SCOTTS INTERNATIONAL

Business Jet - Market Share Analysis, Industry Trends & Statistics, Growth Forecasts (2026 - 2031)

Market Report | 2026-02-09 | 200 pages | Mordor Intelligence

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Report description:

Business Jet Market Analysis

The business jet market size in 2026 is estimated at USD 26.59 billion, growing from 2025 value of USD 25.69 billion with 2031 projections showing USD 31.58 billion, growing at 3.52% CAGR over 2026-2031. The primary growth levers are replacing demand, fractional-ownership uptake, and pursuing ultra-long-range city pairs. At the same time, high acquisition costs and tightening carbon rules keep overall expansion moderate. Large-cabin jets dominate demand, crypto-generated wealth is expanding the customer pool, and hydrogen-electric R&D is beginning to reshape buyer expectations. Geography remains skewed toward North America, yet South America's agribusiness-linked wealth is accelerating regional growth. Supply-chain bottlenecks lengthen lead times, giving OEMs pricing power even as would-be buyers pivot to charter, membership, and fractional solutions.

Global Business Jet Market Trends and Insights

Fleet-Replacement Cycle Acceleration

The average age of US business jets reached 18.5 years in 2024, prompting operators to replace older aircraft sooner as fuel costs and maintenance bills rise steeply. New models deliver up to 30% fuel savings and 40% longer maintenance intervals, making the total cost of ownership attractive despite headline prices. Insurance carriers now impose higher premiums on legacy airframes, further tipping economics toward replacement. Honeywell projects a USD 280 billion replacement opportunity this decade, with large-cabin jets capturing the lion's share. Higher-tech cockpits also align with pilot-training mandates, reinforcing the wave of replacements.

Expansion of Ultra-Long-Range City Pairs

Gulfstream's G700 set more than 65 city-pair records in 2024, underscoring demand for aircraft that fly 7,750 nautical miles nonstop. Bombardier's Global 8000 enters service in 2025 with an 8,000-mile envelope, allowing flights to New York-Dubai and London-Singapore without refueling. Asia-Pacific owners value the time-zone efficiency of nonstop links across sparse hub infrastructure. Operators report 30-40% higher utilization on such aircraft, which translates to stronger revenue yields. Pursuing these ultra-long-range missions shifts R&D dollars toward larger fuel tanks and lighter composite structures.

High Acquisition and Operating Costs

New-aircraft sticker prices rise 8-12% annually, while Jet-A hit USD 6.07 per gallon in 2024. Parts inflation and technician shortages compound cost pressures; maintenance labor now averages USD 138-161 per hour. Insurance premiums remain elevated, especially for war-risk coverage on international legs. These outlays encourage entry-level prospects to opt for charter and membership programs rather than outright ownership. Buyers in emerging markets feel the squeeze most acutely due to weaker currencies and limited financing options.

Other drivers and restraints analyzed in the detailed report include:

Fractional-Ownership Program UptakeHydrogen-Electric R&D Drawing Eco-Focused HNWIsICAO CORSIA and Carbon-Tax Exposure

For complete list of drivers and restraints, kindly check the Table Of Contents.

Segment Analysis

Large-cabin platforms commanded 81.62% of 2025 deliveries, reflecting buyers' preference for aircraft that skip fuel stops on intercontinental routes. The segment is expected to expand at a 3.74% CAGR to 2031, driven by new entrants that carry up to 19 passengers in lie-flat comfort. Wide-cabin footprints support more baggage, larger galleys, and dedicated crew rest, reinforcing mission capability for overnight trips. Mid-size jets retain pockets of appeal among corporate shuttle operators seeking lower direct-operating costs, while light jets cater to short-haul, pilot-owned missions.

Buyers cite enhanced business jet market efficiency, lower maintenance intervals, and more favorable insurance terms when selecting larger models. OEMs respond with thinner carbon-fiber wings, high-thrust engines, and cabin-altitude reductions that lessen fatigue on 15-hour flights. As fleet age rises, operators see a step-change in economics: upgrading from a 2005-vintage aircraft can save USD 2.5 million in annual operating expenses over a typical 450-hour cycle. Consequently, the large-jet category should continue to anchor the business jet market well past the forecast window.

The Business Jet Market Report is Segmented by Body Type (Large Jet, Mid-Size Jet, and Light/Very-Light Jet), End User (Individual Owners, Businesses and Corporate Entities, Charter/Air-Taxi Operators, and More), Ownership Model (New Aircraft Purchase, Pre-Owned Purchase, Fractional Ownership, and More), and Geography (North America, Europe, Asia-Pacific, and More). The Market Forecasts are Provided in Terms of Value (USD).

Geography Analysis

North America retained a 66.25% share in 2025, thanks to 5,000+ jet-capable airports, mature fractional programs, and the world's largest ultra-high-net-worth population. United States corporations value productivity gains from point-to-point travel, and replacement cycles dominate order activity. Canada and Mexico add steady demand from resources and near-shoring supply chains.

South America is the fastest-growing region, with a 8.72% CAGR through 2031, driven by Brazil's agribusiness expansion and rising elite wealth. The country already fields around 3,000 business aircraft and benefits from Embraer's local support footprint. Argentina, Chile, and Colombia contribute incremental growth to mining and financial services clusters. Improved cross-border flight-planning rules encourage operators to base aircraft regionally instead of repositioning from Florida.

Europe faces mature demand but pivots to sustainability: SAF mandates and future hydrogen hubs frame purchase criteria. The Asia-Pacific region posts a 2.02% annual fleet expansion, compared to 1.36% worldwide, led by China, India, and Southeast Asia, where the introduction of new airports and easing of slot controls increases the number of city pairs. The Middle East and Africa remain niche but strategic, with the UAE and Saudi Arabia acting as stopover hubs for ultra-long-range legs linking Europe, Asia, and Africa. Collectively, these dynamics shape a diversified business jet market that balances replacement-driven maturity in the Western countries with initial growth in the Southern ones.

List of Companies Covered in this Report:

Airbus SE Bombardier Inc. Cirrus Design Corporation (Aviation Industry Corporation of China) Dassault Aviation SA Embraer S.A. Gulfstream Aerospace Corporation (General Dynamics Corporation) Honda Aircraft Company (Honda Motor Co., Ltd.) Pilatus Aircraft Ltd. Textron Inc. The Boeing Company Eclipse Aerospace, Inc. SyberJet Aircraft (MSC Aerospace)

Additional Benefits:

The market estimate (ME) sheet in Excel format
3 months of analyst support

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