

# The Graveyard of Commercial Airliners at ASE



## Life Expectancy of the CRJ700

*Prepared by Bill Tomcich*

# **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)



# ATR 42



- Operator:  
Continental Express
- Capacity: 50 Seats
- Missions: DEN-ASE
- ASE Lifespan:  
4 years (1990-1994)

# ATR 72



- ➔ 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  
*(Largest airliner to ever operate at ASE)*
- ➔ Missions: DEN-ASE
- ➔ ASE Lifespan: 17 years (1988-2005)



# British Aerospace Avro RJ70



- ✈ Operators:  
Business Express  
as Northwest Airlink
- ✈ Capacity: 70 Seats
- ✈ Missions: MSP-ASE
- ✈ ASE Lifespan:  
1 year (1995-1996)

# 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.*



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:

<https://theaircurrent.com/airlines/unraveling-the-dynamics-behind-deltas-regional-airline-consolidation/>



# The Latest on the CRJ550

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.

<https://airwaysmag.com/airlines/first-united-crj550-spotted-in-chicago/>

# Mitsubishi SpaceJet M100

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.



# Mitsubishi Acquires CRJ Program **ASPEN** **SNOWMASS**®

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.

<https://www.flightglobal.com/news/articles/mitsubishi-aircraft-parent-reaches-deal-to-acquire-c-459300/>

