The Graveyard of Commercial Airliners at ASE

Life Expectancy of the CRJ700

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The Graveyard of Commercial Airliners at ASE

- Convair 240, 1968-1970
- Convair 340/440, 1970-1977
- De Havilland DHC-Twin Otter, 1968-1986
- Convair 580, 1973-1985
- De Havilland Dash-7, 1978-1994
- ATR 42, 1990-1994
- ATR 72, 1993-1994
- BAE146-100, 1985-2001
- BAE146-200, 1986-2006
- BAE146-300, 1988-2005
- Avro RJ70, 1995-1996
- Dornier 328, 1995-1998
- Avro RJ85, 1997-2006
- Bombardier Dash 8-200, 1997-2008
- Bombardier Q400, 2008-2016
Convair 240/340/440

- **Operator:** Aspen Airways
- **Capacity:** 52 Seats
- **Missions:** DEN-ASE
- **ASE Lifespan:** 9 years (1968-1977)
De Havilland DHC-6 Twin Otter

- Operator: Rocky Mountain Airways
- Capacity: 19 Seats
- Missions: DEN-ASE
- ASE Lifespan: 17 years (1969-1986)
Convair 580

 Operator: Aspen Airways
 Capacity: 56 Seats
 Missions: DEN-ASE
 ASE Lifespan: 21 years (1973-1994)
De Havilland Dash-7

- Operator: Continental Express
- Capacity: 50 Seats
- Missions: DEN-ASE
- ASE Lifespan: 16 years (1978-1994)
Operator: Continental Express
Capacity: 50 Seats
Missions: DEN-ASE
ASE Lifespan: 4 years (1990-1994)
Operator: Continental Express
Capacity: 70 Seats
Missions: DEN-ASE
ASE Lifespan: 2 years (1993-1994)
British Aerospace BAE146-100

- Operators: Aspen Airways / Air Wisconsin as United Express
- Capacity: 86 Seats
- Missions: DEN-ASE
- ASE Lifespan: 16 years (1985-2001)
British Aerospace BAE146-200

Operators:
- Aspen Airways / Air Wisconsin as United Express
- TriStar Airlines

Capacity: 86-100 Seats

Missions: DEN-ASE, LAX-ASE, ORD-ASE

ASE Lifespan: 20 years (1986-2006)
British Aerospace BAE146-300

- Operator: Air Wisconsin as United Express
- Capacity: 100 Seats
- Missions: DEN-ASE

(Largest airliner to ever operate at ASE)
British Aerospace Avro RJ70

Operators: Business Express as Northwest Airlink
Capacity: 70 Seats
Missions: MSP-ASE
Dornier 328

- Operators:
  - Lone Star Airlines
  - Aspen Mountain Air
  - Mountain Air Express

- Capacity: 30 Seats

- Missions: DFW-ASE, DEN-ASE, COS-ASE

- ASE Lifespan: 3 years (1995-1998)
British Aerospace Avro RJ85

- Operators: Mesaba Airlines as Northwest Jet Airlink
- Capacity: 69 Seats
- Missions: MSP-ASE, MEM-ASE
- ASE Lifespan: 9 years (1997-2006)
Bombardier Dash 8-200

- Operators: Mesa Airlines for America West, U.S. Airways and United Express
- Capacity: 37 Seats
- Missions: PHX-ASE, DEN-ASE
- ASE Lifespan: 11 years (1997-2008)
Bombardier Q400

- Operators:
  - Lynx Aviation as Frontier Express
  - Republic Airways as United Express
- Capacity: 69-74 Seats
- Missions: DEN-ASE
- ASE Lifespan: 8 years (2008-2016)
Bombardier CRJ700

- Operators: American Eagle / Envoy SkyWest as American Eagle, Delta Connection and United Express
- Capacity: 63-70 Seats
- Missions: All ASE markets since 2016.
- ASE Lifespan: (2006-???)
  2027 if the CRJ700 matches the record 21-year lifespan of the Convair 580.
Recent CRJ700 Developments

But, there are more and more signs are pointing towards the inevitable retirement of the CRJ700, perhaps sooner than previously thought:

- June 3: We were informed by Delta that they would like to accelerate the retirement of their remaining CRJ700’s.
- June 18: United announces orders at the Paris Air Show for 20 additional Embraer E175’s plus 19 additional options “to replace an existing batch of aircraft.”
- August 7: Delta announces plans to consolidate it’s regional flying while SkyWest orders seven new E175’s to be flown for Delta.

Related Article & Infographics:

The first United Express CRJ550 was just spotted in Chicago last week:

- It was performing a crew familiarization flight from Montreal - ORD.
- GoJet will begin operating this aircraft type as early as this Fall, although no flights with this aircraft type have yet to be introduced into any future schedules.
- ORD-XNA (Northwest Arkansas) is said to be the first planned route for this new aircraft.
- All CRJ550’s will initially be based at either ORD or EWR, but will not have the range to reach ASE because of their de-rated engines.

On June 13, Mitsubishi introduced its rebranded extra-roomy 76-seater and presented a cabin mock-up at the Paris Air Show…

- What was the MRJ70 was redesigned as the SpaceJet M100.
- Wingspan reduced from 95’10” to 91’4”
- Maximum Takeoff Weight (MTOW) reduced from 87,303 to 86,000 lbs.
- Two-class capacity increased from 65 seats to 76 seats.
- This aircraft is expected to be attractive in the U.S. because it can be flown by regional pilots.
- This will be the only scope-complaint regional jet powered by new GTF engines.
- Thus far there have been no firm North American orders placed for this promising redesign.
On June 25, Mitsubishi announced that a definitive agreement was reached to acquire Bombardier’s CRJ program for $550M, in addition to assuming liabilities of $200M.

- The CRJ production facility in Mirabel will remain with Bombardier.
- The Canadian company will continue to supply components and spare parts and will assemble the current CRJ900 backlog on behalf of Mitsubishi.
- Production of the last of the remaining 40-45 CRJ900 orders is scheduled to conclude in the second half of 2020.
- This most certainly represents the final nail in the coffin for Bombardier’s CRJ program along with any hopes that this aircraft or any derivatives might be resurrected.