LIMITLESS SKY · MARKET INTELLIGENCE

THEMATIC REPORT · OPERATORS · APAC / ROW

# ROW & APAC Operator Fragmentation

Outside North America and Europe, operator leadership is weak by share. Asia Pacific is the clearest fragmentation case in the Avi-Go set.

| | | | |
|---|---|---|---|
| **4.75%** | **24.12%** | **9.5%** | **4.18%** |
| VISTAJET APAC | APAC CR10 | SELETAR SHARE | VISTAJET ROW |
| Weakest #1 globally | Most competitive | WSSL of APAC | June 2026 #1 |

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

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

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

Outside North America and Europe, operator leadership is weak by share. Asia Pacific is the clearest fragmentation case in the Avi-Go set.

4.75% · VistaJet APAC (Weakest #1 globally) | 24.12% · APAC CR10 (Most competitive) | 9.5% · Seletar share (WSSL of APAC) | 4.18% · VistaJet ROW (June 2026 #1)

This Limitless Sky thematic report ("ROW & APAC Operator Fragmentation") 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: 15 min read.

Blurb for distribution: VistaJet APAC #1 at only 4.75%, CR10 24.12%, Seletar hub gravity, June ROW VistaJet 4.18% - fragmentation map. Tags: apac, operators, vistajet, seletar, row. The companion HTML page at /insights/reports/row-apac-operator-fragmentation mirrors this inventory for web readers using Josefin Sans and Lato under the Reserve visual language.

## Executive summary

4.75% - VistaJet APAC (Weakest #1 globally). 24.12% - APAC CR10 (Most competitive). 9.5% - Seletar share (WSSL of APAC). 4.18% - VistaJet ROW (June 2026 #1).

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, "ROW / APAC 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.

## Contents



## 1. Asia Pacific: weakest #1 operator on earth

VistaJet leads APAC by share - but the absolute share is tiny versus NA/EU leaders. This section of "ROW & APAC Operator Fragmentation" 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, "Asia Pacific: weakest #1 operator on earth" 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
> VistaJet led Asia Pacific operators Jan-Aug 2025 with just 4.75% share (2,610 movements) - the weakest #1 position globally.

Verified statement (Asia Pacific: weakest #1 operator on earth). VistaJet led Asia Pacific operators Jan-Aug 2025 with just 4.75% share (2,610 movements) - the weakest #1 position 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.

> VERIFIED FACT
> VistaJet Ltd ranked #1 Asia Pacific operator Jan-Aug 2025 with 4.75% market share.

Verified statement (Asia Pacific: weakest #1 operator on earth). VistaJet Ltd ranked #1 Asia Pacific operator Jan-Aug 2025 with 4.75% 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 "Asia Pacific: weakest #1 operator on earth": 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
> Asia Pacific CR10 was 24.12% Jan-Aug 2025 - the most competitive regional charter market versus North America

Verified statement (Asia Pacific: weakest #1 operator on earth). Asia Pacific CR10 was 24.12% Jan-Aug 2025 - the most competitive regional charter market versus North America Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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

> VERIFIED FACT
> Asia Pacific CR5 was 15.81% Jan-Aug 2025 - extreme fragmentation with 75.88% of movements in the long tail beyond the top 10.

Verified statement (Asia Pacific: weakest #1 operator on earth). Asia Pacific CR5 was 15.81% Jan-Aug 2025 - extreme fragmentation with 75.88% of movements in the long tail beyond the top 10. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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 "Asia Pacific: weakest #1 operator on earth": 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
> Asia Pacific logged 60,298 business jet movements Jan-Aug 2025 - up 7.00% versus 56,355 in the same 2024 window.

Verified statement (Asia Pacific: weakest #1 operator on earth). Asia Pacific logged 60,298 business jet movements Jan-Aug 2025 - up 7.00% versus 56,355 in the same 2024 window. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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

Section close - "Asia Pacific: weakest #1 operator on earth": 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. Named APAC operator table

The long tail includes regional specialists with low single-digit shares. This section of "ROW & APAC Operator Fragmentation" 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, "Named APAC operator table" 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
> Navair Flight Operations Pty Ltd ranked #2 Asia Pacific operator Jan-Aug 2025 with 3.25% market share.

Verified statement (Named APAC operator table). Navair Flight Operations Pty Ltd ranked #2 Asia Pacific operator Jan-Aug 2025 with 3.25% 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.

> VERIFIED FACT
> Lily Jet ranked #3 Asia Pacific operator Jan-Aug 2025 with 3.01% market share.

Verified statement (Named APAC operator table). Lily Jet ranked #3 Asia Pacific operator Jan-Aug 2025 with 3.01% 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.

Checkpoint after 2 statements in "Named APAC operator table": 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
> Deer Jet Co., Ltd. (Beijing) ranked #4 Asia Pacific operator Jan-Aug 2025 with 2.48% market share.

Verified statement (Named APAC operator table). Deer Jet Co., Ltd. (Beijing) ranked #4 Asia Pacific operator Jan-Aug 2025 with 2.48% 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.

> VERIFIED FACT
> Amber Aviation Limited ranked #5 Asia Pacific operator Jan-Aug 2025 with 2.32% market share.

Verified statement (Named APAC operator table). Amber Aviation Limited ranked #5 Asia Pacific operator Jan-Aug 2025 with 2.32% 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.

Checkpoint after 4 statements in "Named APAC operator table": 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
> M.Jets Ltd. ranked #6 Asia Pacific operator Jan-Aug 2025 with 2.21% market share.

Verified statement (Named APAC operator table). M.Jets Ltd. ranked #6 Asia Pacific operator Jan-Aug 2025 with 2.21% 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.

> VERIFIED FACT
> Tag Aviation Asia ranked #7 Asia Pacific operator Jan-Aug 2025 with 1.92% market share.

Verified statement (Named APAC operator table). Tag Aviation Asia ranked #7 Asia Pacific operator Jan-Aug 2025 with 1.92% 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.

Checkpoint after 6 statements in "Named APAC operator table": 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 - "Named APAC operator table": 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. Hub gravity without operator monopoly

Seletar concentrates movements without concentrating operator share. This section of "ROW & APAC Operator Fragmentation" 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, "Hub gravity without operator monopoly" 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
> Singapore Seletar (WSSL) alone processed 5,747 movements Jan-Aug 2025 - 9.5% of regional total through a single critical infrastructure node.

Verified statement (Hub gravity without operator monopoly). Singapore Seletar (WSSL) alone processed 5,747 movements Jan-Aug 2025 - 9.5% of regional total through a single critical infrastructure node. Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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

> VERIFIED FACT
> Singapore Seletar (WSSL) ranked #1 Asia Pacific business aviation airport Jan-Aug 2025 with 5,747 movements (5.14% share) and 637 unique aircraft.

Verified statement (Hub gravity without operator monopoly). Singapore Seletar (WSSL) ranked #1 Asia Pacific business aviation airport Jan-Aug 2025 with 5,747 movements (5.14% share) and 637 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.

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 "Hub gravity without operator monopoly": 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
> Singapore Seletar (WSSL) ranked #3 in Asia Pacific hub connectivity Jan-Aug 2025 with 219 connected cities.

Verified statement (Hub gravity without operator monopoly). Singapore Seletar (WSSL) ranked #3 in Asia Pacific hub connectivity Jan-Aug 2025 with 219 connected cities. 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
> Seletar (WSSL) ranked #8 among Rest of World airports in June 2026 with 732 movements (-3.94% MoM).

Verified statement (Hub gravity without operator monopoly). Seletar (WSSL) ranked #8 among Rest of World airports in June 2026 with 732 movements (-3.94% 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 4 statements in "Hub gravity without operator monopoly": 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 - "Hub gravity without operator monopoly": 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. June Rest of World operator callout

VistaJet also leads the June ROW operator cut - again at a low absolute share. This section of "ROW & APAC Operator Fragmentation" 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 Rest of World operator callout" 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
> VistaJet Ltd led Rest of World operators in June 2026 with 4.18% regional market share.

Verified statement (June Rest of World operator callout). VistaJet Ltd led Rest of World operators in June 2026 with

4.18% 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.

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

Verified statement (June Rest of World operator callout). 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.

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 "June Rest of World operator callout": 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
> Rest of World recorded 27,310 departures in June 2026 (-8.56% MoM from May's 29,868; -0.41% YoY vs June 2025).

Verified statement (June Rest of World operator callout). Rest of World recorded 27,310 departures in June 2026 (-8.56% MoM from May's 29,868; -0.41% YoY vs June 2025). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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

> VERIFIED FACT
> Istanbul Atatürk (LTBA) led Rest of World airports in June 2026 with 1,513 movements (+0.27% MoM) and 238 unique origin cities.

Verified statement (June Rest of World operator callout). Istanbul Atatürk (LTBA) led Rest of World airports in June 2026 with 1,513 movements (+0.27% MoM) and 238 unique origin cities. 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 "June Rest of World operator callout": 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 - "June Rest of World operator callout": 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. Structural APAC cabin context

ULR-heavy mix and Australia-China volume duopoly shape which operators can compete. This section of "ROW & APAC Operator Fragmentation" 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, "Structural APAC cabin context" 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
> Ultra-long-range aircraft accounted for 39.3% of Asia Pacific movements Jan-Aug 2025 - roughly 4x the global norm (~10%).

Verified statement (Structural APAC cabin context). Ultra-long-range aircraft accounted for 39.3% of Asia Pacific movements Jan-Aug 2025 - roughly 4x the global norm (~10%). Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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
> Australia and China together commanded 50.33% of Asia Pacific regional departures Jan-Aug 2025 (14,540 + 13,529).

Verified statement (Structural APAC cabin context). Australia and China together commanded 50.33% of Asia Pacific regional departures Jan-Aug 2025 (14,540 + 13,529). 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 "Structural APAC cabin context": confirm the Avi-Go period still matches the travel window you are briefing. If you are comparing against another thematic report in this series, keep the source-report labels side by side rather than merging tables.

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

Verified statement (Structural APAC cabin context). Light jets held 27.5% of Asia Pacific movements Jan-Aug 2025 (16,568 flights) - below North America Copy this wording into client memos with the Avi-Go period intact - paraphrasing away the month or the baseline is how desks accidentally invent a different market.

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

VERIFIED FACT
1,980 unique aircraft served 60,298 Asia Pacific movements Jan-Aug 2025 - average utilization 30.5 movements per aircraft.

Verified statement (Structural APAC cabin context). 1,980 unique aircraft served 60,298 Asia Pacific movements Jan-Aug 2025 - average utilization 30.5 movements per 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.

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 "Structural APAC cabin context": 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 - "Structural APAC cabin context": 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 Asia Pacific Business Aviation Analytics Report Jan-Aug 2025
https://avi-go.com/research-consulting
Avi-Go Global Business Aviation Analytics Report June 2026
https://avi-go.com/research-consulting

## How to brief this report to a client

1) Open with the hero stats and the primary Avi-Go window. 2) Walk the hub or corridor map relevant to the itinerary. 3) Separate MoM seasonality from YoY trend. 4) Offer two alternate airports when Avi-Go flags a concentrated hub. 5) Request a live quote - never invent a rate from a movement table.

Programme buyers should also separate fractional / jet-card products from on-demand charter. Operator shares hint at programme gravity; contract quality still depends on AOC, insurance, cabin configuration and crew limits.

## About Limitless Sky

Limitless Sky publishes private-aviation market intelligence alongside live empty-leg search, fleet guides and route pages at thelimitlesssky.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
[apac-vistajet-leader-share-2025] VistaJet led Asia Pacific operators Jan-Aug 2025 with just 4.75% share (2,610 movements) - the weakest #1 position globally.

VERIFIED FACT
[apac-operator-vistajet-share-2025] VistaJet Ltd ranked #1 Asia Pacific operator Jan-Aug 2025 with 4.75% market share.

VERIFIED FACT
[apac-operator-cr10-2025] Asia Pacific CR10 was 24.12% Jan-Aug 2025 - the most competitive regional charter market versus North America

VERIFIED FACT
[apac-operator-cr5-2025] Asia Pacific CR5 was 15.81% Jan-Aug 2025 - extreme fragmentation with 75.88% of movements in the long tail beyond the top 10.

VERIFIED FACT
[apac-total-movements-jan-aug-2025] Asia Pacific logged 60,298 business jet movements Jan-Aug 2025 - up 7.00% versus 56,355 in the same 2024 window.

VERIFIED FACT
[apac-operator-navair-share-2025] Navair Flight Operations Pty Ltd ranked #2 Asia Pacific operator Jan-Aug 2025 with 3.25% market share.

VERIFIED FACT
[apac-operator-lily-jet-share-2025] Lily Jet ranked #3 Asia Pacific operator Jan-Aug 2025 with 3.01% market share.

VERIFIED FACT
[apac-operator-deer-jet-share-2025] Deer Jet Co., Ltd. (Beijing) ranked #4 Asia Pacific operator Jan-Aug 2025 with 2.48% market share.

VERIFIED FACT
[apac-operator-amber-aviation-share-2025] Amber Aviation Limited ranked #5 Asia Pacific operator Jan-Aug 2025 with 2.32% market share.

VERIFIED FACT
[apac-operator-mjets-share-2025] M.Jets Ltd. ranked #6 Asia Pacific operator Jan-Aug 2025 with 2.21% market share.

VERIFIED FACT
[apac-operator-tag-aviation-asia-share-2025] Tag Aviation Asia ranked #7 Asia Pacific operator Jan-Aug 2025 with 1.92% market share.

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

VERIFIED FACT
[apac-airport-wssl-seletar-2025] Singapore Seletar (WSSL) ranked #1 Asia Pacific business aviation airport Jan-Aug 2025 with 5,747 movements (5.14% share) and 637 unique aircraft.

VERIFIED FACT
[apac-wssl-hub-connectivity-2025] Singapore Seletar (WSSL) ranked #3 in Asia Pacific hub connectivity Jan-Aug 2025 with 219 connected cities.

VERIFIED FACT
[june2026-wssl-airport] Seletar (WSSL) ranked #8 among Rest of World airports in June 2026 with 732 movements (-3.94% MoM).

VERIFIED FACT
[june2026-vistajet-row] VistaJet Ltd led Rest of World operators in June 2026 with 4.18% regional market share.

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
[june2026-row-mom] Rest of World recorded 27,310 departures in June 2026 (-8.56% MoM from May's 29,868; -0.41% YoY vs June 2025).

VERIFIED FACT
[june2026-ltba-airport] Istanbul Atatürk (LTBA) led Rest of World airports in June 2026 with 1,513 movements (+0.27% MoM) and 238 unique origin cities.

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

VERIFIED FACT

[apac-australia-china-duopoly-2025] Australia and China together commanded 50.33% of Asia Pacific regional departures Jan-Aug 2025 (14,540 + 13,529).

VERIFIED FACT

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

VERIFIED FACT

[apac-active-aircraft-utilization-2025] 1,980 unique aircraft served 60,298 Asia Pacific movements Jan-Aug 2025 - average utilization 30.5 movements per aircraft.

## 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.