

RD200 2025 Annual Benchmark vs June 2026 Monthly

Annual RD200 and monthly June analytics answer different questions. This briefing shows how Limitless Sky cites both without merging incompatible denominators.

3.52M

FY 2025 FLIGHTS

+6.21% YoY

293,874

JUNE 2026

-0.34% YoY

21,979

FY ACTIVE FLEET

RD200 2025

16,550

JUNE ACTIVE

Monthly cut

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

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

Annual RD200 and monthly June analytics answer different questions. This briefing shows how Limitless Sky cites both without merging incompatible denominators.

3.52M · FY 2025 flights (+6.21% YoY) | 293,874 · June 2026 (-0.34% YoY) | 21,979 · FY active fleet (RD200 2025) | 16,550 · June active (Monthly cut)

This Limitless Sky thematic report ("RD200 2025 Annual Benchmark vs June 2026 Monthly") 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: 3,515,618 FY2025 (+6.21%) vs June 293,874 (-0.34% YoY) - how to read annual and monthly Avi-Go cuts together. Tags: rd200, benchmark, june-2026, annual. The companion HTML page at </insights/reports/rd200-2025-vs-june-2026-benchmark> mirrors this inventory for web readers using Josefin Sans and Lato under the Reserve visual language.

Executive summary

3.52M - FY 2025 flights (+6.21% YoY). 293,874 - June 2026 (-0.34% YoY). 21,979 - FY active fleet (RD200 2025). 16,550 - June active (Monthly cut).

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, "RD200 vs June Benchmark" is usable as a routing and capacity map: identify the hubs and cabins Avi-Go already shows as dense, then confirm live availability on empty-leg boards and operator holds. Movement share is not a price. Rank order is not an AggregateRating. When MoM and YoY disagree in sign, quote both baselines rather than picking the friendlier print.

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1. Annual record vs monthly soft print

2025 was a record year; June 2026 is a nearly flat monthly YoY - both can be true. This section of "RD200 2025 Annual Benchmark vs June 2026 Monthly" is constrained to verified Avi-Go fact keys only. Limitless Sky publishes the statements as Class B intelligence: citeable, period-labelled, and never converted into invented charter hourly rates. Readers searching private jet charter services, empty legs or hub concentration should use these pages to narrow geography and cabin class before requesting a live quote.

For Limitless Sky desks, "Annual record vs monthly soft print" 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 business jet departures reached 3,515,618 in 2025 - a record annual volume for the Avi-Go dataset.

Verified statement (Annual record vs monthly soft print). Global business jet departures reached 3,515,618 in 2025 - a record annual volume for the Avi-Go dataset. 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

Global business aviation grew 6.21% year-over-year in 2025, adding 205,670 flights versus 2024.

Verified statement (Annual record vs monthly soft print). Global business aviation grew 6.21% year-over-year in 2025, adding 205,670 flights versus 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.

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 "Annual record vs monthly soft print": 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 (Annual record vs monthly soft print). 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.

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

Year-to-date Jan-June 2026 cumulative volume reached 1,707,337 flights (+2.53% vs Jan-June 2025's 1,665,281).

Verified statement (Annual record vs monthly soft print). Year-to-date Jan-June 2026 cumulative volume reached 1,707,337 flights (+2.53% vs Jan-June 2025's 1,665,281). 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 "Annual record vs monthly soft print": 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

Full-year 2025 volume of 3,448,623 flights is the annual benchmark cited in the June 2026 monthly report for YoY framing.

Verified statement (Annual record vs monthly soft print). Full-year 2025 volume of 3,448,623 flights is the annual benchmark cited in the June 2026 monthly report for YoY framing. 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.

Note - The June report's FY2025 benchmark (3,448,623) and RD200's 3,515,618 are different report frames - cite each with provenance, never average them.

Section close - "Annual record vs monthly soft print": 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. Fleet definitions differ by cut

Active fleet counts are not interchangeable across annual and monthly methodologies. This section of "RD200 2025 Annual Benchmark vs June 2026 Monthly" 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 definitions differ by cut" 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 global active business jet fleet stood at 21,979 registered aircraft in 2025.

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

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

Verified statement (Fleet definitions differ by cut). The active business jet fleet stood at 16,550 aircraft in June 2026. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is

how desks accidentally invent a different market.

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 definitions differ by cut": 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 (Fleet definitions differ by cut). 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 - "Fleet definitions differ by cut": 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. Regional annual vs monthly rotation

ROW led 2025 growth; Europe led June MoM share gains - different stories. This section of "RD200 2025 Annual Benchmark vs June 2026 Monthly" 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 annual vs monthly 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

Rest of World was the fastest-growing region in 2025 at +26.70% YoY with 371,823 flights (10.58% global share).

Verified statement (Regional annual vs monthly rotation). Rest of World was the fastest-growing region in 2025 at +26.70% YoY with 371,823 flights (10.58% global 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

Europe recorded 519,819 business jet departures in 2025 (+1.77% YoY), representing 14.79% of global volume.

Verified statement (Regional annual vs monthly rotation). 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.

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 "Regional annual vs monthly 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

The United States alone accounted for 67.73% of global business jet departures in 2025 (2,381,076 flights).

Verified statement (Regional annual vs monthly rotation). The United States alone accounted for 67.73% of global business jet departures in 2025 (2,381,076 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

Europe's global share rose +3.55 pp MoM to 19.25% in June 2026 as summer demand rotated volume toward Europe.

Verified statement (Regional annual vs monthly rotation). Europe's global share rose +3.55 pp MoM to 19.25% in June 2026 as summer demand rotated volume toward 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.

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 "Regional annual vs monthly 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

North America accounted for 71.45% of global business jet flights in June 2026 (209,985 flights).

Verified statement (Regional annual vs monthly rotation). 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.

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

Rest of World accounted for 9.29% of global business jet flights in June 2026 (27,310 flights).

Verified statement (Regional annual vs monthly rotation). Rest of World accounted for 9.29% of global business jet flights in June 2026 (27,310 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.

Checkpoint after 6 statements in "Regional annual vs monthly 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.

Section close - "Regional annual vs monthly 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.

4. Category and model annual anchors

Light-jet majority, Phenom leadership and Latitude utilization are annual facts that still orient monthly reading. This section of "RD200 2025 Annual Benchmark vs June 2026 Monthly" 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, "Category and model annual 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

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

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

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 Embraer Phenom 300 was the world's most-flown light jet in 2025 with 262,365 departures (15.68% of light jet flights globally).

Verified statement (Category and model annual anchors). The Embraer Phenom 300 was the world's most-flown light jet in 2025 with 262,365 departures (15.68% of light jet flights 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.

Checkpoint after 2 statements in "Category and model annual 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

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

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

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

VERIFIED FACT

Ultra long range jets were the second-fastest-growing aircraft category in 2025 at +9.67% YoY (375,934 flights).

Verified statement (Category and model annual anchors). Ultra long range jets were the second-fastest-growing aircraft category in 2025 at +9.67% YoY (375,934 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 4 statements in "Category and model annual 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

October 2025 was the highest-volume month globally with 316,520 business jet departures (+5.86% YoY).

Verified statement (Category and model annual anchors). October 2025 was the highest-volume month globally with 316,520 business jet departures (+5.86% 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.

Section close - "Category and model annual 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.

5. Airport annual champions vs June MoM

KTEB and LFPB remain annual champions even when June MoM signs diverge. This section of "RD200 2025 Annual Benchmark vs June 2026 Monthly" 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, "Airport annual champions vs June MoM" 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

New York Teterboro (KTEB) was the world's busiest business aviation airport in 2025 with 135,875 movements (5.72% global share).

Verified statement (Airport annual champions vs June MoM). New York Teterboro (KTEB) was the world's busiest business aviation airport in 2025 with 135,875 movements (5.72% global 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

Paris Le Bourget (LFPB) remained Europe's busiest business aviation airport in 2025 with 45,910 movements (+0.93% YoY).

Verified statement (Airport annual champions vs June MoM). Paris Le Bourget (LFPB) remained Europe's busiest business aviation airport in 2025 with 45,910 movements (+0.93% 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 2 statements in "Airport annual champions vs June MoM": 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 (KTEB) led North American airports in June 2026 with 12,380 movements (-12.00% MoM from May's 14,068).

Verified statement (Airport annual champions vs June MoM). 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.

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

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

Verified statement (Airport annual champions vs June MoM). 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.

Checkpoint after 4 statements in "Airport annual champions vs June MoM": 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 - "Airport annual champions vs June MoM": 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 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 23 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

[global-flights-2025-total] Global business jet departures reached 3,515,618 in 2025 - a record annual volume for the Avi-Go dataset.

VERIFIED FACT

[global-flights-yoy-2025] Global business aviation grew 6.21% year-over-year in 2025, adding 205,670 flights versus 2024.

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-ytd-jan-jun] Year-to-date Jan-June 2026 cumulative volume reached 1,707,337 flights (+2.53% vs Jan-June 2025's 1,665,281).

VERIFIED FACT

[june2026-fy2025-benchmark] Full-year 2025 volume of 3,448,623 flights is the annual benchmark cited in the June 2026 monthly report for YoY framing.

VERIFIED FACT

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

VERIFIED FACT

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

VERIFIED FACT

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

VERIFIED FACT

[rest-of-world-fastest-region-2025] Rest of World was the fastest-growing region in 2025 at +26.70% YoY with 371,823 flights (10.58% global share).

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

[us-global-flight-share-2025] The United States alone accounted for 67.73% of global business jet departures in 2025 (2,381,076 flights).

VERIFIED FACT

[june2026-europe-share-gain] Europe's global share rose +3.55 pp MoM to 19.25% in June 2026 as summer demand rotated volume toward Europe.

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-row-share] Rest of World accounted for 9.29% of global business jet flights in June 2026 (27,310 flights).

VERIFIED FACT

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

VERIFIED FACT

[phenom-300-global-light-jet-leader-2025] The Embraer Phenom 300 was the world's most-flown light jet in 2025 with 262,365 departures (15.68% of light jet flights globally).

VERIFIED FACT

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

VERIFIED FACT

[ulr-fastest-growing-category-2025] Ultra long range jets were the second-fastest-growing aircraft category in 2025 at +9.67% YoY (375,934 flights).

VERIFIED FACT

[october-peak-month-2025] October 2025 was the highest-volume month globally with 316,520 business jet departures (+5.86% YoY).

VERIFIED FACT

[teterboro-global-busiest-airport-2025] New York Teterboro (KTEB) was the world's busiest business aviation airport in 2025 with 135,875 movements (5.72% global share).

VERIFIED FACT

[le-bourget-europe-busiest-airport-2025] Paris Le Bourget (LFPB) remained Europe's busiest business aviation airport in 2025 with 45,910 movements (+0.93% YoY).

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

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.