

North American Operator Landscape

North America's operator market remains programme-led. This briefing uses only verified NetJets, Flexjet and concentration facts from Jan-Aug 2025 and June 2026.

17.23%

NETJETS JUNE

NA #1 share

15.69%

NETJETS JAN-AUG

2025 window

6.88%

FLEXJET JUNE

NA #2

34.28%

TOP 10 JUNE

Operator CR10

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Primary sources: Avi-Go North America 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.

North America's operator market remains programme-led. This briefing uses only verified NetJets, Flexjet and concentration facts from Jan-Aug 2025 and June 2026.

17.23% · NetJets June (NA #1 share) | 15.69% · NetJets Jan-Aug (2025 window) | 6.88% · Flexjet June (NA #2) | 34.28% · Top 10 June (Operator CR10)

This Limitless Sky thematic report ("North American 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 17.23% June / 15.69% Jan-Aug, Flexjet #2, CR10 ~33-34% - programme gravity vs long-tail charter. Tags: operators, netjets, flexjet, north-america. The companion HTML page at </insights/reports/north-american-operator-landscape> mirrors this inventory for web readers using Josefin Sans and Lato under the Reserve visual language.

Executive summary

17.23% - NetJets June (NA #1 share). 15.69% - NetJets Jan-Aug (2025 window). 6.88% - Flexjet June (NA #2). 34.28% - Top 10 June (Operator CR10).

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, "NA 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 operator snapshot

Monthly shares confirm NetJets' lead and a still-fragmented long tail. This section of "North American 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 operator snapshot" 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 Aviation led North American operators in June 2026 with 17.23% regional market share.

Verified statement (June 2026 operator snapshot). NetJets Aviation led North American operators in June 2026 with 17.23% 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

Flexjet ranked #2 among North American operators in June 2026 with 6.88% regional market share.

Verified statement (June 2026 operator snapshot). Flexjet ranked #2 among North American operators in June 2026 with 6.88% 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 operator snapshot": 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's Top 10 operators held 34.28% combined regional share in June 2026; Top 3 held 26.03%.

Verified statement (June 2026 operator snapshot). North America's Top 10 operators held 34.28% combined regional share in June 2026; Top 3 held 26.03%. 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 operator snapshot": 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. Jan-Aug 2025 structural baseline

The eight-month NA analytics report is the better window for concentration strategy. This section of "North American 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, "Jan-Aug 2025 structural baseline" 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 Aviation held 15.69% of North American operator departures in Jan-Aug 2025 - 2.5x the share of #2 Flexjet (6.53%).

Verified statement (Jan-Aug 2025 structural baseline). NetJets Aviation held 15.69% of North American operator departures in Jan-Aug 2025 - 2.5x the share of #2 Flexjet (6.53%). 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

Flexjet held 6.53% of North American operator market share Jan-Aug 2025 - second place with Challenger 300 (32.31%) and Phenom 300 (26.94%) fleet concentration.

Verified statement (Jan-Aug 2025 structural baseline). Flexjet held 6.53% of North American operator market share Jan-Aug 2025 - second place with Challenger 300 (32.31%) and Phenom 300 (26.94%) fleet concentration. 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 "Jan-Aug 2025 structural baseline": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

VERIFIED FACT

The top 10 North American operators accounted for 32.62% of departures in Jan-Aug 2025 (CR10); the remaining 67.4% sits in a fragmented long tail.

Verified statement (Jan-Aug 2025 structural baseline). The top 10 North American operators accounted for 32.62% of departures in Jan-Aug 2025 (CR10); the remaining 67.4% sits in a fragmented long tail. 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 1,740,881 business jet movements from January through August 2025 (+3.86% YoY vs 1,676,151 in Jan-Aug 2024).

Verified statement (Jan-Aug 2025 structural baseline). North America recorded 1,740,881 business jet movements from January through August 2025 (+3.86% YoY vs 1,676,151 in Jan-Aug 2024). 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 "Jan-Aug 2025 structural baseline": 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 - "Jan-Aug 2025 structural baseline": 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. Where programme gravity meets hubs

Operator concentration and hub concentration reinforce each other at KTEB and Texas fields. This section of "North American 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, "Where programme gravity meets hubs" 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

Teterboro (KTEB) led North American airports with 87,026 business aviation movements in Jan-Aug 2025 (2.54% regional share, 7,019 unique aircraft).

Verified statement (Where programme gravity meets hubs). Teterboro (KTEB) led North American airports with 87,026 business aviation movements in Jan-Aug 2025 (2.54% regional share, 7,019 unique aircraft). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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

VERIFIED FACT

Teterboro (KTEB) led North American airports in June 2026 with 12,380 movements (-12.00% MoM from May's 14,068).

Verified statement (Where programme gravity meets hubs). Teterboro (KTEB) led North American airports in June 2026 with 12,380 movements (-12.00% MoM from May's 14,068). 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 "Where programme gravity meets hubs": 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

Dallas Love Field (KDAL) ranked #3 among North American airports in June 2026 with 5,648 movements (-12.08% MoM).

Verified statement (Where programme gravity meets hubs). Dallas Love Field (KDAL) ranked #3 among North American airports in June 2026 with 5,648 movements (-12.08% 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

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

Verified statement (Where programme gravity meets hubs). 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 "Where programme gravity meets hubs": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

VERIFIED FACT

The Northeast Corridor cluster (Teterboro, Westchester, Dulles) combined for 171,641 movements in Jan-Aug 2025.

Verified statement (Where programme gravity meets hubs). The Northeast Corridor cluster (Teterboro, Westchester, Dulles) combined for 171,641 movements in Jan-Aug 2025. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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

Section close - "Where programme gravity meets hubs": 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. Fleet preferences under programme operators

Model shares show which cabins programme networks actually fly in North America. This section of "North American 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 preferences under programme operators" is usable as a routing and capacity map: identify the hubs and cabins Avi-Go already shows as dense, then confirm live availability on empty-leg boards and operator holds. Movement share is not a price. Rank order is not an AggregateRating. When MoM and YoY disagree in sign, quote both baselines rather than picking the friendlier print.

VERIFIED FACT

The Challenger 300 series flew 146,696 North American departures in Jan-Aug 2025 (8.43% share) - #1 among individual models.

Verified statement (Fleet preferences under programme operators). The Challenger 300 series flew 146,696 North American departures in Jan-Aug 2025 (8.43% share) - #1 among individual models. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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

VERIFIED FACT

The Phenom 300 was North America's fastest-growing top model in Jan-Aug 2025 at +16.68% YoY (145,159 movements, 8.34% share).

Verified statement (Fleet preferences under programme operators). The Phenom 300 was North America's fastest-growing top model in Jan-Aug 2025 at +16.68% YoY (145,159 movements, 8.34% 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.

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

VERIFIED FACT

The Citation Latitude recorded 109,793 North American departures in Jan-Aug 2025 (6.31% share).

Verified statement (Fleet preferences under programme operators). The Citation Latitude recorded 109,793 North American departures in Jan-Aug 2025 (6.31% 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.

VERIFIED FACT

Light jets accounted for 823,350 North American departures in Jan-Aug 2025 (47.3% of regional volume).

Verified statement (Fleet preferences under programme operators). Light jets accounted for 823,350 North American departures in Jan-Aug 2025 (47.3% of regional 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 "Fleet preferences under programme operators": 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 - "Fleet preferences under programme operators": 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. What Avi-Go does not tell you

Operator share is not AOC quality, insurance posture, or a live quote. This section of "North American 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, "What Avi-Go does not tell you" 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 Aviation led North American operators in June 2026 with 17.23% regional market share.

Verified statement (What Avi-Go does not tell you). NetJets Aviation led North American operators in June 2026 with 17.23% 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

The top 10 North American operators accounted for 32.62% of departures in Jan-Aug 2025 (CR10); the remaining 67.4% sits in a fragmented long tail.

Verified statement (What Avi-Go does not tell you). The top 10 North American operators accounted for 32.62% of departures in Jan-Aug 2025 (CR10); the remaining 67.4% sits in a fragmented long tail. 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 Avi-Go does not tell you": 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 treats Avi-Go operator tables as market-structure context only.

Note - Charter decisions still require live aircraft holds and operator diligence.

Section close - "What Avi-Go does not tell you": 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 North America 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 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-netjets-na] NetJets Aviation led North American operators in June 2026 with 17.23% regional market share.

VERIFIED FACT

[june2026-flexjet-na] Flexjet ranked #2 among North American operators in June 2026 with 6.88% regional market share.

VERIFIED FACT

[june2026-na-operator-concentration] North America's Top 10 operators held 34.28% combined regional share in June 2026; Top 3 held 26.03%.

VERIFIED FACT

[na-netjets-market-share-2025] NetJets Aviation held 15.69% of North American operator departures in Jan-Aug 2025 - 2.5x the share of #2 Flexjet (6.53%).

VERIFIED FACT

[na-flexjet-market-share-2025] Flexjet held 6.53% of North American operator market share Jan-Aug 2025 - second place with Challenger 300 (32.31%) and Phenom 300 (26.94%) fleet concentration.

VERIFIED FACT

[na-operator-cr10-2025] The top 10 North American operators accounted for 32.62% of departures in Jan-Aug 2025 (CR10); the remaining 67.4% sits in a fragmented long tail.

VERIFIED FACT

[na-total-movements-jan-aug-2025] North America recorded 1,740,881 business jet movements from January through August 2025 (+3.86% YoY vs 1,676,151 in Jan-Aug 2024).

VERIFIED FACT

[na-teterboro-movements-2025] Teterboro (KTEB) led North American airports with 87,026 business aviation movements in Jan-Aug 2025 (2.54% regional share, 7,019 unique aircraft).

VERIFIED FACT

[june2026-kteb-airport] Teterboro (KTEB) led North American airports in June 2026 with 12,380 movements (-12.00% MoM from May's 14,068).

VERIFIED FACT

[june2026-kdal-airport] Dallas Love Field (KDAL) ranked #3 among North American airports in June 2026 with 5,648 movements (-12.08% MoM).

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

[na-northeast-hub-cluster-2025] The Northeast Corridor cluster (Teterboro, Westchester, Dulles) combined for 171,641 movements in Jan-Aug 2025.

VERIFIED FACT

[na-challenger-300-share-2025] The Challenger 300 series flew 146,696 North American departures in Jan-Aug 2025 (8.43% share) - #1 among individual models.

VERIFIED FACT

[na-phenom-300-growth-2025] The Phenom 300 was North America's fastest-growing top model in Jan-Aug 2025 at +16.68% YoY (145,159 movements, 8.34% share).

VERIFIED FACT

[na-citation-latitude-share-2025] The Citation Latitude recorded 109,793 North American departures in Jan-Aug 2025 (6.31% share).

VERIFIED FACT

[na-light-jet-share-2025] Light jets accounted for 823,350 North American departures in Jan-Aug 2025 (47.3% of regional volume).

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.