

Empty Leg Adjacency - Retention & Empty Rates

Avi-Go does not publish June empty-leg corridor volumes. This briefing uses the verified empty-rate and continental-retention facts - plus dense route structure - as an adjacency map for empty-leg desks.

~40%

EU EMPTY SECTORS

Jan-Aug 2025

~30%

NA EMPTY SECTORS

Same window

99%

NA RETENTION

Intra-continental

90.45%

EU RETENTION

Intra-continental

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

Primary sources: Avi-Go Europe Business Aviation Analytics Report Jan-Aug 2025 · Avi-Go North America Business Aviation Analytics Report Jan-Aug 2025 · Avi-Go Asia Pacific Business Aviation Analytics Report Jan-Aug 2025 · Avi-Go Global Business Aviation Analytics Report June 2026

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

Avi-Go does not publish June empty-leg corridor volumes. This briefing uses the verified empty-rate and continental-retention facts - plus dense route structure - as an adjacency map for empty-leg desks.

~40% · EU empty sectors (Jan-Aug 2025) | ~30% · NA empty sectors (Same window) | 99% · NA retention (Intra-continental) | 90.45% · EU retention (Intra-continental)

This Limitless Sky thematic report ("Empty Leg Adjacency - Retention & Empty Rates") 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: Europe ~40% empty sectors vs NA ~30%, continental retention NA 99% / EU 90.45% / APAC 93.20% - adjacency map from verified facts. Tags: empty-legs, retention, adjacency, europe, north-america. The companion HTML page at </insights/reports/empty-leg-adjacency-retention> mirrors this inventory for web readers using Josefin Sans and Lato under the Reserve visual language.

Executive summary

~40% - EU empty sectors (Jan-Aug 2025). ~30% - NA empty sectors (Same window). 99% - NA retention (Intra-continental). 90.45% - EU retention (Intra-continental).

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, "Empty Leg Adjacency" 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.

Contents

1. What is verified - and what is not
2. Why Europe creates more empty adjacency
3. Dense corridors where matches are most likely
4. North America's opposite problem
5. APAC: retention with ULR stage lengths
6. Methodology & citation discipline
7. How to brief this report to a client
8. About Limitless Sky
9. Appendix A - Full verified statement inventory
10. Appendix B - Related Limitless Sky surfaces

1. What is verified - and what is not

Empty-sector rates exist for Europe vs North America; June corridor empty volumes do not. This section of "Empty Leg Adjacency - Retention & Empty Rates" 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, "What is verified - and what is not" 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

Business jets in Europe flew empty on approximately 40% of sectors Jan-Aug 2025 - versus ~30% in North America.

Verified statement (What is verified - and what is not). Business jets in Europe flew empty on approximately 40% of sectors Jan-Aug 2025 - versus ~30% in 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

North America retained 99.0% of business jet departures within the continent Jan-Aug 2025 - the most insular major aviation market globally.

Verified statement (What is verified - and what is not). North America retained 99.0% of business jet departures within the continent Jan-Aug 2025 - the most insular major aviation market globally. 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 "What is verified - and what is not": 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

90.45% of European business jet departures remained within Europe Jan-Aug 2025 - intercontinental share just 9.55%.

Verified statement (What is verified - and what is not). 90.45% of European business jet departures remained within Europe Jan-Aug 2025 - intercontinental share just 9.55%. 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

Asia Pacific retained 93.20% of departures as intra-continental flights Jan-Aug 2025 - second-most insular region after North America (99.00%).

Verified statement (What is verified - and what is not). Asia Pacific retained 93.20% of departures as intra-continental flights Jan-Aug 2025 - second-most insular region after North America (99.00%). 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 "What is verified - and what is not": 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 - Limitless Sky will not invent June empty-leg rates by corridor.

Note - Use live empty-leg boards for price and availability; use Avi-Go for structural probability.

Section close - "What is verified - and what is not": 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. Why Europe creates more empty adjacency

Higher empty-sector rates plus multi-country short-haul lattices raise repositioning frequency. This section of "Empty Leg Adjacency - Retention & Empty Rates" 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, "Why Europe creates more empty adjacency" 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

Business jets in Europe flew empty on approximately 40% of sectors Jan-Aug 2025 - versus ~30% in North America.

Verified statement (Why Europe creates more empty adjacency). Business jets in Europe flew empty on approximately 40% of sectors Jan-Aug 2025 - versus ~30% in 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

Europe logged 391,217 business jet movements Jan-Aug 2025 - up 1.45% versus 385,630 in the same 2024 window.

Verified statement (Why Europe creates more empty adjacency). Europe logged 391,217 business jet movements Jan-Aug 2025 - up 1.45% versus 385,630 in the same 2024 window. 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 "Why Europe creates more empty adjacency": 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

Europe recorded 56,579 departures in June 2026 (+20.64% MoM from May's 46,900; -3.47% YoY vs June 2025).

Verified statement (Why Europe creates more empty adjacency). Europe recorded 56,579 departures in June 2026 (+20.64% MoM from May's 46,900; -3.47% YoY vs June 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.

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

Short-haul flights (500 nm) totaled 175,818 in June 2026 (59.86% of volume; -0.13% YoY, -0.28% MoM).

Verified statement (Why Europe creates more empty adjacency). Short-haul flights (500 nm) totaled 175,818 in June 2026 (59.86% of volume; -0.13% YoY, -0.28% MoM). 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 "Why Europe creates more empty adjacency": 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

Light jets accounted for 47.2% of European business jet movements Jan-Aug 2025 - 184,682 flights.

Verified statement (Why Europe creates more empty adjacency). Light jets accounted for 47.2% of European business jet movements Jan-Aug 2025 - 184,682 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.

Section close - "Why Europe creates more empty adjacency": 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. Dense corridors where matches are most likely

High Avi-Go density raises match probability after peak banks - it never guarantees the cabin you want. This section of "Empty Leg Adjacency - Retention & Empty Rates" 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, "Dense corridors where matches are most likely" 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

London <-> Paris was Europe's #1 city pair in June 2026 with 565 bidirectional flights (+58.71% MoM, +9.28% YoY).

Verified statement (Dense corridors where matches are most likely). London <-> Paris was Europe's #1 city pair in June 2026 with 565 bidirectional flights (+58.71% MoM, +9.28% YoY). 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

London <-> Nice ranked #2 among European city pairs in June 2026 with 550 flights (+37.16% MoM, +30.02% YoY) - strongest Top-10 YoY growth.

Verified statement (Dense corridors where matches are most likely). London <-> Nice ranked #2 among European city pairs in June 2026 with 550 flights (+37.16% MoM, +30.02% YoY) - strongest Top-10 YoY growth. 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 "Dense corridors where matches are most likely": 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

Paris Le Bourget <-> Nice was Europe's strongest bidirectional airport corridor in June 2026 with 429 combined flights.

Verified statement (Dense corridors where matches are most likely). Paris Le Bourget <-> Nice was Europe's strongest bidirectional airport corridor in June 2026 with 429 combined 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.

VERIFIED FACT

Dallas <-> Houston was North America's hottest city pair in June 2026 with 738 bidirectional flights (-5.14% MoM, +6.18% YoY).

Verified statement (Dense corridors where matches are most likely). Dallas <-> Houston was North America's hottest city pair in June 2026 with 738 bidirectional flights (-5.14% MoM, +6.18% YoY). 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 "Dense corridors where matches are most likely": 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

Teterboro <-> Washington Dulles was North America's top bidirectional airport corridor in June 2026 with 471 combined flights.

Verified statement (Dense corridors where matches are most likely). Teterboro <-> Washington Dulles was North America's top bidirectional airport corridor in June 2026 with 471 combined 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.

VERIFIED FACT

Milan <-> Olbia ranked #6 among European city pairs in June 2026 with 212 flights (+190.41% MoM, +7.07% YoY) - strongest MoM among Europe Top 10.

Verified statement (Dense corridors where matches are most likely). Milan <-> Olbia ranked #6 among European city pairs in June 2026 with 212 flights (+190.41% MoM, +7.07% YoY) - strongest MoM among Europe 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 6 statements in "Dense corridors where matches are most likely": 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 - "Dense corridors where matches are most likely": 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. North America's opposite problem

Extreme continental retention means most empty adjacency stays inside NA rather than leaking intercontinentally. This section of "Empty Leg Adjacency - Retention & Empty Rates" 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, "North America's opposite problem" 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

North America retained 99.0% of business jet departures within the continent Jan-Aug 2025 - the most insular major aviation market globally.

Verified statement (North America's opposite problem). North America retained 99.0% of business jet departures within the continent Jan-Aug 2025 - the most insular major aviation market globally. 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

North America recorded 209,985 departures in June 2026 (-5.39% MoM from May's 221,943; +0.56% YoY vs June 2025).

Verified statement (North America's opposite problem). North America recorded 209,985 departures in June 2026 (-5.39% MoM from May's 221,943; +0.56% YoY vs June 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 "North America's opposite problem": 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

Canada <-> United States was North America's #1 cross-border country pair in June 2026 with 5,369 flights (+7.40% MoM, -2.78% YoY).

Verified statement (North America's opposite problem). Canada <-> United States was North America's #1 cross-border country pair in June 2026 with 5,369 flights (+7.40% MoM, -2.78% YoY). 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

Dallas <-> Houston was North America's hottest city pair in June 2026 with 738 bidirectional flights (-5.14% MoM, +6.18% YoY).

Verified statement (North America's opposite problem). Dallas <-> Houston was North America's hottest city pair in June 2026 with 738 bidirectional flights (-5.14% MoM, +6.18% YoY). 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 "North America's opposite problem": 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

Business jets in Europe flew empty on approximately 40% of sectors Jan-Aug 2025 - versus ~30% in North America.

Verified statement (North America's opposite problem). Business jets in Europe flew empty on approximately 40% of sectors Jan-Aug 2025 - versus ~30% in 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.

Section close - "North America's opposite problem": 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. APAC: retention with ULR stage lengths

High continental retention plus ULR mix changes which empty sectors are even bookable for light-cabin clients. This section of "Empty Leg Adjacency - Retention & Empty Rates" is constrained to verified Avi-Go fact keys only.

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For Limitless Sky desks, "APAC: retention with ULR stage lengths" 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

Asia Pacific retained 93.20% of departures as intra-continental flights Jan-Aug 2025 - second-most insular region after North America (99.00%).

Verified statement (APAC: retention with ULR stage lengths). Asia Pacific retained 93.20% of departures as intra-continental flights Jan-Aug 2025 - second-most insular region after North America (99.00%). 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

Ultra-long-range aircraft accounted for 39.3% of Asia Pacific movements Jan-Aug 2025 - roughly 4x the global norm (~10%).

Verified statement (APAC: retention with ULR stage lengths). Ultra-long-range aircraft accounted for 39.3% of Asia Pacific movements Jan-Aug 2025 - roughly 4x the global norm (~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 "APAC: retention with ULR stage lengths": 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

Light jets held 27.5% of Asia Pacific movements Jan-Aug 2025 (16,568 flights) - below North America

Verified statement (APAC: retention with ULR stage lengths). Light jets held 27.5% of Asia Pacific movements Jan-Aug 2025 (16,568 flights) - below 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

Singapore Seletar (WSSL) alone processed 5,747 movements Jan-Aug 2025 - 9.5% of regional total through a single critical infrastructure node.

Verified statement (APAC: retention with ULR stage lengths). Singapore Seletar (WSSL) alone processed 5,747 movements Jan-Aug 2025 - 9.5% of regional total through a single critical infrastructure node. 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 "APAC: retention with ULR stage lengths": 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 - "APAC: retention with ULR stage lengths": 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

Avi-Go Europe Business Aviation Analytics Report Jan-Aug 2025

<https://avi-go.com/research-consulting>

Avi-Go North America Business Aviation Analytics Report Jan-Aug 2025

<https://avi-go.com/research-consulting>

Avi-Go Asia Pacific Business Aviation Analytics Report Jan-Aug 2025

<https://avi-go.com/research-consulting>

Avi-Go Global Business Aviation Analytics Report June 2026

<https://avi-go.com/research-consulting>

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 19 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

[eu-empty-leg-rate-europe-2025] Business jets in Europe flew empty on approximately 40% of sectors Jan-Aug 2025 - versus ~30% in North America.

VERIFIED FACT

[na-continental-retention-2025] North America retained 99.0% of business jet departures within the continent Jan-Aug 2025 - the most insular major aviation market globally.

VERIFIED FACT

[eu-continental-retention-jan-aug-2025] 90.45% of European business jet departures remained within Europe Jan-Aug 2025 - intercontinental share just 9.55%.

VERIFIED FACT

[apac-continental-retention-2025] Asia Pacific retained 93.20% of departures as intra-continental flights Jan-Aug 2025 - second-most insular region after North America (99.00%).

VERIFIED FACT

[eu-total-movements-jan-aug-2025] Europe logged 391,217 business jet movements Jan-Aug 2025 - up 1.45% versus 385,630 in the same 2024 window.

VERIFIED FACT

[june2026-europe-mom] Europe recorded 56,579 departures in June 2026 (+20.64% MoM from May's 46,900; -3.47% YoY vs June 2025).

VERIFIED FACT

[june2026-short-haul] Short-haul flights (500 nm) totaled 175,818 in June 2026 (59.86% of volume; -0.13% YoY, -0.28% MoM).

VERIFIED FACT

[eu-light-jet-share-jan-aug-2025] Light jets accounted for 47.2% of European business jet movements Jan-Aug 2025 - 184,682 flights.

VERIFIED FACT

[june2026-london-paris-route] London <-> Paris was Europe's #1 city pair in June 2026 with 565 bidirectional flights (+58.71% MoM, +9.28% YoY).

VERIFIED FACT

[june2026-london-nice-route] London <-> Nice ranked #2 among European city pairs in June 2026 with 550 flights (+37.16% MoM, +30.02% YoY) - strongest Top-10 YoY growth.

VERIFIED FACT

[june2026-lfpb-lfmn-corridor] Paris Le Bourget <-> Nice was Europe's strongest bidirectional airport corridor in June 2026 with 429 combined flights.

VERIFIED FACT

[june2026-dallas-houston-route] Dallas <-> Houston was North America's hottest city pair in June 2026 with 738 bidirectional flights (-5.14% MoM, +6.18% YoY).

VERIFIED FACT

[june2026-kteb-kiad-corridor] Teterboro <-> Washington Dulles was North America's top bidirectional airport corridor in June 2026 with 471 combined flights.

VERIFIED FACT

[june2026-milan-olbia-route] Milan <-> Olbia ranked #6 among European city pairs in June 2026 with 212 flights (+190.41% MoM, +7.07% YoY) - strongest MoM among Europe Top 10.

VERIFIED FACT

[june2026-na-mom] North America recorded 209,985 departures in June 2026 (-5.39% MoM from May's 221,943; +0.56% YoY vs June 2025).

VERIFIED FACT

[june2026-canada-us-crossborder] Canada <-> United States was North America's #1 cross-border country pair in June 2026 with 5,369 flights (+7.40% MoM, -2.78% YoY).

VERIFIED FACT

[apac-ulr-share-2025] Ultra-long-range aircraft accounted for 39.3% of Asia Pacific movements Jan-Aug 2025 - roughly 4x the global norm (~10%).

VERIFIED FACT

[apac-light-jet-share-2025] Light jets held 27.5% of Asia Pacific movements Jan-Aug 2025 (16,568 flights) - below North America

VERIFIED FACT

[apac-seletar-hub-share-2025] Singapore Seletar (WSSL) alone processed 5,747 movements Jan-Aug 2025 - 9.5% of regional total through a single critical infrastructure node.

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.