

European Operator Landscape

Europe's operator table is less concentrated than North America's programme core, but NetJets Europe and VistaJet still set the verified share leaders.

12.05%

NETJETS EU JUNE

Regional #1

12.99%

NETJETS EU FY

RD200 2025

7.08%

VISTAJET JUNE

Europe #2

742

NJ LONDON<->PARIS

FY route lead

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

Primary sources: Avi-Go Global Business Aviation Annual Report 2025 (RD200) · Avi-Go Europe 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.

Europe's operator table is less concentrated than North America's programme core, but NetJets Europe and VistaJet still set the verified share leaders.

12.05% · NetJets EU June (Regional #1) | 12.99% · NetJets EU FY (RD200 2025) | 7.08% · VistaJet June (Europe #2) | 742 · NJ London<->Paris (FY route lead)

This Limitless Sky thematic report ("European Operator Landscape") 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: NetJets Europe 12.05% June / 12.99% FY2025, VistaJet #2 at 7.08%, London-Paris route leadership - EU concentration brief. Tags: operators, netjets-europe, vistajet, europe. The companion HTML page at /insights/reports/european-operator-landscape mirrors this inventory for web readers using Josefin Sans and Lato under the Reserve visual language.

Executive summary

12.05% - NetJets EU June (Regional #1). 12.99% - NetJets EU FY (RD200 2025). 7.08% - VistaJet June (Europe #2). 742 - NJ London<->Paris (FY route lead).

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, "EU Operator Landscape" 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 2026 European leaders

Monthly shares put NetJets Europe first and VistaJet second in the verified June cut. This section of "European Operator Landscape" 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 2026 European 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.

VERIFIED FACT

NetJets Europe led European operators in June 2026 with 12.05% regional market share.

Verified statement (June 2026 European leaders). NetJets Europe led European operators in June 2026 with 12.05% regional market share. 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

VistaJet Ltd ranked #2 among European operators in June 2026 with 7.08% regional market share.

Verified statement (June 2026 European leaders). VistaJet Ltd ranked #2 among European operators in June 2026 with 7.08% regional market share. 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 2026 European leaders": 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 (June 2026 European leaders). 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.

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 2026 European leaders": 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. RD200 annual operator anchors

Full-year 2025 figures remain the best NetJets Europe volume reference. This section of "European Operator Landscape" 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, "RD200 annual operator anchors" 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

NetJets Europe held 12.99% of European operator departures in 2025 (65,146 flights, +1.42% YoY).

Verified statement (RD200 annual operator anchors). NetJets Europe held 12.99% of European operator departures in 2025 (65,146 flights, +1.42% 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

London <-> Paris was NetJets Europe's most flown route in 2025 with 742 departures.

Verified statement (RD200 annual operator anchors). London <-> Paris was NetJets Europe's most flown route in 2025 with 742 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 2 statements in "RD200 annual operator anchors": 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

London <-> Paris was VistaJet's top European route in 2025 with 591 departures - tied with London <-> Nice (590).

Verified statement (RD200 annual operator anchors). London <-> Paris was VistaJet's top European route in 2025 with 591 departures - tied with London <-> Nice (590). 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 recorded 519,819 business jet departures in 2025 (+1.77% YoY), representing 14.79% of global volume.

Verified statement (RD200 annual operator anchors). Europe recorded 519,819 business jet departures in 2025 (+1.77% YoY), representing 14.79% of global volume. 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 "RD200 annual operator anchors": 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 - "RD200 annual operator anchors": 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. Concentration vs fragmentation

Europe's CR10 and empty-leg rate explain why programme share coexists with a wide charter long tail. This section of "European Operator Landscape" 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, "Concentration vs fragmentation" 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
Europe

Verified statement (Concentration vs fragmentation). Europe 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
Business jets in Europe flew empty on approximately 40% of sectors Jan-Aug 2025 - versus ~30% in North America.

Verified statement (Concentration vs fragmentation). 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.

Checkpoint after 2 statements in "Concentration vs fragmentation": 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 logged 391,217 business jet movements Jan-Aug 2025 - up 1.45% versus 385,630 in the same 2024 window.

Verified statement (Concentration vs fragmentation). 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.

VERIFIED FACT

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

Verified statement (Concentration vs fragmentation). 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.

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 "Concentration vs fragmentation": 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 - "Concentration vs fragmentation": 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. Hubs and routes that operators fight over

Le Bourget, Nice and London-Paris remain the contested European commercial surface. This section of "European Operator Landscape" 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, "Hubs and routes that operators fight over" 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

Paris Le Bourget (LFPB) led European airports in June 2026 with 5,648 movements (+38.70% MoM from May's 4,072).

Verified statement (Hubs and routes that operators fight over). Paris Le Bourget (LFPB) led European airports in June 2026 with 5,648 movements (+38.70% MoM from May's 4,072). 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

Nice Côte d'Azur (LFMN) ranked #2 among European airports in June 2026 with 5,412 movements (+41.19% MoM).

Verified statement (Hubs and routes that operators fight over). Nice Côte d'Azur (LFMN) ranked #2 among European airports in June 2026 with 5,412 movements (+41.19% 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 2 statements in "Hubs and routes that operators fight over": 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

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

Verified statement (Hubs and routes that operators fight over). 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.

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

London <-> Paris was Europe's busiest business aviation city pair in 2025 with 4,384 flights - ranking #1 among European city pairs with a 17.7% share of the top 10.

Verified statement (Hubs and routes that operators fight over). London <-> Paris was Europe's busiest business aviation city pair in 2025 with 4,384 flights - ranking #1 among European city pairs with a 17.7% share of 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.

Checkpoint after 4 statements in "Hubs and routes that operators fight over": 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 - "Hubs and routes that operators fight over": 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. Fleet brands clearing European sectors

Cessna, Embraer and Bombardier brand tables show what operators actually schedule. This section of "European Operator Landscape" 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, "Fleet brands clearing European sectors" 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

Cessna led European aircraft brands in June 2026 with 19,272 flights (34.06% share, +19.55% MoM).

Verified statement (Fleet brands clearing European sectors). Cessna led European aircraft brands in June 2026 with 19,272 flights (34.06% share, +19.55% 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.

VERIFIED FACT

The Phenom 300 logged 4,703 European flights in June 2026 - Embraer's top model at 58.96% of Embraer Europe brand share.

Verified statement (Fleet brands clearing European sectors). The Phenom 300 logged 4,703 European flights in June 2026 - Embraer's top model at 58.96% of Embraer Europe brand share. 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 "Fleet brands clearing European sectors": 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

Challenger 300 Series logged 3,808 European flights in June 2026 (50.82% of Bombardier Europe brand).

Verified statement (Fleet brands clearing European sectors). Challenger 300 Series logged 3,808 European flights in June 2026 (50.82% of Bombardier Europe brand). 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

Cessna led European OEM share Jan-Aug 2025 at 32.7% - 126,957 movements across Citation families.

Verified statement (Fleet brands clearing European sectors). Cessna led European OEM share Jan-Aug 2025 at 32.7% - 126,957 movements across Citation families. 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 "Fleet brands clearing European sectors": 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

Bombardier held 24.2% of European business jet movements Jan-Aug 2025 - 94,222 flights led by Challenger platforms.

Verified statement (Fleet brands clearing European sectors). Bombardier held 24.2% of European business jet movements Jan-Aug 2025 - 94,222 flights led by Challenger platforms. 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 - "Fleet brands clearing European sectors": 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 Global Business Aviation Annual Report 2025 (RD200)

<https://avi-go.com/report-store/report/view/RD200>

Avi-Go Europe 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 20 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-netjets-europe] NetJets Europe led European operators in June 2026 with 12.05% regional market share.

VERIFIED FACT

[june2026-vistajet-europe] VistaJet Ltd ranked #2 among European operators in June 2026 with 7.08% regional market share.

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

[netjets-europe-market-share-2025] NetJets Europe held 12.99% of European operator departures in 2025 (65,146 flights, +1.42% YoY).

VERIFIED FACT

[netjets-europe-london-paris-route-2025] London <-> Paris was NetJets Europe's most flown route in 2025 with 742 departures.

VERIFIED FACT

[vistajet-london-paris-route-2025] London <-> Paris was VistaJet's top European route in 2025 with 591 departures - tied with London <-> Nice (590).

VERIFIED FACT

[europe-flights-2025-total] Europe recorded 519,819 business jet departures in 2025 (+1.77% YoY), representing 14.79% of global volume.

VERIFIED FACT

[eu-operator-cr10-jan-aug-2025] Europe

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

[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

[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

[june2026-lfpb-airport] Paris Le Bourget (LFPB) led European airports in June 2026 with 5,648 movements (+38.70% MoM from May's 4,072).

VERIFIED FACT

[june2026-lfmn-airport] Nice Côte d'Azur (LFMN) ranked #2 among European airports in June 2026 with 5,412 movements (+41.19% MoM).

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

[london-paris-top-europe-city-pair-2025] London <-> Paris was Europe's busiest business aviation city pair in 2025 with 4,384 flights - ranking #1 among European city pairs with a 17.7% share of the top 10.

VERIFIED FACT

[june2026-europe-cessna-brand] Cessna led European aircraft brands in June 2026 with 19,272 flights (34.06% share, +19.55% MoM).

VERIFIED FACT

[june2026-europe-phenom-300-flights] The Phenom 300 logged 4,703 European flights in June 2026 - Embraer's top model at 58.96% of Embraer Europe brand share.

VERIFIED FACT

[june2026-europe-challenger-300] Challenger 300 Series logged 3,808 European flights in June 2026 (50.82% of Bombardier Europe brand).

VERIFIED FACT

[eu-cessna-oem-share-jan-aug-2025] Cessna led European OEM share Jan-Aug 2025 at 32.7% - 126,957 movements across Citation families.

VERIFIED FACT

[eu-bombardier-oem-share-jan-aug-2025] Bombardier held 24.2% of European business jet movements Jan-Aug 2025 - 94,222 flights led by Challenger platforms.

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.