Business Aviation Weekly Report: 6-12 July 2026

Event & Seasonal - Worldwide - July 2026

Global business aviation activity softened noticeably in the week of 6-12 July 2026, with 21,365 flights recorded worldwide -- a marked week-on-week decline as the summer schedule matured and the post-July 4 US surge unwound. Movements remained concentrated in a handful of established hubs, while a small group of secondary airports and city pairs quietly ran counter to the trend.

The headline: activity cools across every region

The July 4 holiday week that ended on 5 July had pulled forward a large share of the month's US domestic private aviation demand, and the following week reflected the payback. Volumes fell double-digits week-on-week across every major hub we track. This is a seasonal pattern rather than a market signal -- the shape of a normal July, not a warning about full-year demand.

Regional leaders held their positions

New York Teterboro (KTEB) remained the world's busiest business aviation airport at 848 flights (-42.3% WoW, -59.1% YoY), Singapore Seletar (WSSL) topped APAC at 43 movements (-57.0% WoW, -72.4% YoY), and Paris Le Bourget (LFPB) led EMEA at 387 flights (-57.1% WoW, -72.3% YoY). The rankings did not move; the volumes underneath them all compressed.

City pairs: same corridors, softer weeks

Mexico City <-> Monterrey led the Americas at 71 flights (-51.7% WoW, +34.0% YoY) -- the year-on-year gain confirming this corridor is structurally larger than a year ago, even in a slower week. Abuja <-> Lagos held the EMEA top spot with 45 flights (-49.4% WoW, -23.7% YoY), and Jakarta <-> Singapore led APAC on just 9 flights (-60.9% WoW, -77.5% YoY).

What it means for empty-leg availability

Cooler week-on-week activity is precisely the condition that generates the deepest empty-leg discounts. Fewer paid rotations means more repositioning flights and softer fill rates -- the arbitrage window for flexible passengers widens. We saw this reflected in Nice, Ibiza and Palma inventory on our live feed through the second half of the week.

How to read the next four weeks

Expect volumes to rebuild into the last two weeks of July and the first two of August, when Mediterranean leisure traffic, Middle East family repositioning and US festival-circuit demand all layer onto a smaller business-aviation base. The current dip is not a trend -- it is the annual mid-July trough that separates two demand peaks.