in a year is thrown into one pot, median scheduled block rose from 100 minutes in 1995 to 133 minutes in 2025, and median air time rose from 79 to 100. Those raw figures track a longer typical flight (median distance 546 miles to 693 miles) as well as padding. That is why the constant basket in Figure 1 is the fairer test — and why that basket still shows scheduled block up 12.5 minutes while air time rises only 1 minute.

Year	Flights	Systemwide scheduled	Systemwide air	Median miles	Basket scheduled	Basket air
1987 *	1,279,880	81	—	418	108	—
1994	5,095,472	97	—	515	116	—
1995	5,219,475	100	79	546	116.5	96
2000	5,477,900	111	88	602	123	98
2010	6,319,595	113	86	588	125	99
2015	5,713,148	123	94	650	128	100
2020	4,398,470	122	93	640	125	96
2025	6,878,621	133	100	693	129	97

Table 2. Systemwide medians use every operated flight in the year with a usable CRSElapsedTime (and, from 1995, AirTime). Basket columns are the constant-composition index of Figure 1. 1987 is October–December only. AirTime is blank before 1995. Source: BTS, all months.

Seasonality: Block times grew in every season while air times stayed constant

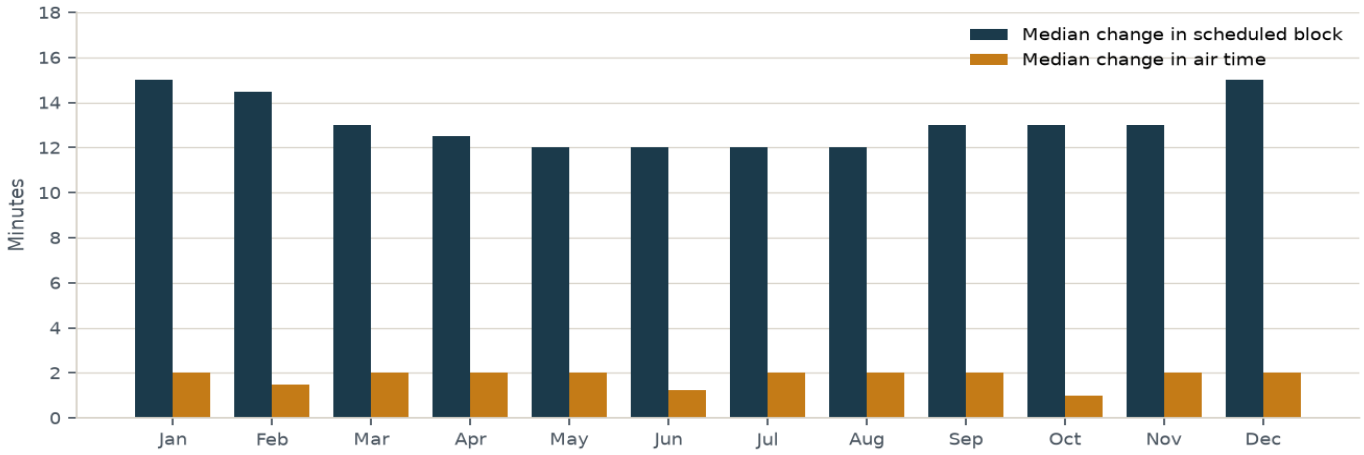


Figure 4. Median 1995-to-2025 change in route-level median scheduled block and air time, comparing the same calendar month in each year (city-pairs with at least 30 flights in that month of both years). Source: BTS, all months.

Month	City-pairs	Median Δ scheduled	Median Δ air	Scheduled grew more	Air flat ±3 min
January	1,131	+15	+2	92.7%	62.2%
February	1,122	+14.5	+1.5	94.3%	63.0%
March	1,131	+13	+2	88.4%	61.9%
April	1,125	+12.5	+2	92.4%	66.7%
May	1,118	+12	+2	94.3%	65.0%
June	1,130	+12	+1.25	95.0%	69.9%
July	1,121	+12	+2	93.2%	69.8%
August	1,125	+12	+2	92.1%	66.3%
September	1,104	+13	+2	96.2%	68.4%
October	1,103	+13	+1	93.8%	68.2%
November	1,099	+13	+2	91.6%	66.2%
December	1,116	+15	+2	92.3%	64.0%

Table 3. Same-month comparison, 1995 versus 2025. October (+13 scheduled, +1 air) sits in the middle of the year. January and December are the high end for scheduled-block growth (+15). Source: BTS, all months.

By distance band

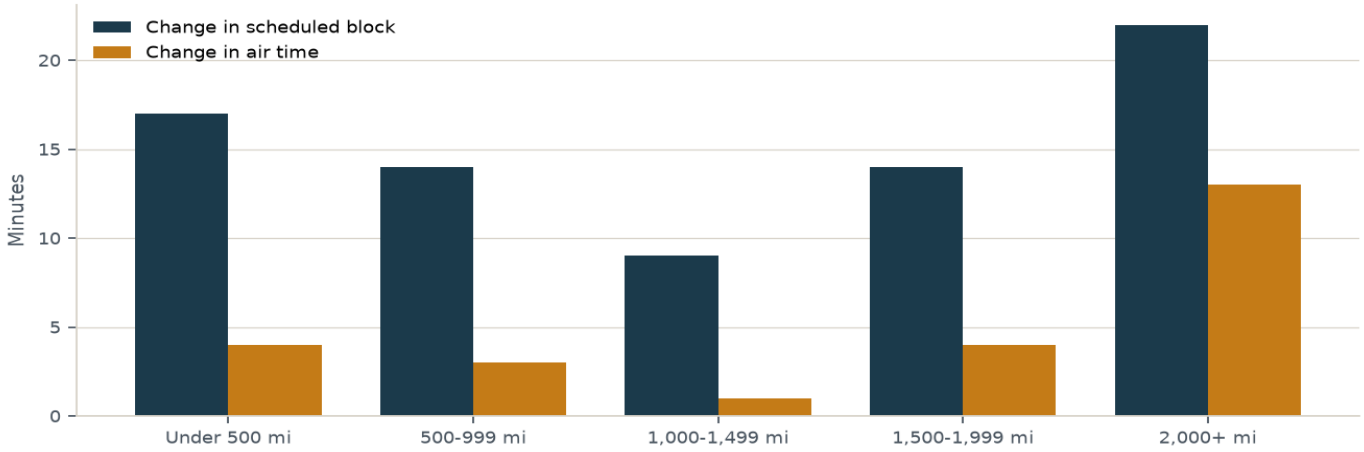


Figure 5. Change in flight-level median scheduled block and median air time by great-circle distance band, 1995 to 2025. Source: BTS, all months.

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

Table 4. Flight-level medians inside each distance band. Scheduled block rose in every band, and by more than air time in every band. Source: BTS, all months.

In the 1,000–1,499 mile band, air time moved from 154 to 155 minutes while scheduled block rose +9 minutes (179 to 188). On flights of 2,000 miles and up, air time rose +13 minutes and scheduled block rose +22 minutes.

By airline

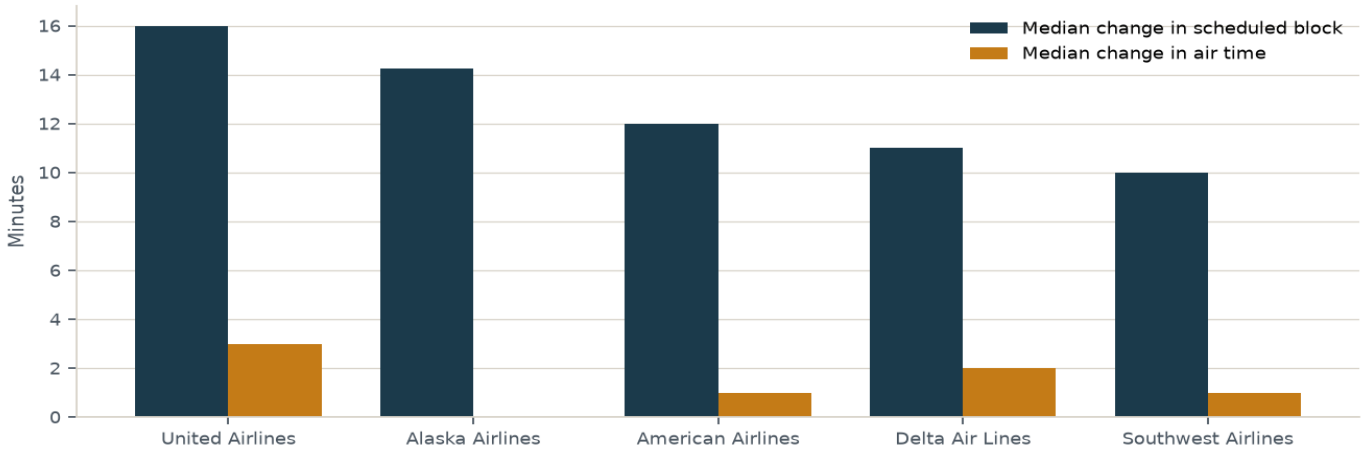


Figure 6. Median change across each carrier's continuing city-pairs (present in both 1995 and 2025, at least 30 flights each year). Source: BTS, all months.

Airline	Pairs	Change, scheduled	Change, air	Scheduled grew more	Change, scheduled / 1,000 mi
United Airlines	192	+16	+3	92.7%	+19.6
Alaska Airlines	54	+14.25	+0	100.0%	+22.5
American Airlines	167	+12	+1	95.2%	+11.4
Delta Air Lines	186	+11	+2	94.6%	+15.7
Southwest Airlines	139	+10	+1	98.6%	+24.5

Table 5. Minutes per 1,000 miles is each pair's median scheduled block divided by its median distance, times 1,000; the last column is the median change in that ratio. Source: BTS, all months.

A carrier's raw systemwide median moves when its typical hop gets longer or shorter. These rows hold the city-pairs fixed instead. Carriers that do not appear in the 1995 file — including JetBlue Airways, Frontier Airlines, Hawaiian Airlines, and Spirit Airlines — have no 1995 baseline here.

Hub-and-spoke versus point-to-point

Scheduled block grew under every network model while air time on the same cells did not. On continuing route-airline cells from 1995 to 2025, hub-and-spoke carriers added a median 13 minutes of scheduled block against +2 of air time; point-to-point (Southwest Airlines) +10 against +1; hybrid (Alaska Airlines) +14.25 against 0. Scheduled block grew more than air time on 94.1 percent, 98.6 percent, and 100 percent of those cells, respectively.

Classification rule. Hub-and-spoke (legacy): American Airlines, Delta Air Lines, United Airlines, and predecessors present in the panel. Point-to-point / low-cost: Southwest Airlines, JetBlue Airways, Spirit Airlines, Frontier Airlines, Allegiant Air, and related

carriers. Hybrid: Alaska Airlines and Hawaiian Airlines. Regionals omitted from model headlines. In 2025 hub-and-spoke mainline top-three departure shares were 34–35 percent; Southwest Airlines was 17.9 percent. Limits: 1995–2025 point-to-point is Southwest Airlines only; JetBlue Airways and Frontier Airlines enter in 2010–2025.

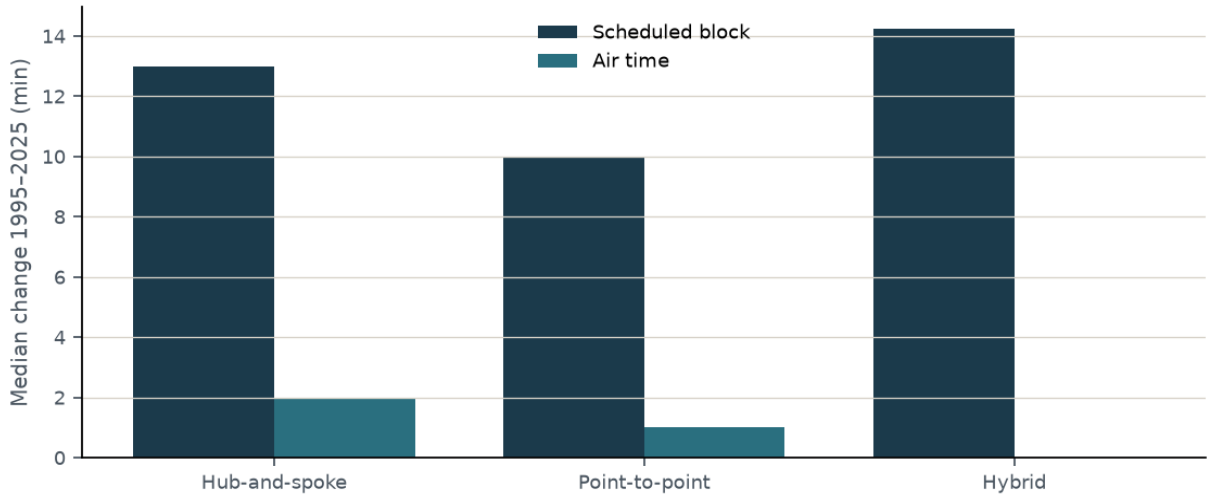


Figure. Median 1995-to-2025 change in median scheduled block and air time by network model. Source: BTS CRSElapsedTime and AirTime.

Network model	Cells	Δ scheduled	Δ air	Sched grew more
Hub-and-spoke (legacy)	545	+13	+2	94.1%
Point-to-point / low-cost	139	+10	+1	98.6%
Hybrid	54	+14.25	0	100%

Table. Continuing route-airline cells, 1995 to 2025. Source: BTS, all months.

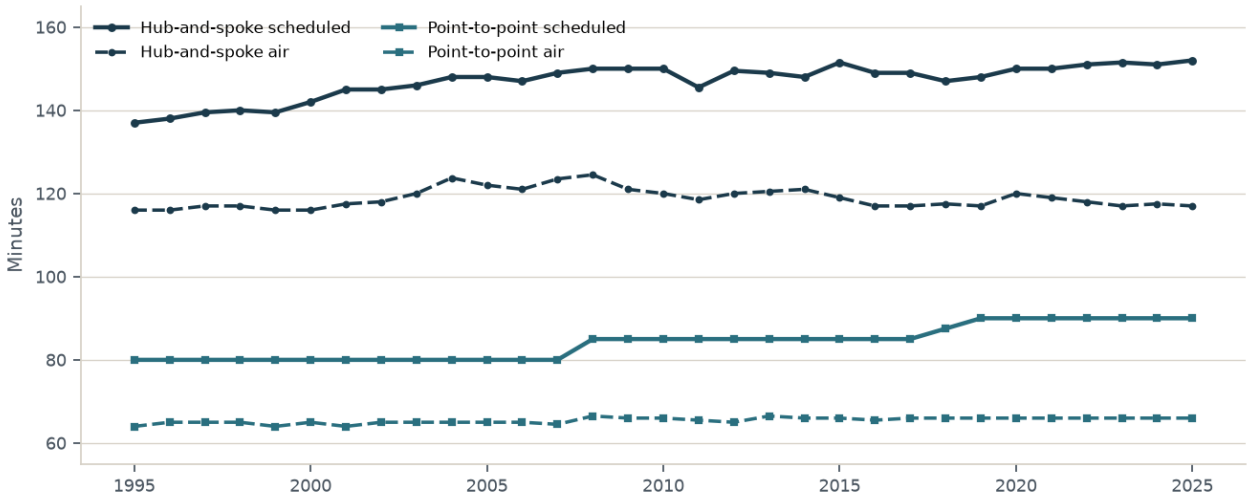


Figure. Basket median scheduled block and air time for continuing 1995–2025 route-airline cells by network model. Source: BTS, all months.

Holding those cells fixed, hub-and-spoke scheduled block rose from 137 to 152 minutes while air time moved from 116 to 117; point-to-point scheduled block rose from 80 to 90 while air time moved from 64 to 66. The extra published minutes sit beside flat air time under every model — the same framing as the rest of this report. This page still does not subtract the two series. From 2010 to 2025, hub-and-spoke cells show +2 scheduled against 0 air (pulled down by Delta Air Lines at −3 scheduled); point-to-point cells show +5 scheduled against −1 air. Hub connecting banks are a peak-load pattern (FAA, 1990); flights into hubs have been found to carry more schedule buffer than flights into spokes (Deshpande, MIT, 2011). This section does not measure taxi, connecting time, or GoScore Total Ground Time.

Busiest continuing city-pairs

City-pair	Scheduled 1995 to 2025	% change, scheduled	Air 1995 to 2025	% change, air
LAX-SFO	78 → 91	+16.7%	54 → 55	+1.9%
LAS-LAX	60 → 78	+30.0%	42 → 43	+2.4%
LAX-PHX	74 → 90	+21.6%	57 → 59	+3.5%
LGA-ORD	130 → 151	+16.2%	102 → 107	+4.9%
MSP-ORD	80 → 97	+21.2%	56 → 59	+5.4%
LAS-PHX	60 → 75	+25.0%	43 → 44	+2.3%
JFK-LAX	328 → 355	+8.2%	297 → 307	+3.4%
DFW-IAH	63 → 79	+25.4%	41 → 44	+7.3%
LAX-ORD	244 → 261	+7.0%	216 → 219	+1.4%
SEA-SFO	120 → 136	+13.3%	97 → 100	+3.1%
DFW-ORD	138 → 155	+12.3%	110 → 111	+0.9%
BOS-ORD	144 → 166	+15.3%	118 → 122	+3.4%
EWR-ORD	130 → 154	+18.5%	102 → 104	+2.0%
LAX-OAK	70 → 85	+21.4%	54 → 55	+1.9%
BOS-DCA	91 → 104	+14.3%	67 → 70	+4.5%
DAL-HOU	55 → 70	+27.3%	41 → 44	+7.3%
DCA-ORD	107 → 128	+19.6%	86 → 91	+5.8%
ATL-DFW	127 → 139	+9.4%	103 → 103	+0.0%
SAN-SFO	85 → 100	+17.6%	66 → 68	+3.0%
LAX-SEA	151 → 172	+13.9%	130 → 131	+0.8%

Table 6. The 20 continuing city-pairs with the most combined 1995 and 2025 flights. Growth columns are percent change in the route-level median from 1995 to 2025. Among the 50 busiest, scheduled block grew more than air time on every pair (median scheduled growth +14.2%, median air-time growth +2.6%). Source: BTS, all months.

2010 to 2025

The last fifteen years still show scheduled block rising while air time does not, but the scheduled increase is smaller than the 1995-to-2025 rise. On 1,827 continuing city-pairs the median scheduled change is +5 minutes and the median air-time change is +0 minutes. Scheduled block grew more than air time on 1,426 of those pairs (78.1%).

That overall picture hides a real exception at Delta Air Lines. On Delta Air Lines' 311 continuing route cells from 2010 to 2025, the median scheduled change was -3 minutes (air time +0), and scheduled block grew more than air time on 89 of those 311 cells. Several of those schedules had already jumped between 1995 and 2010, so 2025 still sits above 1995 even where the last fifteen years gave a little back. Southwest Airlines (+5 versus -1), American Airlines (+8 versus +0), United Airlines (+6 versus +1), and Alaska Airlines (+7 versus -1), and JetBlue Airways (+6 versus +1) continued to add scheduled minutes on their continuing pairs over 2010–2025.

Long run: published timetables (1965–1987) and BTS (1987–2025)

Pre-1987 figures are not BTS data. They are scheduled block times (the published gate-to-gate time) read from scanned system timetables: departure and arrival printed in local time, converted to elapsed minutes with the civil-time offset between the two airports in force on that date. Only flights marked nonstop are included. Illegible or ambiguous times were skipped, not guessed. Dallas Love Field is coded DAL; Dallas/Fort Worth Regional, which opened in 1974, is coded DFW. The full dataset holds 121,030 usable nonstop flights from 321 timetables of 22 airlines, 1965–1987; Table 7 lists the first hand-checked subset for these six routes (614 flights).

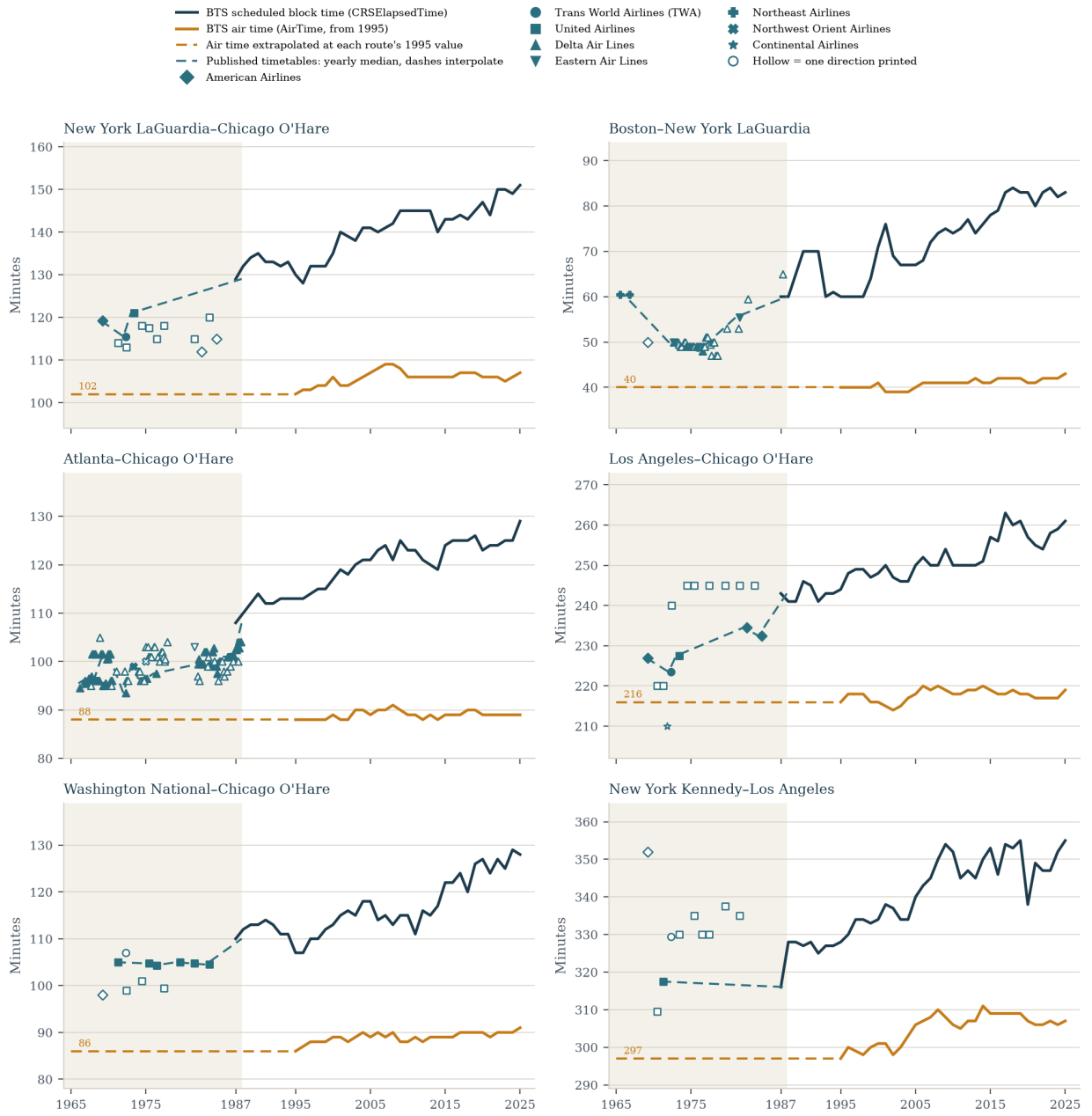


Figure 7. Scheduled block time from published airline system timetables (teal markers, shape = airline; dashed teal line = yearly median of two-direction issues, interpolated to the BTS 1987 value) and from BTS CRSElapsedTime (navy), with BTS AirTime from 1995 (amber). Each timetable marker is one issue: the average of its two directional medians of nonstop flights (at least 2 flights); hollow markers have only one direction printed. Dashed amber: air time extrapolated at each route's 1995 value (there is no air-time data before 1995). Shaded: published-timetable era.

City-pair	Date / source	Airline	Flights	Median block (min)
LGA–ORD	30 Mar 1969	American Airlines	29	127
LGA–ORD	30 Apr 1972	Trans World Airlines	29	118
LGA–ORD	1 Jun 1972	United Air Lines	9	112
LGA–ORD	BTS 1987 (Oct–Dec)	All reporting carriers	4,708	129 sched
LGA–ORD	BTS 1995	All reporting carriers	22,072	130 sched / 102 air
LGA–ORD	BTS 2025	All reporting carriers	22,382	151 sched / 107 air
BOS–LGA	30 Mar 1969	American Airlines	15	50
BOS–LGA	6 Sep 1972	Eastern Air Lines	32	50
BOS–LGA	BTS 1987 (Oct–Dec)	All reporting carriers	5,666	60 sched
BOS–LGA	BTS 1995	All reporting carriers	10,900	60 sched / 40 air
BOS–LGA	BTS 2025	All reporting carriers	13,538	83 sched / 43 air

City-pair	Date / source	Airline	Flights	Median block (min)
ATL–ORD	1 Jun 1968	Delta Air Lines	5	97
ATL–ORD	1 Mar 1972	Delta Air Lines	6	98
ATL–ORD	18 Dec 1974	Northwest Orient Airlines	3	100
ATL–ORD	15 Dec 1983	Delta Air Lines	9	104
ATL–ORD	BTS 1987 (Oct–Dec)	All reporting carriers	4,282	108 sched
ATL–ORD	BTS 1995	All reporting carriers	17,083	113 sched / 88 air
ATL–ORD	BTS 2025	All reporting carriers	12,115	129 sched / 89 air
LAX–ORD	30 Mar 1969	American Airlines	14	235.5
LAX–ORD	31 Oct 1971	Continental Airlines	3	210
LAX–ORD	30 Apr 1972	Trans World Airlines	10	225
LAX–ORD	1 Jun 1972	United Air Lines	7	240
LAX–ORD	BTS 1987 (Oct–Dec)	All reporting carriers	3,589	243 sched
LAX–ORD	BTS 1995	All reporting carriers	20,051	244 sched / 216 air
LAX–ORD	BTS 2025	All reporting carriers	13,969	261 sched / 219 air
DCA–ORD	30 Mar 1969	American Airlines	7	98
DCA–ORD	30 Apr 1972	Trans World Airlines	4	107
DCA–ORD	1 Jun 1972	United Air Lines	3	99
DCA–ORD	BTS 1987 (Oct–Dec)	All reporting carriers	3,249	110 sched
DCA–ORD	BTS 1995	All reporting carriers	16,881	107 sched / 86 air
DCA–ORD	BTS 2025	All reporting carriers	13,111	128 sched / 91 air
JFK–LAX	30 Mar 1969	American Airlines	7	352
JFK–LAX	30 Apr 1972	Trans World Airlines	4	329.5
JFK–LAX	BTS 1987 (Oct–Dec)	All reporting carriers	2,354	316 sched
JFK–LAX	BTS 1995	All reporting carriers	16,227	328 sched / 297 air
JFK–LAX	BTS 2025	All reporting carriers	20,267	355 sched / 307 air

Table 7. First hand-checked transcription (614 flights). Timetable rows are medians of transcribed nonstop flights in that edition. BTS rows are annual medians of CRSElapsedTime (and AirTime from 1995) for all reporting carriers. LGA–ORD timetable medians mix both directions, as the BTS city-pair does. Sources: American Airlines 30 March 1969; Continental Airlines 31 October 1971; Trans World Airlines 30 April 1972; United Air Lines 1 June 1972; Eastern Air Lines 6 September 1972; Delta Air Lines 1968–1983 (Digital Library of Georgia); Northwest Orient Airlines 18 December 1974; BTS On-Time Performance.

The long-run pattern is not a smooth climb on every route. JFK–LAX scheduled block was 352 minutes in the American Airlines 30 March 1969 timetable and 330 minutes in the Trans World Airlines 30 April 1972 timetable, then 328 minutes in BTS 1995 and 355 minutes in BTS 2025, while air time went from 297 to 307. ATL–ORD scheduled block moved only from 97 minutes in the Delta Air Lines 1 June 1968 timetable to 104 minutes in the 15 December 1983 edition, then to 113 minutes in 1995 and 129 minutes in 2025, with air time 88 minutes in 1995 and 89 in 2025. BOS–LGA, 50 minutes in both the 1969 American Airlines timetable and the 1972 Eastern Air Lines shuttle, is the starkest published-block increase relative to air time (60 scheduled / 40 air in 1995; 83 scheduled / 43 air in 2025).

Before the BTS file: published airline timetables, 1965–1987

The BTS On-Time file starts in October 1987. To reach further back, this report reads scheduled block time (the scheduled gate-to-gate time from departure to arrival that an airline publishes, the quantity BTS later records as CRSElapsedTime) directly from airline system timetables. The final dataset holds **121,030 usable nonstop flights from 321 published timetables of 22 airlines, 1965–1987**, drawn from 1,695 timetable issues examined or catalogued in seven archives. Every flight is stored with its airline, effective date, page and a link to the scan, and every timetable used is listed in the Appendix.

- On the same basket city-pairs as Figure 1, published scheduled block time sits at about 100.5–104 minutes (basket-equivalent) in every year from 1966 to 1978, rises to 105.75–106.5 minutes in 1979–1984 and to 107.5–108.5 minutes in 1985–1987, and meets the BTS value of 108 minutes in October–December 1987 without a jump: the January–September 1987 timetables give 108.1 minutes. Each plotted year rests on 38 to 286 matched basket city-pairs.
- Cross-check: Delta Air Lines' own 1987 timetables match its BTS scheduled block time for October–December 1987 on 403 route directions. The median difference is 0.0 minutes and 85 percent are within 5 minutes, so the timetables and BTS measure the same thing.

- Robustness: computed separately, Delta Air Lines and the other 21 airlines show the same pattern (Figure 9). Both stay well below the 1995 BTS level of 116.5 minutes throughout 1966–1987, and both rise toward the BTS line from the late 1970s.
- Southwest Airlines scheduled Dallas Love Field–Houston Hobby at a median 50 minutes in all 45 timetables read from March 1972 to January 1984, and at 55 minutes in October 1985. BTS shows 70 minutes in every year from 2019 to 2025, while air time on the route moved only from 41 minutes (1995) to 44 (2025).

Limits. These are published schedules, not BTS data and not actual times. Delta Air Lines supplies 81% of the timetable flights because its full run at the Digital Library of Georgia is machine-readable; the other 21 airlines contribute 22,782 flights (18.8%). Years with fewer matched pairs carry more uncertainty, so the pre-1987 lines in Figures 1, 7, 8 and 9 are dashed: markers are actual timetable issues, and dashes interpolate between them.

Screening. Flights read by eye from page images (5,553 of them) are printed times, so they are exempt from the distance-plausibility check and the 0.65–1.35 ratio to the BTS 1987 median, two screens designed to catch optical character recognition (OCR) errors. The within-issue ±20 percent outlier screen still applies to every flight. Re-running the series with the old screens applied to every flight changes only 1968, by −0.38 minutes (100.6 versus 101.0 minutes, from 129 restored hand-read flights, mostly Pacific Southwest Airlines' genuinely short California schedules such as Los Angeles–San Francisco at 45 minutes). Every other year is unchanged.

Southwest Airlines: the same Texas routes, 1971–2025

Southwest Airlines began flying on 18 June 1971. Its first-day timetable scheduled Dallas Love Field–Houston Intercontinental at 48 minutes gate to gate. After the move to Houston Hobby, all 45 timetables read from March 1972 to January 1984 scheduled Love Field–Hobby at a median 50 minutes (a few flights in the 1982–83 issues at 55), and the 27 October 1985 issue shows 55. BTS reports the same 55 minutes from 1987 through 2007, then 60 (2008–2016), 65 (2017–2018), and 70 minutes in every year from 2019 to 2025. Air time on the route moved only from 41 minutes in 1995 to 44 in 2025, shorter than the 48-minute block Southwest scheduled in 1971.

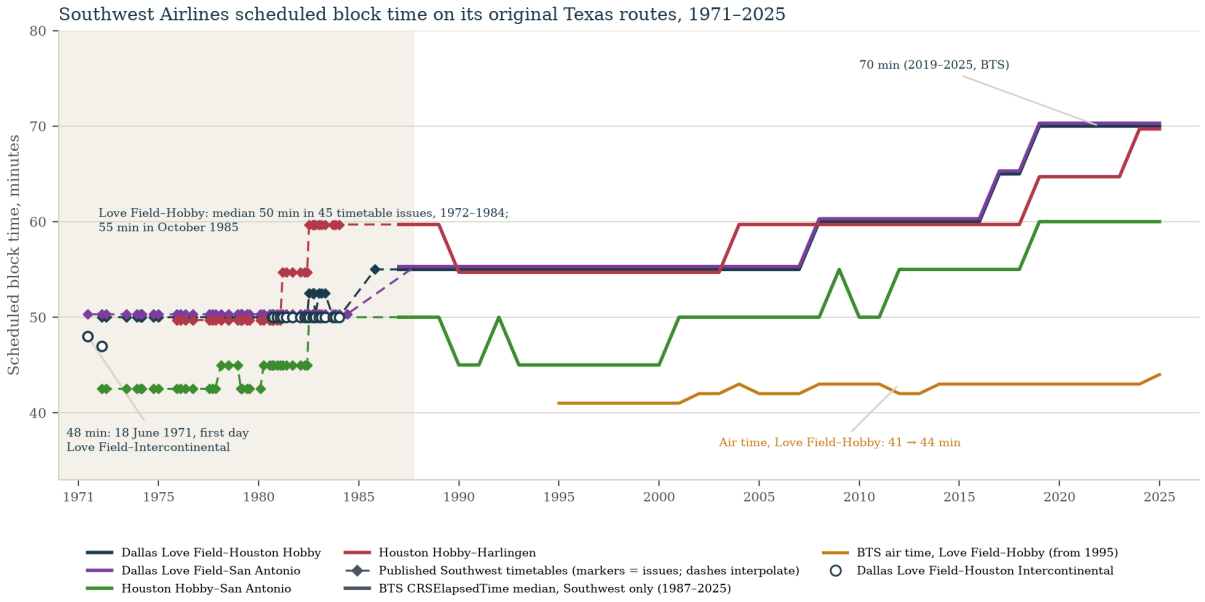


Figure 8. Southwest Airlines scheduled block time on its original Texas routes. Diamonds: published Southwest timetables (median of weekday nonstop flights per issue, read from AirTimes scans); dashes interpolate between issues and the BTS 1987 value. Solid lines: BTS CRSElapsedTime annual median, Southwest Airlines flights only (1987 is October–December); lines are offset ±0.3 minutes where they coincide. Hollow circles: Dallas Love Field–Houston Intercontinental. Amber: BTS air time, Dallas Love Field–Houston Hobby, from 1995.

Is the trend just Delta? A robustness check

The Delta Air Lines series runs at 99.5–102.5 minutes from 1966 to 1978 and rises to 104–106.5 minutes in 1979–1987. The other airlines track Delta closely in 1966–1972 (median gap 0.1 minutes) and then run higher, at 105.5–111.5 minutes from 1973 on, a median 5.25 minutes above Delta across all 22 years. Both groups sit below the 1995 BTS level of 116.5 minutes in every year, and both rise toward the BTS line in the decade before it begins. The conclusion does not depend on which airline's timetables are read: scheduled block time on the same city-pairs was shorter before 1987 than it is in the BTS file, and it has grown since.

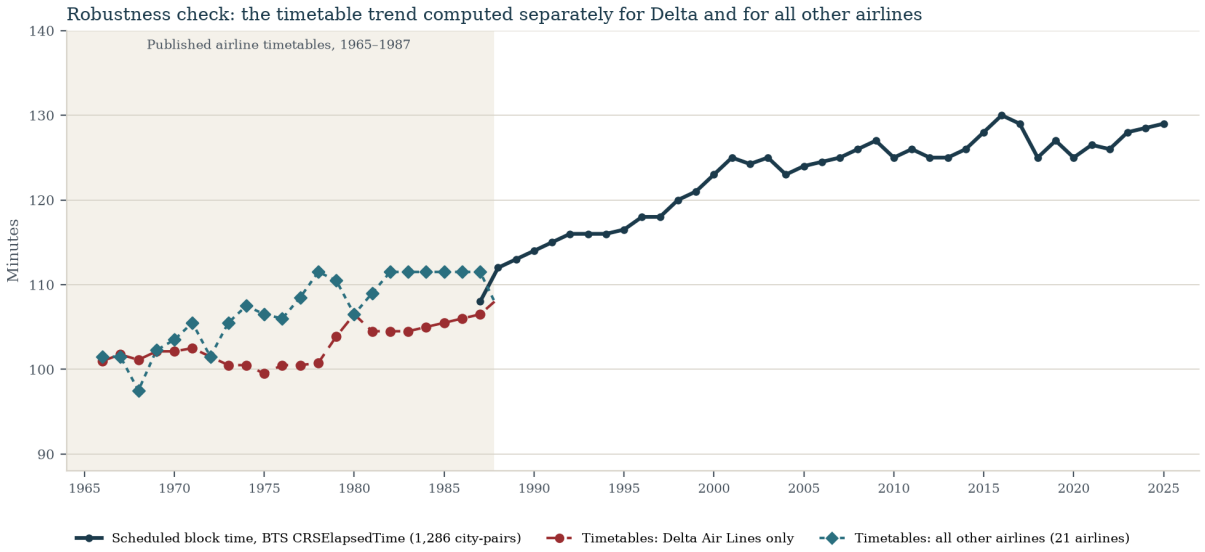


Figure 9. The page-2 timetable series computed separately for Delta Air Lines timetables (red) and for the timetables of all 21 other airlines (teal), same method: 1995 basket median (116.5 minutes) plus the median gap between each directional pair's timetable median and the same direction's BTS 1995 median; at least 2 flights per issue and direction; years with at least 5 matched city-pairs plotted. Delta Air Lines rests on 32 to 181 matched pairs per year, the other airlines on 6 to 185. Navy: BTS CRSElapsedTime, 1,286 city-pairs.

Data provenance: published timetables

Dataset: 121,030 usable nonstop flights from 321 airline system timetables (22 airlines), effective dates 20 April 1965 to 15 September 1987, read from scans published by AirTimes, Airline Timetable Images, the Digital Library of Georgia (Delta Air Lines timetables, Delta Flight Museum collection), the Northwest Airlines History Center, Northwestern University Libraries (George M. Foster timetable collection), the Internet Archive and Departed Flights. Fields read: airline, effective date, origin, destination, printed local departure and arrival times, and the nonstop marking. Elapsed minutes use the civil-time offset between the two airports in force on that date (IANA time-zone rules, overridden by any zone printed in the timetable). Method: scan text layer or OCR, parsed and screened, or read by eye from page images (5,553 flights). Filters: nonstop flights only; connecting and multi-stop flights, illegible times, duplicates (same airline, date, airports, and departure and arrival time in minutes since midnight) and readings that fail time-zone or, for OCR rows, distance checks are excluded. Scheduled, not actual. Not used: OAG, fares, frequencies, or any actual operating times. Final data: 12 November 2026, 6:20 PM Eastern Time; collection closed.

Why comparisons back to the early 1970s are fair

Since the advent of the Jet Age, fundamental airliner technology has not radically changed from the early 1970s to the present day. Electronics have become ubiquitous and aircraft have upgauged, but the swept-wing, turbofan-powered jet cruises at much the same speed. Figure 10 weights each jet type's typical cruise speed by how much of the US airline fleet it made up in each year.[1] Counted by aircraft in service, the average was Mach 0.797 (458 knots) in 1967, 0.790 in 1980 and 0.777 (448 knots) in 1990.[2] Weighted by scheduled domestic departures, it was Mach 0.761 (435 knots) in 1990, bottomed at 0.758 in 1996 and reached 0.782 (453 knots) in 2025; weighted by airborne hours it was 0.770 in 1990 and 0.785 in 2025.[3] Every measure stays between Mach 0.76 and 0.80 across 58 years, within about 2.5 percent of Mach 0.78. A city-pair flown in 1972 and in 2025 is therefore a fair test of how much time airlines schedule for the same trip.

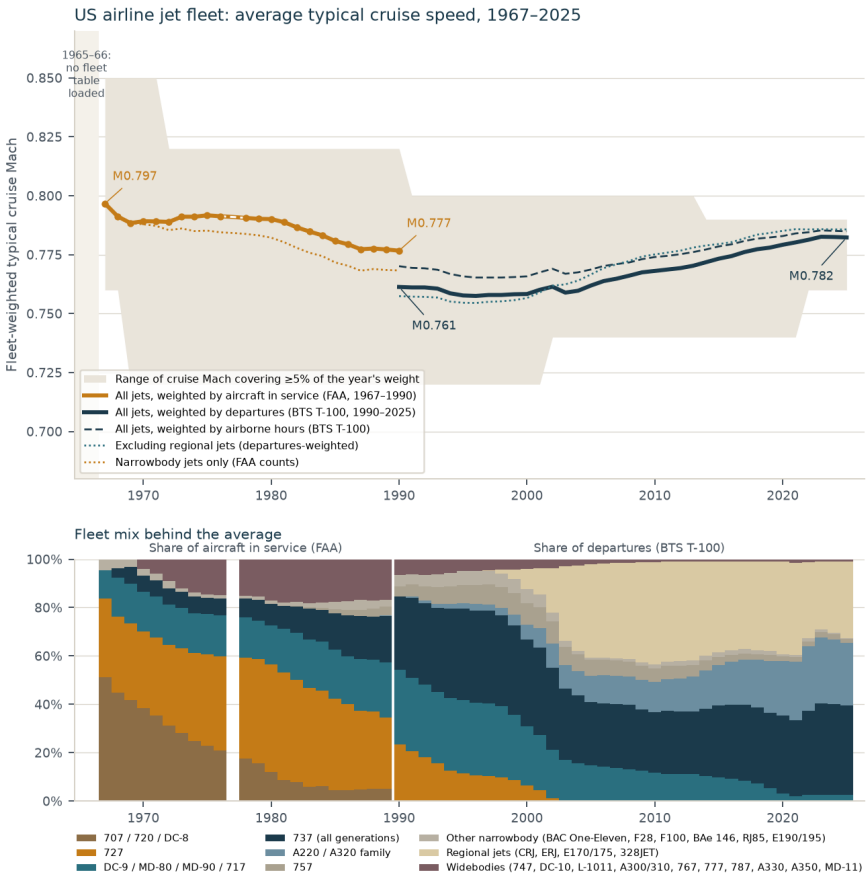


Figure 10. Average typical cruise Mach of the US airline jet fleet, 1967–2025. Amber: all jets weighted by aircraft in service on 31 December (FAA); the 1977 value (dashed) is interpolated, and 1965–66 have no fleet table. Navy: all jets weighted by scheduled domestic departures (solid) and airborne hours (dashed) (BTS T-100). Dotted: narrowbody jets only (to 1990) and all jets excluding regional jets (from 1990). Shading: range of cruise Mach among types making up at least 5 percent of the year's weight. Lower panel: fleet mix behind the average. The two weightings differ at 1990 because FAA counts include widebodies flown internationally and in cargo service.

[1] Per-type typical cruise Mach and true airspeed: EUROCONTROL Aircraft Performance Database (https://learningzone.eurocontrol.int/ilp/customs/ATCPFDB/, accessed 12 November 2026); FAA families mapped to one variant (e.g. Boeing 727 to 727-200, Douglas DC-9 family including MD-80 to DC-9-30, Boeing 737 to 737-200 with the 737 Classic share interpolated 1984–1990). Convair 880/990, Caravelle and Concorde have no entry and are excluded (5.9 percent of jets in 1967, 2–4 percent in 1968–1973, under 1 percent from 1974). [2] FAA Statistical Handbook of Aviation: CY1976 Table 5-8 (1967–1976), CY1987 Table 5.2 (1978–1979), CY1989 Table 5.2 (1980–1989), CY1990 Table 5.2 (1990), aircraft in operation by make and model (Internet Archive DTIC_ADA054801, DTIC_ADA200917, DTIC_ADA232670, DTIC_ADA249128). [3] US Bureau of Transportation Statistics, T-100 Domestic Segment (U.S. Carriers), scheduled passenger service (class F), jet aircraft groups, all months 1990–2025 (https://www.transtats.bts.gov/DL_SelectFields.aspx?gnoyr_VQ=FIM).

Cross-check: FAA ASPM versus BTS scheduled block time

Scheduled block time only (airline-industry term: scheduled gate-departure to gate-arrival). This section compares FAA ASPM City Pair Block Time Analysis Average Scheduled Block Time with BTS CRSElapsedTime medians on the same directions. Taxi, gate times, actual block, and block delay are not used.

- Earliest public ASPM Block Time Analysis month is January 2000 (1999 and earlier return empty tables).
- January 2019 through August 2026 on the 20 busiest 2025 BTS pairs (both directions, 3,680 cells): median ASPM minus BTS gap is 0 minutes; 89 percent within 2 minutes; 99 percent within 5.
- August 2019 to August 2026 mean growth: ASPM +2.8 minutes, BTS +2.7; same-sign agreement 92 percent; growth correlation 0.88. August 2021 to August 2026: ASPM +4.8, BTS +5.1.
- Calendar year 2000 oldest sample (same 20 pairs): ASPM data for 38 of 40 directions (Honolulu–Lihue empty in ASPM; Honolulu–Kona incomplete). Overlap with BTS: 435 cells; median gap 0 minutes; 88 percent within 2; 98 percent within 5.
- On 36 directions with solid 2000 coverage in both sources, calendar-year mean scheduled block rose about +9.5 / +9.6 minutes (ASPM / BTS) from 2000 to 2019, and about +11.5 / +11.9 from 2000 to 2025 (same-sign agreement 97 percent and 94 percent; growth correlations 0.96 and 0.94).

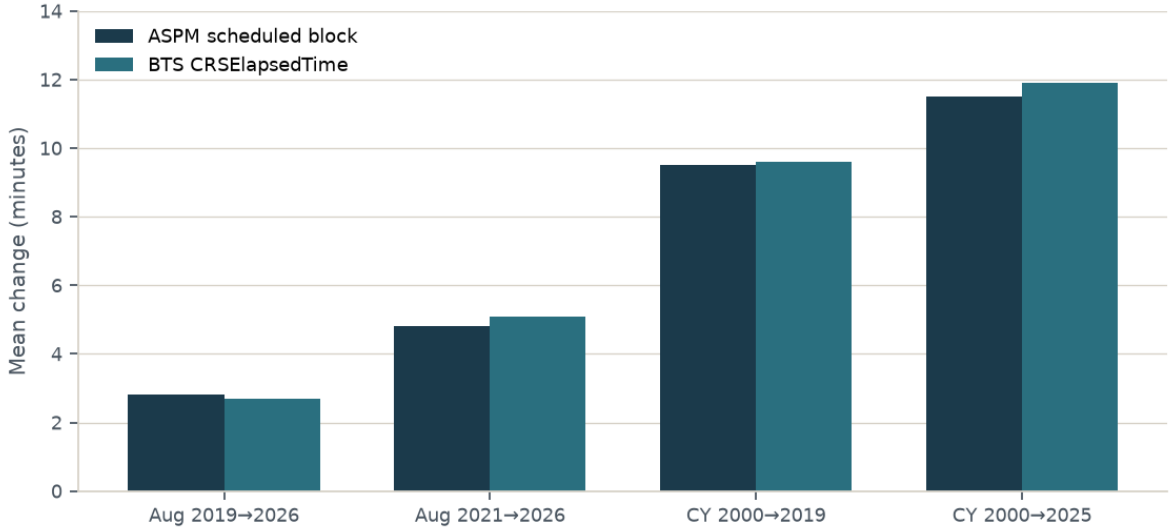


Figure. Mean change in scheduled block time. Short windows: August snapshot on 40 directions. Long windows: calendar-year means on 36 directions with at least 10 months of both ASPM and BTS in 2000.

Direction	2000 ASPM	2000 BTS	2025 ASPM	2025 BTS	Δ ASPM	Δ BTS
Los Angeles → Seattle	153	153	173	175	+20	+22
San Diego → Las Vegas	65	65	85	85	+20	+20
Boston → Chicago O'Hare	162	162	179	179	+17	+17
New York Kennedy → Los Angeles	360	361	377	376	+16	+14
New York LaGuardia → Chicago O'Hare	147	147	162	162	+16	+15
Boston → Washington National	97	98	110	110	+13	+12
Atlanta → Orlando	86	88	91	90	+5	+2
Honolulu → Kahului	45	42	44	43	–1	+1

Table. Calendar-year mean ASPM Average Scheduled Block Time and BTS CRSElapsedTime median (minutes) for selected directions present in both feeds in 2000 and 2025. Rounded to whole minutes.

Coverage gaps: Honolulu↔Lihue has no ASPM rows in 2000 and only two BTS months that year; Honolulu–Kona is thin in both. In 2019–2026, Honolulu→Lihue is an outlier (ASPM averages 40–88 minutes above the BTS median in parts of 2020–2022). ASPM has no airline split and includes all carriers, so ASPM flight counts run about 4 percent above BTS in 2019–2026 and about 15 percent above in 2000.

ASPM provenance: FAA Aviation System Performance Metrics, public City Pair Block Time Analysis (https://www.aspm.faa.gov/apm/sys/AnalysisCP.asp), Average Scheduled Block Time. Schedule source: OAG 2000–Nov 2008, Innovata from Dec 2008, plus CRS for ASQP flights (https://aspmhelp.faa.gov/index/Flight_Schedule_Data_System_(FSDS).html; https://aspmhelp.faa.gov/index/ASPM_Flight_Level.html). Not used: actual block, block delay, taxi, gate times.

Data provenance

Publisher: U.S. Department of Transportation, Bureau of Transportation Statistics (BTS), Reporting Carrier On-Time Performance via Transtats PREZIP (https://transtats.bts.gov/PREZIP/). 1987-1999 also from Harvard Dataverse Data Expo 2009. Fields used: Year, Month, Reporting_Airline, Origin, Dest, Distance, CRSElapsedTime, AirTime. Coverage: Oct 1987-Aug 2026 (467 months); 230,444,904 operated flights after filters (not cancelled/diverted; Distance at least 50 miles), of which 230,444,745 have a usable CRSElapsedTime. The scheduled-block analysis uses 225,836,516 flights with a usable CRSElapsedTime from October 1987 through December 2025 (1987 is October–December only). The constant set of 1,286 city-pairs flown in both 1995 and 2025 accounts for 179,398,417 of those flights. 1995-2025: 189,225,468 operated flights after filters; 189,223,380 with usable AirTime. The ASPM cross-check is a separate, smaller sample and is not included in these BTS totals. CRSElapsedTime is airline CRS schedule in the public On-Time file; OAG is not used. AirTime is measured wheels-up to wheels-down. Not used: OAG, taxi, ActualElapsedTime, on-time percentages, block-minus-air.

How to read these numbers

BTS Distance is the scheduled or great-circle mileage, not the miles actually flown. Minutes per 1,000 miles is the ratio of a stored median time to a stored median distance (then multiplied by 1,000), or the median of that ratio across routes. It is not a new flight-level median, and it is labeled that way.

The file is US domestic reporting carriers only. The reporting set changed over time as carriers crossed the revenue threshold or reported voluntarily (more carriers appear in the file around 2003). Effective 1 January 2018 the mandatory threshold was lowered from 1 percent to 0.5 percent of domestic scheduled-service passenger revenue. Fleet mix is not separately held constant. Distance bands and the constant city-pair basket absorb stage-length mix; they do not isolate aircraft type. City-pairs are undirected (outbound and inbound pooled). Systemwide raw medians move when the mix of long and short hops changes; that is why 1987's raw scheduled median (81 minutes on a 418-mile typical hop) is not directly comparable with 2025's (133 minutes on a 693-mile typical hop) without the constant basket or the route-level long-run charts.

Timetable block times are published schedules, not measured air time. They are the right comparison for BTS CRSElapsedTime and the wrong comparison for AirTime. No air-time figure is inferred for years before 1995. This report does not measure time on the ground as a residual. Showing scheduled block next to air time is the exhibit; the inference that the extra published time sits on the ground follows from those two series moving apart. GoScore Total Ground Time (touchdown on one flight to takeoff on the next) is not used here. There is no non-US coverage.

Sources available but not incorporated

Research for this report closed on 12 November 2026. The timetables below are available online or were already downloaded, but were not transcribed, or were only partly transcribed. This additional transcription was not carried out because it was judged that no relevant data was missing that would alter or affect the report's analysis or conclusions. The timetable trend is already consistent between Delta Air Lines and the other 21 airlines (Figure 9) and robust to screening choices (only 1968 moves, by 0.38 minutes), and Delta Air Lines' own 1987 timetables match BTS on 403 route directions. Each date links to the scan.

Partly transcribed

United Airlines: 1 Jul 1974, printed pages 36 to about 112 (pages 3–35 are used).

Trans World Airlines (TWA): 1 Jun 1985, full system timetable (one flight entered so far).

Trans World Airlines (TWA): 1 Feb 1970, rotated scan (three flights entered so far).

AirTimes (airtimes.com, curated by P. Sloan): downloaded, not transcribed

Air California: 8 Jan 1968; 28 Apr 1968; 10 Jun 1968; 27 Oct 1968; 3 Dec 1968; 5 May 1969; 16 Jul 1969; 11 Oct 1969; 9 Jun 1970; 23 Jun 1971; 15 Jul 1978; 1 Jul 1979; 1 May 1984.

American Airlines: 5 Dec 1965; 14 Jan 1968; 7 Jan 1974; 9 Jun 1983.

Braniff, Inc. (1984–1989): 1 Mar 1984; 20 Dec 1986.

Continental Airlines: 8 Jun 1984; 1 May 1986; 3 Sep 1986.

Northeast Airlines: 1 Jun 1965; 13 Sep 1965.

Pacific Southwest Airlines: 17 Jun 1977; 21 Jun 1978; 5 Jul 1979; 20 Jun 1984.

Trans World Airlines (TWA): 1 Jun 1984.

United Airlines: 29 Oct 1978; 13 Jun 1980; 1 Jun 1982; 4 Jan 1984.

Northwestern University Libraries, George M. Foster timetable collection: page images downloaded (several rotated or unreadable by OCR), not transcribed

Allegheny Airlines: 1 Jul 1970.

American Airlines: 16 Jan 1966; 5 Jul 1967; 9 Jun 1968; 2 Mar 1971.

Braniff Airways: 1 Jun 1970.

Continental Airlines: 24 Apr 1966; 1 Aug 1967; 25 Oct 1970.

Eastern Air Lines: 1 Jul 1970; 10 Jan 1976.

National Airlines: 24 Apr 1966; 1 Jun 1970.

Northeast Airlines: 7 Sep 1966; 30 Apr 1967.

Ozark Air Lines: 15 Jul 1970.

Piedmont Airlines: 26 Apr 1970.

Trans World Airlines (TWA): 23 May 1966.

United Airlines: 1 Jun 1966; 1 Jun 1968; 24 Apr 1977.

Western Air Lines: 1 Jun 1967; 1 Jun 1970.

Northwest Airlines History Center: PDFs downloaded, not transcribed (mostly flight-column layouts that the parser cannot read)

Air West: 1 Jul 1968; 27 Apr 1969; 1 Jun 1970.

Hughes Airwest: 25 Oct 1970; 1 Jan 1971; 30 Apr 1972; 29 Apr 1973; 1 May 1974; 1 Jul 1975; 25 Apr 1976; 30 Apr 1978; 29 Apr 1979; 27 Apr 1980.

North Central Airlines: 1 Jul 1965; 24 Apr 1966; 30 Apr 1967; 28 Apr 1968; 27 Apr 1969; 26 Apr 1970; 25 Apr 1971; 30 Apr 1972; 29 Apr 1973; 1 May 1974; 27 Apr 1975; 25 Apr 1976; 30 Apr 1978; 29 Apr 1979.

Northwest Orient Airlines: 1 Jun 1966; 30 Apr 1967; 1 Jun 1968; 1 Jun 1970; 1 Jun 1971; 30 Apr 1972; 1 Jun 1974; 25 Apr 1976; 1 Jun 1976; 30 Apr 1978; 27 Apr 1980; 25 Apr 1982; 29 Apr 1984; 27 Apr 1986.

Pacific Air Lines: 30 Apr 1967; 28 Apr 1968.

Republic Airlines: 1 Jul 1979; 27 Apr 1980; 26 Apr 1981; 24 Apr 1983; 1 Jun 1984; 1 Jun 1985.

Southern Airways: 30 Apr 1967; 28 Apr 1968; 1 Jun 1969; 1 Jun 1970; 25 Apr 1971; 30 Apr 1972; 1 Jun 1973; 1 May 1974; 1 Apr 1976; 8 Aug 1977; 1 Jul 1978; 29 Apr 1979.

Internet Archive: downloaded; the archive's own text layer is too degraded and box OCR was not completed

Continental Airlines: 1978; 1979.

Pan American World Airways and National Airlines: winter and spring 1980 schedules.

Republic Airlines: 1 Jul 1981.

Airline Timetable Images (timetableimages.com, Björn Larsson and David Zekria): Western Air Lines downloaded; the others listed online, not downloaded

Allegheny Airlines: 1 Aug 1966; 15 Jan 1969.

American Airlines: 28 Jun 1965; 1 Aug 1967.

Braniff International Airways: 24 Apr 1966.

Trans World Airlines (TWA): 1 Jun 1968.

Western Air Lines: 1 Aug 1968.

Also available online but not downloaded: 150 further issues dated 1965–1987 in the George M. Foster collection (dc.library.northwestern.edu) and 867 issues in the Northwest Airlines History Center archive (northwestairlineshistory.org/timetables), mostly Northwest Orient Airlines, Republic Airlines, Southern Airways, North Central Airlines, Hughes Airwest and Bonanza Air Lines. Each is catalogued with its title, date and link in the project bibliography.

Sources

U.S. Bureau of Transportation Statistics, Reporting Carrier On-Time Performance (1987–present), fields CRSElapsedTime and AirTime. Monthly PREZIP files for 2000–2026: https://transtats.bts.gov/PREZIP/. Field definitions: https://www.transtats.bts.gov/Fields.asp?gnoyr_VQ=FGJ. The same BTS series for 1987–1999 via Harvard Dataverse, Data Expo 2009, doi:10.7910/DVN/HG7NV7 (https://doi.org/10.7910/DVN/HG7NV7).

Published airline system timetables, nonstop flights only: 121,030 usable nonstop flights from 321 timetables of 22 airlines, effective dates 1965 to 1987, each listed individually in the Appendix with its effective date, archive, curator, flight count and scan link. With thanks to the collections and curators: AirTimes, curated by P. Sloan (https://www.airtimes.com/); Airline Timetable Images, Björn Larsson and David Zekria (https://www.timetableimages.com/); Digital Library of Georgia, Delta Air Lines System Timetables 1934–2004 from the Delta Flight Museum collection (https://dlg.usg.edu/collection/delta_dal-tt); Northwest Airlines History Center (https://northwestairlineshistory.org/timetables/); Northwestern University Libraries, George M. Foster timetable collection (https://dc.library.northwestern.edu/); Internet Archive (https://archive.org/); and Departed Flights (https://www.departedflights.com/). In all, 1,695 timetable issues were examined or catalogued.

FAA ASPM City Pair Analysis Block Time Analysis: https://www.aspm.faa.gov/apm/sys/AnalysisCP.asp. ASPM FSDS schedule source (OAG then Innovata): https://aspmhelp.faa.gov/index/Flight_Schedule_Data_System_(FSDS).html. ASPM Flight Level scheduled times: https://aspmhelp.faa.gov/index/ASPM_Flight_Level.html.

BTS reporting-carrier threshold lowered to 0.5 percent effective 1 January 2018: https://www.transportation.gov/briefing-room/bts3817 and https://www.bts.gov/topics/airlines-and-airports/lists-reporting-air-carriers-and-reportable-airports-time-performance.

Companion report on air time: https://cursor.com/canvas/store-db915f30-9527-48ec-8164-f5275c6a2c1b/8bfda8b6-98b3-404a-b6b2-ef006fba4b89.

Appendix: timetable sources

Every airline system timetable that contributed at least one usable nonstop flight to this report: 321 timetables of 22 airlines, 121,030 flights. In all, 1,695 timetable issues were examined or catalogued; the rest were cover-only, outside the city-pairs studied, physical-only, or are listed under Sources available but not incorporated. Flights = usable nonstop flights read from that issue.

Aircraft speed and fleet references (Figure 10): EUROCONTROL Aircraft Performance Database, typical cruise Mach and true airspeed for 70+ jet types (https://learningzone.eurocontrol.int/ilp/customs/ATCPFDB/). FAA Statistical Handbook of Aviation, calendar years 1976, 1987, 1989 and 1990, aircraft in operation by make and model (Internet Archive DTIC_ADA054801, DTIC_ADA200917, DTIC_ADA232670, DTIC_ADA249128). US Bureau of Transportation Statistics, T-100 Domestic Segment (U.S. Carriers), 1990–2025 (https://www.transtats.bts.gov/DL_SelectFields.aspx?gnoyr_VQ=FIM). Boeing, 727 Specifications, Advanced 727-200 cruising speed 570 to 605 mph (archived at https://web.archive.org/web/20141027024649/http://www.boeing.com/boeing/commercial/727family/product.page).

Airline	Effective date	Archive	Curator	Flights	Scan
Air California	1 Apr 1967	AirTimes	P. Sloan	17	airtimes.com/cgat/usa/aircal/pdf/1960s/o…
Air California	5 Sep 1968	Northwestern University Libraries	George M. Foster	36	dc.library.northwestern.edu/items/9793fd…
Air California	16 Jun 1969	AirTimes	P. Sloan	89	airtimes.com/cgat/usa/aircal/pdf/1960s/o…
Air California	1 Jul 1972	AirTimes	P. Sloan	6	airtimes.com/cgat/usa/aircal/pdf/1970s/o…
Air California	13 Jun 1973	AirTimes	P. Sloan	110	airtimes.com/cgat/usa/aircal/pdf/1970s/o…
Air California	24 Jul 1974	AirTimes	P. Sloan	42	airtimes.com/cgat/usa/aircal/pdf/1970s/o…
Air California	16 Jul 1975	AirTimes	P. Sloan	77	airtimes.com/cgat/usa/aircal/pdf/1970s/o…
Air California	14 Jul 1976	AirTimes	P. Sloan	1	airtimes.com/cgat/usa/aircal/pdf/1970s/o…
Air California	15 Jul 1977	AirTimes	P. Sloan	95	airtimes.com/cgat/usa/aircal/pdf/1970s/o…
Air California	1 Jun 1985	AirTimes	P. Sloan	261	airtimes.com/cgat/usa/aircal/pdf/1980s/o…
Air California	15 May 1986	AirTimes	P. Sloan	318	airtimes.com/cgat/usa/aircal/pdf/1980s/o…
Air California	1 May 1987	AirTimes	P. Sloan	297	airtimes.com/cgat/usa/aircal/pdf/1980s/o…
Air Florida	8 Jun 1973	Internet Archive	item uploader	4	archive.org/details/air-florida-system-t…
Air One	1 Apr 1983	Internet Archive	item uploader	18	archive.org/details/air-1-system-timetab…
Air One	15 Apr 1983	Internet Archive	item uploader	18	archive.org/details/air-1-system-timetab…
American Airlines	30 Mar 1969	Departed Flights	site owner	153	departedflights.com/AA033069p35.html
American Airlines	1 Jun 1982	AirTimes	P. Sloan	300	airtimes.com/cgat/usa/american/pdf/1980s…
American Airlines	1 Jun 1984	AirTimes	P. Sloan	342	airtimes.com/cgat/usa/american/pdf/1980s…
Braniff International Airways	1 Feb 1980	Internet Archive	item uploader	262	archive.org/details/braniffschedules02-0…
Braniff, Inc. (1984–1989)	29 Apr 1984	AirTimes	P. Sloan	124	airtimes.com/cgat/usa/misc/b/braniff80/p…
Braniff, Inc. (1984–1989)	5 Sep 1984	AirTimes	P. Sloan	110	airtimes.com/cgat/usa/misc/b/braniff80/p…
Braniff, Inc. (1984–1989)	28 Apr 1985	AirTimes	P. Sloan	40	airtimes.com/cgat/usa/misc/b/braniff80/p…
Braniff, Inc. (1984–1989)	27 Oct 1985	AirTimes	P. Sloan	49	airtimes.com/cgat/usa/misc/b/braniff80/p…
Braniff, Inc. (1984–1989)	1 May 1986	AirTimes	P. Sloan	1	airtimes.com/cgat/usa/misc/b/braniff80/p…
Braniff, Inc. (1984–1989)	14 May 1987	AirTimes	P. Sloan	18	airtimes.com/cgat/usa/misc/b/braniff80/p…
Braniff, Inc. (1984–1989)	15 Sep 1987	AirTimes	P. Sloan	8	airtimes.com/cgat/usa/misc/b/braniff80/p…
Continental Airlines	31 Oct 1971	Departed Flights	site owner	11	departedflights.com/CO103171p7.html
Continental Airlines	6 Jun 1985	AirTimes	P. Sloan	493	airtimes.com/cgat/usa/continental/pdf/19…
Delta Air Lines	6 Mar 1966	Digital Library of Georgia	Delta Flight Museum	188	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	24 Apr 1966	Digital Library of Georgia	Delta Flight Museum	130	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1966	Digital Library of Georgia	Delta Flight Museum	124	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1966	Digital Library of Georgia	Delta Flight Museum	140	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1966	Digital Library of Georgia	Delta Flight Museum	134	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Oct 1966	Digital Library of Georgia	Delta Flight Museum	136	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	30 Oct 1966	Digital Library of Georgia	Delta Flight Museum	179	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	14 Dec 1966	Digital Library of Georgia	Delta Flight Museum	182	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Feb 1967	Digital Library of Georgia	Delta Flight Museum	199	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1967	Digital Library of Georgia	Delta Flight Museum	195	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	30 Apr 1967	Digital Library of Georgia	Delta Flight Museum	224	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1967	Digital Library of Georgia	Delta Flight Museum	216	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1967	Digital Library of Georgia	Delta Flight Museum	207	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Aug 1967	Digital Library of Georgia	Delta Flight Museum	215	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1967	Digital Library of Georgia	Delta Flight Museum	225	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Oct 1967	Digital Library of Georgia	Delta Flight Museum	287	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	29 Oct 1967	Digital Library of Georgia	Delta Flight Museum	318	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	14 Dec 1967	Digital Library of Georgia	Delta Flight Museum	384	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…

Airline	Effective date	Archive	Curator	Flights	Scan
Delta Air Lines	1 Feb 1968	Digital Library of Georgia	Delta Flight Museum	389	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1968	Digital Library of Georgia	Delta Flight Museum	372	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1968	Digital Library of Georgia	Delta Flight Museum	410	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	28 Apr 1968	Digital Library of Georgia	Delta Flight Museum	361	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1968	Digital Library of Georgia	Delta Flight Museum	419	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1968	Digital Library of Georgia	Delta Flight Museum	452	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Aug 1968	Digital Library of Georgia	Delta Flight Museum	471	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Oct 1968	Digital Library of Georgia	Delta Flight Museum	474	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	27 Oct 1968	Digital Library of Georgia	Delta Flight Museum	409	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1968	Digital Library of Georgia	Delta Flight Museum	476	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1969	Digital Library of Georgia	Delta Flight Museum	500	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1969	Digital Library of Georgia	Delta Flight Museum	482	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1969	Digital Library of Georgia	Delta Flight Museum	499	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	27 Apr 1969	Digital Library of Georgia	Delta Flight Museum	545	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Jun 1969	Digital Library of Georgia	Delta Flight Museum	514	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1969	Digital Library of Georgia	Delta Flight Museum	519	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	8 Sep 1969	Digital Library of Georgia	Delta Flight Museum	479	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	26 Oct 1969	Digital Library of Georgia	Delta Flight Museum	520	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	17 Dec 1969	Digital Library of Georgia	Delta Flight Museum	541	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1970	Digital Library of Georgia	Delta Flight Museum	577	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1970	Digital Library of Georgia	Delta Flight Museum	584	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1970	Digital Library of Georgia	Delta Flight Museum	545	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	26 Apr 1970	Digital Library of Georgia	Delta Flight Museum	517	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1970	Digital Library of Georgia	Delta Flight Museum	568	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1970	Digital Library of Georgia	Delta Flight Museum	644	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1970	Digital Library of Georgia	Delta Flight Museum	468	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	25 Oct 1970	Digital Library of Georgia	Delta Flight Museum	467	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1970	Digital Library of Georgia	Delta Flight Museum	433	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1971	Digital Library of Georgia	Delta Flight Museum	463	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Mar 1971	Digital Library of Georgia	Delta Flight Museum	465	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	25 Apr 1971	Digital Library of Georgia	Delta Flight Museum	499	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1971	Digital Library of Georgia	Delta Flight Museum	482	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1971	Digital Library of Georgia	Delta Flight Museum	452	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1971	Digital Library of Georgia	Delta Flight Museum	473	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	13 Sep 1971	Digital Library of Georgia	Delta Flight Museum	475	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	31 Oct 1971	Digital Library of Georgia	Delta Flight Museum	497	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1971	Digital Library of Georgia	Delta Flight Museum	456	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1972	Digital Library of Georgia	Delta Flight Museum	458	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1972	Digital Library of Georgia	Delta Flight Museum	505	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	30 Apr 1972	Digital Library of Georgia	Delta Flight Museum	508	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1972	Digital Library of Georgia	Delta Flight Museum	472	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1972	Digital Library of Georgia	Delta Flight Museum	512	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1972	Digital Library of Georgia	Delta Flight Museum	556	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Sep 1972	Digital Library of Georgia	Delta Flight Museum	520	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	29 Oct 1972	Digital Library of Georgia	Delta Flight Museum	524	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1972	Digital Library of Georgia	Delta Flight Museum	568	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1973	Digital Library of Georgia	Delta Flight Museum	380	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1973	Digital Library of Georgia	Delta Flight Museum	556	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1973	Digital Library of Georgia	Delta Flight Museum	482	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	29 Apr 1973	Digital Library of Georgia	Delta Flight Museum	528	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1973	Digital Library of Georgia	Delta Flight Museum	534	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1973	Digital Library of Georgia	Delta Flight Museum	467	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1973	Digital Library of Georgia	Delta Flight Museum	553	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1973	Digital Library of Georgia	Delta Flight Museum	544	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Oct 1973	Digital Library of Georgia	Delta Flight Museum	594	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	28 Oct 1973	Digital Library of Georgia	Delta Flight Museum	521	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	7 Jan 1974	Digital Library of Georgia	Delta Flight Museum	449	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1974	Digital Library of Georgia	Delta Flight Museum	444	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1974	Digital Library of Georgia	Delta Flight Museum	452	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1974	Digital Library of Georgia	Delta Flight Museum	457	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 May 1974	Digital Library of Georgia	Delta Flight Museum	479	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…

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Delta Air Lines	1 Jun 1974	Digital Library of Georgia	Delta Flight Museum	502	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1974	Digital Library of Georgia	Delta Flight Museum	492	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1974	Digital Library of Georgia	Delta Flight Museum	487	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1974	Digital Library of Georgia	Delta Flight Museum	503	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Oct 1974	Digital Library of Georgia	Delta Flight Museum	502	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	27 Oct 1974	Digital Library of Georgia	Delta Flight Museum	400	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1974	Digital Library of Georgia	Delta Flight Museum	504	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	23 Feb 1975	Digital Library of Georgia	Delta Flight Museum	493	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1975	Digital Library of Georgia	Delta Flight Museum	483	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 May 1975	Digital Library of Georgia	Delta Flight Museum	474	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1975	Digital Library of Georgia	Delta Flight Museum	397	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1975	Digital Library of Georgia	Delta Flight Museum	443	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1975	Digital Library of Georgia	Delta Flight Museum	478	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Sep 1975	Digital Library of Georgia	Delta Flight Museum	461	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	26 Oct 1975	Digital Library of Georgia	Delta Flight Museum	506	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1975	Digital Library of Georgia	Delta Flight Museum	535	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1976	Digital Library of Georgia	Delta Flight Museum	546	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1976	Digital Library of Georgia	Delta Flight Museum	491	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	25 Apr 1976	Digital Library of Georgia	Delta Flight Museum	474	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1976	Digital Library of Georgia	Delta Flight Museum	551	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1976	Digital Library of Georgia	Delta Flight Museum	526	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1976	Digital Library of Georgia	Delta Flight Museum	574	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Sep 1976	Digital Library of Georgia	Delta Flight Museum	657	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	31 Oct 1976	Digital Library of Georgia	Delta Flight Museum	643	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1976	Digital Library of Georgia	Delta Flight Museum	607	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1977	Digital Library of Georgia	Delta Flight Museum	614	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Mar 1977	Digital Library of Georgia	Delta Flight Museum	622	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	24 Apr 1977	Digital Library of Georgia	Delta Flight Museum	608	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1977	Digital Library of Georgia	Delta Flight Museum	588	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1977	Digital Library of Georgia	Delta Flight Museum	610	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	28 Jul 1977	Digital Library of Georgia	Delta Flight Museum	639	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Sep 1977	Digital Library of Georgia	Delta Flight Museum	650	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	30 Oct 1977	Digital Library of Georgia	Delta Flight Museum	682	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1977	Digital Library of Georgia	Delta Flight Museum	490	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1978	Digital Library of Georgia	Delta Flight Museum	683	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	30 Apr 1978	Digital Library of Georgia	Delta Flight Museum	611	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1978	Digital Library of Georgia	Delta Flight Museum	684	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Sep 1978	Digital Library of Georgia	Delta Flight Museum	9	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	29 Oct 1978	Digital Library of Georgia	Delta Flight Museum	10	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1978	Digital Library of Georgia	Delta Flight Museum	9	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1979	Digital Library of Georgia	Delta Flight Museum	742	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	29 Apr 1979	Digital Library of Georgia	Delta Flight Museum	695	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Jun 1979	Digital Library of Georgia	Delta Flight Museum	725	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	8 Sep 1979	Digital Library of Georgia	Delta Flight Museum	724	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	28 Oct 1979	Digital Library of Georgia	Delta Flight Museum	738	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1979	Digital Library of Georgia	Delta Flight Museum	720	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	27 Apr 1980	Digital Library of Georgia	Delta Flight Museum	771	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1980	Digital Library of Georgia	Delta Flight Museum	885	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	19 Jul 1980	Digital Library of Georgia	Delta Flight Museum	860	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	8 Sep 1980	Digital Library of Georgia	Delta Flight Museum	789	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	26 Oct 1980	Digital Library of Georgia	Delta Flight Museum	887	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1980	Digital Library of Georgia	Delta Flight Museum	853	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1981	Digital Library of Georgia	Delta Flight Museum	744	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	26 Apr 1981	Digital Library of Georgia	Delta Flight Museum	856	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1981	Digital Library of Georgia	Delta Flight Museum	926	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	8 Sep 1981	Digital Library of Georgia	Delta Flight Museum	754	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	25 Oct 1981	Digital Library of Georgia	Delta Flight Museum	751	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Dec 1981	Digital Library of Georgia	Delta Flight Museum	810	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jan 1982	Digital Library of Georgia	Delta Flight Museum	899	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1982	Digital Library of Georgia	Delta Flight Museum	836	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1982	Digital Library of Georgia	Delta Flight Museum	821	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…

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Delta Air Lines	25 Apr 1982	Digital Library of Georgia	Delta Flight Museum	904	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Jun 1982	Digital Library of Georgia	Delta Flight Museum	858	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Aug 1982	Digital Library of Georgia	Delta Flight Museum	836	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	8 Sep 1982	Digital Library of Georgia	Delta Flight Museum	807	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	31 Oct 1982	Digital Library of Georgia	Delta Flight Museum	861	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1982	Digital Library of Georgia	Delta Flight Museum	802	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Feb 1983	Digital Library of Georgia	Delta Flight Museum	739	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1983	Digital Library of Georgia	Delta Flight Museum	546	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 May 1983	Digital Library of Georgia	Delta Flight Museum	762	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1983	Digital Library of Georgia	Delta Flight Museum	728	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1983	Digital Library of Georgia	Delta Flight Museum	716	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1983	Digital Library of Georgia	Delta Flight Museum	853	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Oct 1983	Digital Library of Georgia	Delta Flight Museum	816	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Nov 1983	Digital Library of Georgia	Delta Flight Museum	582	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1983	Digital Library of Georgia	Delta Flight Museum	888	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1984	Digital Library of Georgia	Delta Flight Museum	870	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Mar 1984	Digital Library of Georgia	Delta Flight Museum	701	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 May 1984	Digital Library of Georgia	Delta Flight Museum	817	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1984	Digital Library of Georgia	Delta Flight Museum	573	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Jul 1984	Digital Library of Georgia	Delta Flight Museum	503	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1984	Digital Library of Georgia	Delta Flight Museum	543	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Nov 1984	Digital Library of Georgia	Delta Flight Museum	511	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1984	Digital Library of Georgia	Delta Flight Museum	576	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1985	Digital Library of Georgia	Delta Flight Museum	639	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Mar 1985	Digital Library of Georgia	Delta Flight Museum	595	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	28 Apr 1985	Digital Library of Georgia	Delta Flight Museum	530	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1985	Digital Library of Georgia	Delta Flight Museum	533	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1985	Digital Library of Georgia	Delta Flight Museum	639	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1985	Digital Library of Georgia	Delta Flight Museum	421	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Nov 1985	Digital Library of Georgia	Delta Flight Museum	452	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1985	Digital Library of Georgia	Delta Flight Museum	427	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1986	Digital Library of Georgia	Delta Flight Museum	425	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	2 Mar 1986	Digital Library of Georgia	Delta Flight Museum	517	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 May 1986	Digital Library of Georgia	Delta Flight Museum	359	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1986	Digital Library of Georgia	Delta Flight Museum	527	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Jul 1986	Digital Library of Georgia	Delta Flight Museum	411	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1986	Digital Library of Georgia	Delta Flight Museum	479	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Nov 1986	Digital Library of Georgia	Delta Flight Museum	378	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	15 Dec 1986	Digital Library of Georgia	Delta Flight Museum	585	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Feb 1987	Digital Library of Georgia	Delta Flight Museum	572	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Apr 1987	Digital Library of Georgia	Delta Flight Museum	424	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 May 1987	Digital Library of Georgia	Delta Flight Museum	530	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jun 1987	Digital Library of Georgia	Delta Flight Museum	379	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Jul 1987	Digital Library of Georgia	Delta Flight Museum	428	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Delta Air Lines	1 Sep 1987	Digital Library of Georgia	Delta Flight Museum	539	dlg.usg.edu/record/delta_dal-tt_dal-tt-1…
Eastern Air Lines	6 Sep 1972	Departed Flights	site owner	55	departedflights.com/EA090672cover.html
Eastern Air Lines	2 Jul 1981	Internet Archive	item uploader	395	archive.org/details/easternairlines07-02…
Imperial Airlines	25 Feb 1985	Internet Archive	item uploader	34	archive.org/details/imperial-airlines-sa…
National Airlines	30 Apr 1967	Airline Timetable Images	Björn Larsson and David Zekria	15	timetableimages.com/ttimages/complete/na…
New York Air	15 Feb 1982	Airline Timetable Images	Björn Larsson and David Zekria	56	timetableimages.com/ttimages/ny2/ny8202/…
Northeast Airlines	1 Jul 1965	Internet Archive	item uploader	30	archive.org/details/1965-northeast-airli…
Northeast Airlines	1 Oct 1966	Airline Timetable Images	Björn Larsson and David Zekria	12	timetableimages.com/ttimages/ne/ne66/ne6…
Northeast Airlines	1 Jul 1971	Internet Archive	item uploader	16	archive.org/details/1971-northeast-airli…
Northwest Orient Airlines	29 Apr 1973	Northwest Airlines History Center	NWAHC volunteers	227	northwestairlineshistory.org/timetables/
Northwest Orient Airlines	18 Dec 1974	Departed Flights	site owner	4	departedflights.com/NW121874p6.html
Northwest Orient Airlines	27 Apr 1975	Northwest Airlines History Center	NWAHC volunteers	55	northwestairlineshistory.org/timetables/

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Northwest Orient Airlines	24 Apr 1977	Northwest Airlines History Center	NWAHC volunteers	30	northwestairlineshistory.org/timetables/
Northwest Orient Airlines	29 Apr 1979	Northwest Airlines History Center	NWAHC volunteers	51	northwestairlineshistory.org/timetables/
Northwest Orient Airlines	26 Apr 1981	Northwest Airlines History Center	NWAHC volunteers	82	northwestairlineshistory.org/timetables/
Pacific Southwest Airlines	20 Apr 1965	AirTimes	P. Sloan	1	airtimes.com/cgat/usc/psa/pdf/1960s/ps65…
Pacific Southwest Airlines	20 Jun 1966	AirTimes	P. Sloan	85	airtimes.com/cgat/usc/psa/pdf/1960s/ps66…
Pacific Southwest Airlines	19 Jun 1967	AirTimes	P. Sloan	97	airtimes.com/cgat/usc/psa/pdf/1960s/ps67…
Pacific Southwest Airlines	14 Jun 1968	Northwestern University Libraries	George M. Foster	142	dc.library.northwestern.edu/items/b4ab7a…
Pacific Southwest Airlines	20 Jun 1969	AirTimes	P. Sloan	46	airtimes.com/cgat/usc/psa/pdf/1960s/ps69…
Pacific Southwest Airlines	19 Jun 1970	AirTimes	P. Sloan	79	airtimes.com/cgat/usc/psa/pdf/1970s/ps70…
Pacific Southwest Airlines	9 Jul 1971	AirTimes	P. Sloan	103	airtimes.com/cgat/usc/psa/pdf/1970s/ps71…
Pacific Southwest Airlines	10 Jul 1972	AirTimes	P. Sloan	109	airtimes.com/cgat/usc/psa/pdf/1970s/ps72…
Pacific Southwest Airlines	25 Jun 1973	AirTimes	P. Sloan	132	airtimes.com/cgat/usc/psa/pdf/1970s/ps73…
Pacific Southwest Airlines	17 Jun 1974	AirTimes	P. Sloan	131	airtimes.com/cgat/usc/psa/pdf/1970s/ps74…
Pacific Southwest Airlines	16 Jun 1975	AirTimes	P. Sloan	142	airtimes.com/cgat/usc/psa/pdf/1970s/ps75…
Pacific Southwest Airlines	1 Jun 1976	AirTimes	P. Sloan	118	airtimes.com/cgat/usc/psa/pdf/1970s/ps76…
Pacific Southwest Airlines	18 Jun 1980	AirTimes	P. Sloan	213	airtimes.com/cgat/usc/psa/pdf/1980s/ps80…
Pacific Southwest Airlines	17 Jun 1981	AirTimes	P. Sloan	224	airtimes.com/cgat/usc/psa/pdf/1980s/ps81…
Pacific Southwest Airlines	16 Jun 1982	AirTimes	P. Sloan	268	airtimes.com/cgat/usc/psa/pdf/1980s/ps82…
Pacific Southwest Airlines	15 Jun 1983	AirTimes	P. Sloan	301	airtimes.com/cgat/usc/psa/pdf/1980s/ps83…
Pacific Southwest Airlines	12 Jun 1985	AirTimes	P. Sloan	426	airtimes.com/cgat/usc/psa/pdf/1980s/ps85…
Pacific Southwest Airlines	14 May 1986	AirTimes	P. Sloan	535	airtimes.com/cgat/usc/psa/pdf/1980s/ps86…
Pacific Southwest Airlines	10 Jun 1987	AirTimes	P. Sloan	488	airtimes.com/cgat/usc/psa/pdf/1980s/ps87…
People Express	25 Oct 1981	Airline Timetable Images	Björn Larsson and David Zekria	41	timetableimages.com/ttimages/pe1/pe8110/…
Rocky Mountain Airways	7 Apr 1980	Internet Archive	item uploader	13	archive.org/details/rocky-mountain-airwa…
Southwest Airlines	18 Jun 1971	AirTimes	P. Sloan	36	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Mar 1972	AirTimes	P. Sloan	42	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	14 May 1972	AirTimes	P. Sloan	37	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	25 May 1973	AirTimes	P. Sloan	39	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Dec 1973	AirTimes	P. Sloan	42	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	9 Feb 1974	AirTimes	P. Sloan	37	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Mar 1974	AirTimes	P. Sloan	40	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Oct 1974	AirTimes	P. Sloan	39	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	2 Jan 1975	AirTimes	P. Sloan	40	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Dec 1975	AirTimes	P. Sloan	48	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Feb 1976	AirTimes	P. Sloan	56	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 May 1976	AirTimes	P. Sloan	68	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	13 Sep 1976	AirTimes	P. Sloan	65	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	18 Jul 1977	AirTimes	P. Sloan	99	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	15 Sep 1977	AirTimes	P. Sloan	113	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Nov 1977	AirTimes	P. Sloan	114	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	13 Feb 1978	AirTimes	P. Sloan	139	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Jul 1978	AirTimes	P. Sloan	140	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	12 Dec 1978	AirTimes	P. Sloan	146	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	12 Feb 1979	AirTimes	P. Sloan	169	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	5 Mar 1979	AirTimes	P. Sloan	180	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Jun 1979	AirTimes	P. Sloan	198	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	13 Jul 1979	AirTimes	P. Sloan	194	airtimes.com/cgat/usc/southwest/pdf/1970…
Southwest Airlines	1 Feb 1980	AirTimes	P. Sloan	214	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	1 Apr 1980	AirTimes	P. Sloan	243	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	16 Jul 1980	AirTimes	P. Sloan	251	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	8 Sep 1980	AirTimes	P. Sloan	249	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	1 Oct 1980	AirTimes	P. Sloan	258	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	4 Dec 1980	AirTimes	P. Sloan	249	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	1 Feb 1981	AirTimes	P. Sloan	277	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	15 Mar 1981	AirTimes	P. Sloan	298	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	15 May 1981	AirTimes	P. Sloan	294	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	9 Sep 1981	AirTimes	P. Sloan	297	airtimes.com/cgat/usc/southwest/pdf/1980…

Airline	Effective date	Archive	Curator	Flights	Scan
Southwest Airlines	31 Jan 1982	AirTimes	P. Sloan	335	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	25 Apr 1982	AirTimes	P. Sloan	346	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	5 Jun 1982	AirTimes	P. Sloan	383	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	10 Jul 1982	AirTimes	P. Sloan	393	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	18 Sep 1982	AirTimes	P. Sloan	404	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	1 Oct 1982	AirTimes	P. Sloan	424	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	31 Oct 1982	AirTimes	P. Sloan	385	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	5 Jan 1983	AirTimes	P. Sloan	451	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	15 Feb 1983	AirTimes	P. Sloan	454	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	24 Apr 1983	AirTimes	P. Sloan	462	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	22 Sep 1983	AirTimes	P. Sloan	545	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	30 Oct 1983	AirTimes	P. Sloan	536	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	4 Jan 1984	AirTimes	P. Sloan	537	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	9 Mar 1984	AirTimes	P. Sloan	60	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	29 Apr 1984	AirTimes	P. Sloan	33	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	30 May 1984	AirTimes	P. Sloan	113	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	28 Oct 1984	AirTimes	P. Sloan	43	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	6 Jan 1985	AirTimes	P. Sloan	29	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	17 Mar 1985	AirTimes	P. Sloan	58	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	28 Apr 1985	AirTimes	P. Sloan	62	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	14 Jul 1985	AirTimes	P. Sloan	140	airtimes.com/cgat/usc/southwest/pdf/1980…
Southwest Airlines	27 Oct 1985	AirTimes	P. Sloan	222	airtimes.com/cgat/usc/southwest/pdf/1980…
Trans World Airlines (TWA)	1 Feb 1970	Northwestern University Libraries	George M. Foster	3	dc.library.northwestern.edu/items/bb6cf8…
Trans World Airlines (TWA)	30 Apr 1972	Departed Flights	site owner	85	departedflights.com/TW043072p12.html
Trans World Airlines (TWA)	1 Jan 1978	Internet Archive	item uploader	39	archive.org/details/twa-trans-world-airl…
Trans World Airlines (TWA)	1 Jun 1983	AirTimes	P. Sloan	21	airtimes.com/cgat/usc/twa/pdf/1980s/tw83…
Trans World Airlines (TWA)	1 Jun 1985	AirTimes	P. Sloan	1	airtimes.com/cgat/usc/twa/pdf/1980s/tw85…
USAir	1 Jun 1981	Internet Archive	item uploader	11	archive.org/details/usairtimetable81
United Airlines	1 Jul 1970	Northwestern University Libraries	George M. Foster	144	dc.library.northwestern.edu/items/aeb71c…
United Airlines	25 Apr 1971	AirTimes	P. Sloan	441	airtimes.com/cgat/usc/united/pdf/1970s/u…
United Airlines	1 Jun 1972	Departed Flights	site owner	35	departedflights.com/UA060172p8.html
United Airlines	1 Jun 1973	AirTimes	P. Sloan	536	airtimes.com/cgat/usc/united/pdf/1970s/u…
United Airlines	1 Jul 1974 (pp. 3–35)	AirTimes	P. Sloan	467	airtimes.com/cgat/usc/united/pdf/1970s/u…
United Airlines	13 Jun 1975	AirTimes	P. Sloan	335	airtimes.com/cgat/usc/united/pdf/1970s/u…
United Airlines	11 Jun 1976	AirTimes	P. Sloan	219	airtimes.com/cgat/usc/united/pdf/1970s/u…
United Airlines	10 Jun 1977	AirTimes	P. Sloan	325	airtimes.com/cgat/usc/united/pdf/1970s/u…
United Airlines	1 Aug 1979	AirTimes	P. Sloan	336	airtimes.com/cgat/usc/united/pdf/1970s/u…
United Airlines	2 Jul 1981	AirTimes	P. Sloan	252	airtimes.com/cgat/usc/united/pdf/1980s/u…
United Airlines	1 Jul 1983	AirTimes	P. Sloan	245	airtimes.com/cgat/usc/united/pdf/1980s/u…
Western Air Lines	1 Jul 1968	Northwestern University Libraries	George M. Foster	105	dc.library.northwestern.edu/items/5aa047…