



envoy

American Eagle/Envoy Air

Envoy Air, based at Dallas/Fort Worth, began in 1984 as a conglomeration of commuter airlines contracted to fly on behalf of American Airlines as “American Eagle.” Over time, American Airlines purchased several of its Eagle affiliates and merged them into one carrier which by 1998 took on the name “American Eagle Airlines.” In the early 2010’s decade, other new carriers were contracted by American Airlines to operate under the “American Eagle” banner so, as to avoid confusion, American Eagle Airlines changed its name to Envoy Air on April 15, 2014.

American Eagle first served New Mexico at Farmington in 1994 and 1995. The American Eagle affiliate at the time was Wings West Airlines operating 34-seat Saab-340B aircraft and based in San Luis Obispo, California. The carrier was operating at American’s hubs in both Los Angeles and Dallas/Fort Worth (DFW) and needed a point in between the two hubs to move its aircraft back and forth. One flight per day was operated in each direction on a Los Angeles – Las Vegas – Farmington – Lubbock – DFW routing with both planes overnighing in Farmington. During the month of March, 1995, 46-seat ATR-42 prop aircraft were used. The ATR’s had been operating at Chicago and other colder northern climates but due to a deicing boot issue with the aircraft they were relocated to the southern hubs at DFW and Los Angeles. The Farmington service was converted back to Saab 340’s the following month and all service to Farmington ended on September 30, 1995 as Wings West had discontinued its operation at the DFW hub. Wings West was later bought out by AMR, American Airlines parent company, and in 1998 it was merged with two other American Eagle carriers to form “American Eagle Airlines”.



American Eagle Saab-340B used for service to Farmington, New Mexico in 1994 and 1995.

In 2002, American Eagle then came to Albuquerque in with a single flight to Dallas/Fort Worth (DFW) and one to Los Angeles using 44-seat Embraer 140 regional jets. This service was also operated primarily to transfer aircraft back and forth between American's hubs at DFW and Los Angeles but ended later that same year. American Eagle returned to Albuquerque in late 2008 with flights to Chicago using 70-seat Canadair CRJ-700 regional jets, replacing American's mainline MD-80 aircraft. At first the American Eagle flights to Chicago only operated during the slower winter months but two years later the operation became permanent year-round. Eagle flights from Albuquerque to Los Angeles returned in April, 2011 but were replaced by SkyWest Airlines, a new carrier operating under the "American Eagle" banner, by 2014. Service between Albuquerque and Chicago was replaced by Republic Airlines, another new "American Eagle" operator, in 2013 but went back to American Eagle Airlines, which had changed to Envoy Air in 2014, and has shifted back and forth with Republic several times since. Envoy began operating the 76-seat Embraer 175 regional jets in late 2016 and American began using its own mainline jets again on some of the Albuquerque – Chicago flights beginning in 2017. Envoy expanded with flights from Albuquerque to DFW in 2020, to Phoenix in 2021, and with all new American Eagle service to Austin, Texas in 2022, all with the Embraer 175 jets.



American Eagle Embraer 140 used for the initial service to Albuquerque in 2002.



American Eagle Canadair CRJ-700 used for service between Albuquerque and Chicago beginning in 2008.



American Eagle/Envoy Air Embraer 175's began serving Albuquerque in 2016, Roswell in 2017, and Santa Fe in 2023. The new livery began in 2013 shortly before American Eagle Airlines became Envoy.

American Eagle began service to Roswell, New Mexico on September 5, 2007 with flights to Dallas/Fort Worth using Embraer 140 and Embraer 145 regional jets. American Eagle has its aircraft painted at a facility in Roswell so as the larger Canadair CRJ-700 were due for paint, these aircraft were occasionally rotated in and out on scheduled flights to DFW. Flights from Roswell to Los Angeles were operated from mid-2009 until mid-2010 using Embraer 140's. Other American Eagle operators, such as ExpressJet, Mesa, and SkyWest Airlines, began supplementing Envoy on the Roswell - DFW route beginning in 2015. For just over one month in early fall of 2017, Envoy flew the Embraer 175 on its flights between Roswell and DFW. Since late 2018, most American Eagle service to Roswell has been operated by SkyWest Airlines with only occasional flights on Envoy.

American Eagle service to Santa Fe, New Mexico began on June 11, 2009 with flights to Dallas/Fort Worth operated by American Eagle Airlines. A Los Angeles flight was added later that year but was replaced by SkyWest Airlines operating as American Eagle in late 2012. All Santa Fe service was operated with Embraer 140 and Embraer 145 aircraft. ExpressJet, another American Eagle operator, replaced all Envoy flights to DFW in early 2016 however one flight to DFW did operate with an Envoy Embraer 145 during May of 2017. Like Roswell, all American Eagle service to Santa Fe was shifted to SkyWest Airlines by late 2018. Envoy returned to Santa Fe in early 2023 operating flights to both DFW and Phoenix, supplementing SkyWest, and using the larger Embraer 175 jets.

American Eagle service to Ruidoso, New Mexico from DFW was proposed in 2005 through negotiations with the city of Ruidoso using Embraer regional jets however a final agreement could not be reached and service did not begin. The city of Ruidoso then joined with Roswell to promote American Eagle service through the Roswell airport which began in 2007.



American Eagle Embraer 145 at the Roswell International Air Center when service began there in 2007.



American Eagle Embraer 145 at the Santa Fe Municipal Airport when service began there in 2009.

