The World's Busiest Business Aviation Airports -- July 2026

Event & Seasonal - Worldwide - July 2026

Every week the global business aviation fleet writes its own map. In the week of 6-12 July 2026, three airports on three continents accounted for the largest share of movements in their respective regions -- and each one tells a different story about how the private fleet is used at the height of summer.

New York Teterboro (KTEB) -- 848 flights

Teterboro remained the busiest business aviation airport on the planet even in a soft week, handling 848 movements (down 42.3% week-on-week and 59.1% year-on-year off an exceptional July 2025 comparison). TEB's dominance is structural: it sits inside the New York metropolitan area's regulatory noose, close enough to Manhattan for a 6-8 minute helicopter transfer, and it is the default arrival for the entire US East Coast fractional and corporate fleet. Even at half-strength, no other airport in the Americas comes close.

Singapore Seletar (WSSL) -- 43 flights

Seletar is the private aviation counterpart to Changi's commercial hub and led APAC at 43 movements (-57.0% WoW, -72.4% YoY). The airport concentrates the region's heavy and ultra-long-range traffic -- Gulfstream G650ERs, Global 7500s, BBJs -- flying founders, family offices and Southeast Asian corporate leadership between Singapore, Hong Kong, Jakarta, Bangkok and Tokyo. WSSL's small absolute numbers understate its importance: this is one of the highest per-movement value airports in the world.

Paris Le Bourget (LFPB) -- 387 flights

Le Bourget led EMEA at 387 flights (-57.1% WoW, -72.3% YoY), holding its perennial position as Europe's most-flown business aviation airport. LFPB's four FBOs -- Signature, Advanced Air Support, Universal and Dassault -- handle everything from Citation CJ3+ hops down the Riviera to G650ER crossings to New York, Doha and Beijing. In July, corporate demand thins as executives take leave; the airport shifts into a mixed leisure-and-repositioning mode.

The pattern: hub concentration is a feature, not a bug

The private fleet has always been concentrated. Three airports lead their regions week after week not because operators lack alternatives, but because clients want the FBO service, customs speed, ground-transfer network and slot discipline these specific fields offer. Teterboro, Seletar and Le Bourget are the private aviation equivalent of Heathrow, Dubai and JFK -- the airports the market chooses even when the metrics look softer.

What passengers should take from this

If you are chartering to New York, Singapore or Paris, book the primary business aviation airport unless you have a specific reason not to. Alternates exist -- Morristown, Westchester, Changi, Toussus-le-Noble -- and each has its use case, but the primary hubs price sharpest, quote fastest and carry the deepest crew and aircraft pool. In a cooler week like 6-12 July 2026, that pool is exactly where empty-leg opportunities appear first.