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The Dash 8 turboprop may have just received the adrenaline injection it has needed for a decade.

Free from CSeries-consumed Bombardier, the regional airliner now lives on under De Havilland Aircraft of Canada, a company that believes it has the resources and willingness needed to move the turboprop into a new chapter.

De Havilland, a unit of Longview Aviation Capital, has only run the Dash 8 programme for three months, but it is already planning product upgrades and a North American sales push.

Such updates likely include new cockpit technologies and efficiency improvements, though De Havilland is also considering new variants including a 50-seater, the Toronto company's chief operating officer Todd Young tells FlightGlobal.

"The constant question coming back is, are you going to do something to replace the existing 50-seat turboprops?" says Young, who heads the company. "The... Dash 8-400 is capable of being stretched. It's also capable of being shrunk. We are looking at all options."

Now an only child under De Havilland, the Dash 8 will get that company's undivided attention, Young says.

"We now have a company that's totally focused on the Dash 8. I think that's going to prove dividends over the long haul," he says. "We are looking at what we can do to... bring the Dash 8 product line to the worldwide market and build these airplanes for many years to come."

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