

The Renaissance of the Turboprop Airliner Market



AirInsight

Analysts: Erkan Pinar, Addison Schonland

June 2010

The commercial turboprop airliner market has seen significant fluctuations over the past decade. Initially there was great interest as regional airlines started to grow; the need for airlines to feed network airline hubs meant lots of opportunities. What had been essentially a 19-seat market rapidly grew into a 30-seat aircraft market and then into today's ~70 seaters.

There were a number of old line, established players offering aircraft. Many of these companies ended up leaving the business as regional jets usurped the market, driving the turboprop market into the doldrums. SAAB, BAe and Dornier are names that evoke powerful memories of firms that produced outstanding aircraft - now they are gone.

Through all the turmoil a few western firms stayed the course. Brazil's Embraer went into the regional jet market, leaving the turboprop market. Canada's Bombardier kept making its turboprop, while building its regional jet program. Turboprops remained popular with airlines, but by 2007 there were only two western sources of these types of aircraft; Bombardier and ATR. Principally these aircraft remained popular because they had grown to be so much more efficient. Particularly in the case of the Bombardier Q400, which operates at near jet speeds while costing 30% less per seat mile.

Buy the report here: www.airinsight.com/store/