

Haul Bands, Weekday/Weekend & Peak Hours - June 2026

Stage length and clock structure are the quiet determinants of empty-leg adjacency and crew duty planning. June 2026 makes those structures measurable.

59.86%

SHORT-HAUL

500 nm

180,151

WEEKDAY

+9.28% MoM

113,723

WEEKEND

-15.04% MoM

15:00

PEAK UTC

22,856 flights

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

Primary sources: 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.

Stage length and clock structure are the quiet determinants of empty-leg adjacency and crew duty planning. June 2026 makes those structures measurable.

59.86% · Short-haul (500 nm) | 180,151 · Weekday (+9.28% MoM) | 113,723 · Weekend (-15.04% MoM) | 15:00 · Peak UTC (22,856 flights)

This Limitless Sky thematic report ("Haul Bands, Weekday/Weekend & Peak Hours - 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: 13 min read.

Blurb for distribution: Short-haul 59.86%, weekday +9.28% MoM vs weekend -15.04%, peak 15:00 UTC - operational structure brief. Tags: haul, weekday, peak-hours, operations, june-2026. The companion HTML page at </insights/reports/haul-bands-clock-structure-june-2026> mirrors this inventory for web readers using Josefin Sans and Lato under the Reserve visual language.

Executive summary

59.86% - Short-haul (500 nm). 180,151 - Weekday (+9.28% MoM). 113,723 - Weekend (-15.04% MoM). 15:00 - Peak UTC (22,856 flights).

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, "Haul Bands & Clock" 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. Distance-band composition

Short-haul still dominates global volume; long-haul is the only band with sequential gains. This section of "Haul Bands, Weekday/Weekend & Peak Hours - 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, "Distance-band composition" 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

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

Verified statement (Distance-band composition). 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.

VERIFIED FACT

Medium-haul flights (500-2000 nm) totaled 107,137 in June 2026 (36.45% of volume; -0.94% YoY, -3.92% MoM).

Verified statement (Distance-band composition). Medium-haul flights (500-2000 nm) totaled 107,137 in June 2026 (36.45% of volume; -0.94% YoY, -3.92% 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.

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 "Distance-band composition": 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

Long-haul flights (>2000 nm) totaled 10,837 in June 2026 (3.69% of volume; +1.02% YoY, +0.48% MoM) - the only range band with sequential gains.

Verified statement (Distance-band composition). Long-haul flights (>2000 nm) totaled 10,837 in June 2026 (3.69% of volume; +1.02% YoY, +0.48% MoM) - the only range band with sequential gains. 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 3,000-5,000 nm intercontinental segment showed the strongest distance-band growth in 2025 at +10.94% YoY.

Verified statement (Distance-band composition). The 3,000-5,000 nm intercontinental segment showed the strongest distance-band growth in 2025 at +10.94% 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 "Distance-band composition": 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 - "Distance-band composition": 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. Weekday vs weekend rotation

June's weekday uplift and weekend soft print rewrite how desks should read 'summer demand'. This section of "Haul Bands, Weekday/Weekend & Peak Hours - 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, "Weekday vs weekend rotation" 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

June 2026 logged 180,151 weekday (Mon-Thu) departures (+9.28% MoM) versus 113,723 weekend (Fri-Sun) departures (-15.04% MoM).

Verified statement (Weekday vs weekend rotation). June 2026 logged 180,151 weekday (Mon-Thu) departures (+9.28% MoM) versus 113,723 weekend (Fri-Sun) departures (-15.04% 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.

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

Weekend business aviation flights (Fri-Sun) grew faster than weekday traffic in 2025: +6.59% vs +5.94% YoY.

Verified statement (Weekday vs weekend rotation). Weekend business aviation flights (Fri-Sun) grew faster than weekday traffic in 2025: +6.59% vs +5.94% 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 2 statements in "Weekday vs weekend rotation": 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

Global business jet flights totaled 293,874 in June 2026 (-1.62% MoM vs May 2026, -0.34% YoY vs June 2025).

Verified statement (Weekday vs weekend rotation). Global business jet flights totaled 293,874 in June 2026 (-1.62% MoM vs May 2026, -0.34% 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.

Note - RD200's full-year weekend-growth fact is a different clock from June's MoM weekend soft print.

Section close - "Weekday vs weekend rotation": 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. Global and regional peak hours

Peak/trough ratios show how compressed the operational day becomes by region. This section of "Haul Bands, Weekday/Weekend & Peak Hours - 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, "Global and regional peak hours" 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

Global peak departure hour in June 2026 was 15:00 UTC with 22,856 flights (7.78% of daily activity); trough at 03:00 UTC (2,974 flights, 1.01%) - 7.7x peak/trough ratio.

Verified statement (Global and regional peak hours). Global peak departure hour in June 2026 was 15:00 UTC with 22,856 flights (7.78% of daily activity); trough at 03:00 UTC (2,974 flights, 1.01%) - 7.7x peak/trough ratio. 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's peak hour in June 2026 was 15:00 UTC / 10:00 EST with 17,718 flights (8.44% share) and a 47.8x peak/trough ratio.

Verified statement (Global and regional peak hours). North America's peak hour in June 2026 was 15:00 UTC / 10:00 EST with 17,718 flights (8.44% share) and a 47.8x peak/trough ratio. 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 "Global and regional peak hours": 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's peak hour in June 2026 was 09:00 UTC / 11:00 CET with 5,035 flights (8.90% share) and a 74.2x peak/trough ratio.

Verified statement (Global and regional peak hours). Europe's peak hour in June 2026 was 09:00 UTC / 11:00 CET with 5,035 flights (8.90% share) and a 74.2x peak/trough ratio. 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.

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VERIFIED FACT

Afternoon departures (12:00-17:59 UTC) accounted for 43.4% of global flights in June 2026 (127,459 flights).

Verified statement (Global and regional peak hours). Afternoon departures (12:00-17:59 UTC) accounted for 43.4% of global flights in June 2026 (127,459 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.

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Checkpoint after 4 statements in "Global and regional peak hours": 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 - "Global and regional peak hours": 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. Regional volume context for the clock

NA's absolute scale makes its peak hour the global peak; Europe's sharper trough ratio matters for slot planning. This section of "Haul Bands, Weekday/Weekend & Peak Hours - 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, "Regional volume context for the clock" 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 accounted for 71.45% of global business jet flights in June 2026 (209,985 flights).

Verified statement (Regional volume context for the clock). North America accounted for 71.45% of global business jet flights in June 2026 (209,985 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

Europe accounted for 19.25% of global business jet flights in June 2026 (56,579 flights).

Verified statement (Regional volume context for the clock). Europe accounted for 19.25% of global business jet flights in June 2026 (56,579 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 "Regional volume context for the clock": 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

Daily average flights were 9,796 in June 2026.

Verified statement (Regional volume context for the clock). Daily average flights were 9,796 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.

Section close - "Regional volume context for the clock": 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. Empty-leg adjacency from structure

Short-haul density plus weekday banks raise repositioning probability - never a guarantee. This section of "Haul Bands, Weekday/Weekend & Peak Hours - 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, "Empty-leg adjacency from structure" 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

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

Verified statement (Empty-leg adjacency from structure). 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.

VERIFIED FACT

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

Verified statement (Empty-leg adjacency from structure). 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 "Empty-leg adjacency from structure": 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

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

Verified statement (Empty-leg adjacency from structure). 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.

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 - "Empty-leg adjacency from structure": 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 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 16 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-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

[june2026-medium-haul] Medium-haul flights (500-2000 nm) totaled 107,137 in June 2026 (36.45% of volume; -0.94% YoY, -3.92% MoM).

VERIFIED FACT

[june2026-long-haul] Long-haul flights (>2000 nm) totaled 10,837 in June 2026 (3.69% of volume; +1.02% YoY, +0.48% MoM) - the only range band with sequential gains.

VERIFIED FACT

[transatlantic-distance-segment-growth-2025] The 3,000-5,000 nm intercontinental segment showed the strongest distance-band growth in 2025 at +10.94% YoY.

VERIFIED FACT

[june2026-weekday-weekend] June 2026 logged 180,151 weekday (Mon-Thu) departures (+9.28% MoM) versus 113,723 weekend (Fri-Sun) departures (-15.04% MoM).

VERIFIED FACT

[weekend-flights-growing-faster-2025] Weekend business aviation flights (Fri-Sun) grew faster than weekday traffic in 2025: +6.59% vs +5.94% YoY.

VERIFIED FACT

[june2026-global-total-flights] Global business jet flights totaled 293,874 in June 2026 (-1.62% MoM vs May 2026, -0.34% YoY vs June 2025).

VERIFIED FACT

[june2026-peak-hour-global] Global peak departure hour in June 2026 was 15:00 UTC with 22,856 flights (7.78% of daily activity); trough at 03:00 UTC (2,974 flights, 1.01%) - 7.7x peak/trough ratio.

VERIFIED FACT

[june2026-na-peak-hour] North America's peak hour in June 2026 was 15:00 UTC / 10:00 EST with 17,718 flights (8.44% share) and a 47.8x peak/trough ratio.

VERIFIED FACT

[june2026-europe-peak-hour] Europe's peak hour in June 2026 was 09:00 UTC / 11:00 CET with 5,035 flights (8.90% share) and a 74.2x peak/trough ratio.

VERIFIED FACT

[june2026-afternoon-share] Afternoon departures (12:00-17:59 UTC) accounted for 43.4% of global flights in June 2026 (127,459 flights).

VERIFIED FACT

[june2026-na-share] North America accounted for 71.45% of global business jet flights in June 2026 (209,985 flights).

VERIFIED FACT

[june2026-europe-share] Europe accounted for 19.25% of global business jet flights in June 2026 (56,579 flights).

VERIFIED FACT

[june2026-daily-average] Daily average flights were 9,796 in June 2026.

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.

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.