

Aircraft Utilization Leaders - June 2026

Utilization ranks reward intensity, not absolute volume. This briefing separates high-activity models from high-fleet-scale workhorses in the June 2026 Avi-Go cut.

54.41%

PRAETOR 500

Util #1 · 90 ac

54.02%

LATITUDE

Util #2 · 385 ac

52.31%

LONGITUDE

Util #3 · 120 ac

44.42%

PHENOM 300

758 aircraft

Published 28 July 2026 · ~18 pages · Free PDF download

Primary sources: Avi-Go Global Business Aviation Analytics Report June 2026 · Avi-Go Global Business Aviation Annual Report 2025 (RD200)

Class B intelligence - every number traces to a verified Avi-Go statement. No invented charter rates.

Utilization ranks reward intensity, not absolute volume. This briefing separates high-activity models from high-fleet-scale workhorses in the June 2026 Avi-Go cut.

54.41% · Praetor 500 (Util #1 · 90 ac) | 54.02% · Latitude (Util #2 · 385 ac) | 52.31% · Longitude (Util #3 · 120 ac) | 44.42% · Phenom 300 (758 aircraft)

This Limitless Sky thematic report ("Aircraft Utilization Leaders - June 2026") is an editorial synthesis for charter desks, programme managers and researchers. Figures are drawn exclusively from the Avi-Go report windows listed in the methodology. Published 28 July 2026. Reading time estimate: 14 min read.

Blurb for distribution: Praetor 500 54.41%, Latitude 54.02%, Longitude 52.31%, Phenom 300 44.42% on 758 tails - efficiency vs scale. Tags: utilization, fleet, praetor, latitude, phenom. The companion HTML page at </insights/reports/aircraft-utilization-leaders-june-2026> mirrors this inventory for web readers using Josefin Sans and Lato under the Reserve visual language.

Executive summary

54.41% - Praetor 500 (Util #1 · 90 ac). 54.02% - Latitude (Util #2 · 385 ac). 52.31% - Longitude (Util #3 · 120 ac). 44.42% - Phenom 300 (758 aircraft).

The executive takeaway is structural, not promotional: Avi-Go shows where aircraft already fly; Limitless Sky connects that map to live empty-leg search and quote workflows. Readers should leave this summary with (a) the correct period label, (b) the primary hubs or cabins in scope, and (c) an explicit refusal to invent rates.

For Limitless Sky desks, "Utilization Leaders" is usable as a routing and capacity map: identify the hubs and cabins Avi-Go already shows as dense, then confirm live availability on empty-leg boards and operator holds. Movement share is not a price. Rank order is not an AggregateRating. When MoM and YoY disagree in sign, quote both baselines rather than picking the friendlier print.

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1. June utilization top table

The Top-5 utilization print is a midsize/super-midsize story with Phenom as the scale outlier. This section of "Aircraft Utilization Leaders - June 2026" is constrained to verified Avi-Go fact keys only. Limitless Sky publishes the statements as Class B intelligence: citeable, period-labelled, and never converted into invented charter hourly rates. Readers searching private jet charter services, empty legs or hub concentration should use these pages to narrow geography and cabin class before requesting a live quote.

For Limitless Sky desks, "June utilization top table" is usable as a routing and capacity map: identify the hubs and cabins Avi-Go already shows as dense, then confirm live availability on empty-leg boards and operator holds. Movement share is not a price. Rank order is not an AggregateRating. When MoM and YoY disagree in sign, quote both baselines rather than picking the friendlier print.

VERIFIED FACT

The Embraer Praetor 500 led global utilization in June 2026 at 54.41% activity rate (90 aircraft in fleet count).

Verified statement (June utilization top table). The Embraer Praetor 500 led global utilization in June 2026 at 54.41% activity rate (90 aircraft in fleet count). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

VERIFIED FACT

The Citation Latitude ranked #2 globally by utilization in June 2026 at 54.02% (385 aircraft).

Verified statement (June utilization top table). The Citation Latitude ranked #2 globally by utilization in June 2026 at 54.02% (385 aircraft). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

Checkpoint after 2 statements in "June utilization top table": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

VERIFIED FACT

The Citation Longitude ranked #3 globally by utilization in June 2026 at 52.31% (120 aircraft).

Verified statement (June utilization top table). The Citation Longitude ranked #3 globally by utilization in June 2026 at 52.31% (120 aircraft). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

VERIFIED FACT

The Challenger 850 ranked #4 globally by utilization in June 2026 at 47.63% (52 aircraft).

Verified statement (June utilization top table). The Challenger 850 ranked #4 globally by utilization in June 2026 at 47.63% (52 aircraft). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

Checkpoint after 4 statements in "June utilization top table": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

VERIFIED FACT

The Phenom 300 ranked #5 globally by utilization in June 2026 at 44.42% (758 aircraft - second-largest fleet in the Top 10).

Verified statement (June utilization top table). The Phenom 300 ranked #5 globally by utilization in June 2026 at 44.42% (758 aircraft - second-largest fleet in the Top 10). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

VERIFIED FACT

The Pilatus PC-24 ranked #10 globally by utilization in June 2026 at 37.67% (266 aircraft).

Verified statement (June utilization top table). The Pilatus PC-24 ranked #10 globally by utilization in June 2026 at 37.67% (266 aircraft). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

Checkpoint after 6 statements in "June utilization top table": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

VERIFIED FACT

Super-midsize average utilization led cabin categories in June 2026 at 53.2% (Latitude/Longitude cohort).

Verified statement (June utilization top table). Super-midsize average utilization led cabin categories in June 2026 at 53.2% (Latitude/Longitude cohort). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

Section close - "June utilization top table": any follow-on commercial decision still requires a live aircraft hold, passenger count, dates and cabin preference. Market structure from Avi-Go narrows the search space; it does not replace operator confirmation. Limitless Sky's empty-leg feed and quote desk remain the transactional layer.

2. Annual utilization benchmark

RD200 2025 utilization leadership for Citation Latitude provides the full-year reference frame. This section of "Aircraft Utilization Leaders - June 2026" is constrained to verified Avi-Go fact keys only. Limitless Sky publishes the statements as Class B intelligence: citeable, period-labelled, and never converted into invented charter hourly rates.

Readers searching private jet charter services, empty legs or hub concentration should use these pages to narrow geography and cabin class before requesting a live quote.

For Limitless Sky desks, "Annual utilization benchmark" is usable as a routing and capacity map: identify the hubs and cabins Avi-Go already shows as dense, then confirm live availability on empty-leg boards and operator holds. Movement share is not a price. Rank order is not an AggregateRating. When MoM and YoY disagree in sign, quote both baselines rather than picking the friendlier print.

VERIFIED FACT

The Citation Latitude led global utilization in 2025 at 52.2% active rate and 466 average flights per aircraft (196,297 total departures).

Verified statement (Annual utilization benchmark). The Citation Latitude led global utilization in 2025 at 52.2% active rate and 466 average flights per aircraft (196,297 total departures). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

VERIFIED FACT

The global active business jet fleet stood at 21,979 registered aircraft in 2025.

Verified statement (Annual utilization benchmark). The global active business jet fleet stood at 21,979 registered aircraft in 2025. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

Checkpoint after 2 statements in "Annual utilization benchmark": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

VERIFIED FACT

The active business jet fleet stood at 16,550 aircraft in June 2026.

Verified statement (Annual utilization benchmark). The active business jet fleet stood at 16,550 aircraft in June 2026. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

Note - Do not merge June monthly activity rates with RD200 annual averages as if they were one metric.

Section close - "Annual utilization benchmark": any follow-on commercial decision still requires a live aircraft hold, passenger count, dates and cabin preference. Market structure from Avi-Go narrows the search space; it does not replace operator confirmation. Limitless Sky's empty-leg feed and quote desk remain the transactional layer.

3. Europe intensity vs North America scale

Regional utilization averages help explain why European tails look busier per aircraft in some cuts. This section of "Aircraft Utilization Leaders - June 2026" is constrained to verified Avi-Go fact keys only. Limitless Sky publishes the statements as Class B intelligence: citeable, period-labelled, and never converted into invented charter hourly rates. Readers searching private jet charter services, empty legs or hub concentration should use these pages to narrow geography and cabin class before requesting a live quote.

For Limitless Sky desks, "Europe intensity vs North America scale" is usable as a routing and capacity map: identify the hubs and cabins Avi-Go already shows as dense, then confirm live availability on empty-leg boards and operator holds. Movement share is not a price. Rank order is not an AggregateRating. When MoM and YoY disagree in sign, quote both baselines rather than picking the friendlier print.

VERIFIED FACT

European business jets averaged ~7.6 flights per month per tail Jan-Aug 2025 - lower utilization than North America

Verified statement (Europe intensity vs North America scale). European business jets averaged ~7.6 flights per month per tail Jan-Aug 2025 - lower utilization than North America Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

VERIFIED FACT

6,432 unique business jets operated in European airspace Jan-Aug 2025 - averaging 60.8 flights per aircraft over the period.

Verified statement (Europe intensity vs North America scale). 6,432 unique business jets operated in European airspace Jan-Aug 2025 - averaging 60.8 flights per aircraft over the period. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

Checkpoint after 2 statements in "Europe intensity vs North America scale": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

VERIFIED FACT

17,699 unique business jets operated in North American airspace during Jan-Aug 2025.

Verified statement (Europe intensity vs North America scale). 17,699 unique business jets operated in North American airspace during Jan-Aug 2025. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

VERIFIED FACT

Charter aircraft in North America averaged 300+ flights per Jan-Aug period versus ~50 for privately operated jets - a 6x utilization differential.

Verified statement (Europe intensity vs North America scale). Charter aircraft in North America averaged 300+ flights per Jan-Aug period versus ~50 for privately operated jets - a 6x utilization differential. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

Checkpoint after 4 statements in "Europe intensity vs North America scale": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

Section close - "Europe intensity vs North America scale": any follow-on commercial decision still requires a live aircraft hold, passenger count, dates and cabin preference. Market structure from Avi-Go narrows the search space; it does not replace operator confirmation. Limitless Sky's empty-leg feed and quote desk remain the transactional layer.

4. Cabin-class efficiency context

Light-jet volume leadership and ULR share differences reshape how utilization converts to charter availability. This section of "Aircraft Utilization Leaders - June 2026" is constrained to verified Avi-Go fact keys only. Limitless Sky publishes the statements as Class B intelligence: citeable, period-labelled, and never converted into invented charter hourly rates. Readers searching private jet charter services, empty legs or hub concentration should use these pages to narrow geography and cabin class before requesting a live quote.

For Limitless Sky desks, "Cabin-class efficiency context" is usable as a routing and capacity map: identify the hubs and cabins Avi-Go already shows as dense, then confirm live availability on empty-leg boards and operator holds. Movement share is not a price. Rank order is not an AggregateRating. When MoM and YoY disagree in sign, quote both baselines rather than picking the friendlier print.

VERIFIED FACT

Light jets flew 48.50% of European departures in June 2026 (27,443 flights).

Verified statement (Cabin-class efficiency context). Light jets flew 48.50% of European departures in June 2026 (27,443 flights). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

VERIFIED FACT

Light jets flew 47.00% of North American departures in June 2026 (98,692 flights).

Verified statement (Cabin-class efficiency context). Light jets flew 47.00% of North American departures in June 2026 (98,692 flights). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

Checkpoint after 2 statements in "Cabin-class efficiency context": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

VERIFIED FACT

Ultra long range jets flew 16.88% of European departures in June 2026 (9,551 flights) - denser large-cabin mix than North America.

Verified statement (Cabin-class efficiency context). Ultra long range jets flew 16.88% of European departures in June 2026 (9,551 flights) - denser large-cabin mix than North America. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

VERIFIED FACT

Light jets accounted for 47.59% of global business jet flights in 2025 (1,673,098 departures).

Verified statement (Cabin-class efficiency context). Light jets accounted for 47.59% of global business jet flights in 2025 (1,673,098 departures). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

Checkpoint after 4 statements in "Cabin-class efficiency context": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

Section close - "Cabin-class efficiency context": any follow-on commercial decision still requires a live aircraft hold, passenger count, dates and cabin preference. Market structure from Avi-Go narrows the search space; it does not replace operator confirmation. Limitless Sky's empty-leg feed and quote desk remain the transactional layer.

5. Desk takeaway: intensity inventory

A 54% util leader on a small fleet is not the same booking product as a 44% util model on hundreds of tails. This section of "Aircraft Utilization Leaders - June 2026" is constrained to verified Avi-Go fact keys only. Limitless Sky publishes the statements as Class B intelligence: citeable, period-labelled, and never converted into invented charter hourly rates. Readers searching private jet charter services, empty legs or hub concentration should use these pages to narrow geography and cabin class before requesting a live quote.

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VERIFIED FACT

The Embraer Praetor 500 led global utilization in June 2026 at 54.41% activity rate (90 aircraft in fleet count).

Verified statement (Desk takeaway: intensity inventory). The Embraer Praetor 500 led global utilization in June 2026 at 54.41% activity rate (90 aircraft in fleet count). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Operational reading: treat the figure as a structural prior for aircraft, airport or corridor shortlists. High density raises the probability of a match after peak banks; it never guarantees the exact cabin, date or empty-leg price a passenger wants.

VERIFIED FACT

The Phenom 300 ranked #5 globally by utilization in June 2026 at 44.42% (758 aircraft - second-largest fleet in the Top 10).

Verified statement (Desk takeaway: intensity inventory). The Phenom 300 ranked #5 globally by utilization in June 2026 at 44.42% (758 aircraft - second-largest fleet in the Top 10). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

Commercial reading: programme gravity and hub concentration can coexist with a long charter tail. Avi-Go operator and airport shares explain where inventory is likely to cluster - diligence on AOC, insurance and crew duty still happens outside this table.

Checkpoint after 2 statements in "Desk takeaway: intensity inventory": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

Note - Use utilization for urgency signals; use fleet counts for inventory probability.

Section close - "Desk takeaway: intensity inventory": any follow-on commercial decision still requires a live aircraft hold, passenger count, dates and cabin preference. Market structure from Avi-Go narrows the search space; it does not replace operator confirmation. Limitless Sky's empty-leg feed and quote desk remain the transactional layer.

Methodology & citation discipline

All quantitative claims in this Limitless Sky thematic report resolve to verified Avi-Go fact statements already inventory-linked in the Limitless Sky knowledge slice (entity_facts / insight fact dictionaries). No charter prices, AggregateRatings or unverified model-of-the-month crowns are invented.

Period labels are mandatory. June 2026 monthly analytics are not interchangeable with Avi-Go RD200 full-year 2025 figures or Jan-Aug 2025 regional analytics, even when the same airport, operator or aircraft model appears in multiple cuts. MoM baselines use the prior calendar month; YoY baselines use the same month in the prior year when labelled.

Empty-leg adjacency sections use verified empty-sector rates and continental retention where available. June corridor-level empty volumes are not present in the Avi-Go cut and are therefore not fabricated. Live empty-leg boards remain the source of truth for price and availability.

Where two Avi-Go cuts disagree in level but agree in rank order, Limitless Sky trusts rank order for routing intuition and the labelled period for any numeric citation in client memos. That habit prevents quoting a June monthly airport total as if it were an annual figure.

Cited Avi-Go sources

How to brief this report to a client

- 1) Open with the hero stats and the primary Avi-Go window. 2) Walk the hub or corridor map relevant to the itinerary.
- 3) Separate MoM seasonality from YoY trend. 4) Offer two alternate airports when Avi-Go flags a concentrated hub. 5) Request a live quote - never invent a rate from a movement table.

Programme buyers should also separate fractional / jet-card products from on-demand charter. Operator shares hint at programme gravity; contract quality still depends on AOC, insurance, cabin configuration and crew limits.

About Limitless Sky

Limitless Sky publishes private-aviation market intelligence alongside live empty-leg search, fleet guides and route pages at thelimitlessky.com. This PDF is a free desk download - no email gate. For itinerary design, request a live quote; Avi-Go explains where aircraft fly, not what a cabin costs on a given Tuesday.

Publisher: Limitless Sky. Data provenance: Avi-Go business aviation analytics reports as cited above. Editorial standard: Class B verified statements only.

Appendix A - Full verified statement inventory

The following 18 statements are the complete numeric inventory for this thematic report. Each key resolves in the Limitless Sky Avi-Go fact dictionaries. Statements are reproduced verbatim for citation.

VERIFIED FACT

[june2026-praetor-500-util] The Embraer Praetor 500 led global utilization in June 2026 at 54.41% activity rate (90 aircraft in fleet count).

VERIFIED FACT

[june2026-citation-latitude-util] The Citation Latitude ranked #2 globally by utilization in June 2026 at 54.02% (385 aircraft).

VERIFIED FACT

[june2026-citation-longitude-util] The Citation Longitude ranked #3 globally by utilization in June 2026 at 52.31% (120 aircraft).

VERIFIED FACT

[june2026-challenger-850-util] The Challenger 850 ranked #4 globally by utilization in June 2026 at 47.63% (52 aircraft).

VERIFIED FACT

[june2026-phenom-300-util] The Phenom 300 ranked #5 globally by utilization in June 2026 at 44.42% (758 aircraft - second-largest fleet in the Top 10).

VERIFIED FACT

[june2026-pilatus-pc24-util] The Pilatus PC-24 ranked #10 globally by utilization in June 2026 at 37.67% (266 aircraft).

VERIFIED FACT

[june2026-super-midsize-util-avg] Super-midsize average utilization led cabin categories in June 2026 at 53.2% (Latitude/Longitude cohort).

VERIFIED FACT

[citation-latitude-global-utilization-leader-2025] The Citation Latitude led global utilization in 2025 at 52.2% active rate and 466 average flights per aircraft (196,297 total departures).

VERIFIED FACT

[global-active-fleet-2025] The global active business jet fleet stood at 21,979 registered aircraft in 2025.

VERIFIED FACT

[june2026-active-fleet] The active business jet fleet stood at 16,550 aircraft in June 2026.

VERIFIED FACT

[eu-fleet-utilization-per-aircraft-2025] European business jets averaged ~7.6 flights per month per tail Jan-Aug 2025 - lower utilization than North America

VERIFIED FACT

[eu-active-fleet-jan-aug-2025] 6,432 unique business jets operated in European airspace Jan-Aug 2025 - averaging 60.8 flights per aircraft over the period.

VERIFIED FACT

[na-unique-jets-2025] 17,699 unique business jets operated in North American airspace during Jan-Aug 2025.

VERIFIED FACT

[na-charter-vs-private-utilization-2025] Charter aircraft in North America averaged 300+ flights per Jan-Aug period versus ~50 for privately operated jets - a 6x utilization differential.

VERIFIED FACT

[june2026-europe-light-jet] Light jets flew 48.50% of European departures in June 2026 (27,443 flights).

VERIFIED FACT

[june2026-na-light-jet] Light jets flew 47.00% of North American departures in June 2026 (98,692 flights).

VERIFIED FACT

[june2026-europe-ulr-share] Ultra long range jets flew 16.88% of European departures in June 2026 (9,551 flights) - denser large-cabin mix than North America.

VERIFIED FACT

[light-jet-market-share-2025] Light jets accounted for 47.59% of global business jet flights in 2025 (1,673,098 departures).

Appendix B - Related Limitless Sky surfaces

Continue from this PDF into the Insights hub thematic report index (/insights/reports), the live empty-leg feed, aircraft entity pages (for example Phenom 300), destination pages (for example London / Paris / New York metro) and route pages (for example London-Paris). Entity pages surface matching Avi-Go facts in a verified-intelligence band when entity_fact_links exist.