

## Fleet Overview Guide

The AmeriCay fleet consists of aircraft well-suited for anything from short to long haul flights. Our smallest aircraft, the Embraer Regional Jet 145, capable of carrying 50 passengers, with a range of 3706km, is perfect for our short-haul flights, such as our main base, Las Vegas, to the beautiful city of Los Angeles.

AmeriCay also has another Embraer, the advanced Embraer 170. This quick, efficient aircraft is capable of carrying up to 89 passengers and flying 3889 kilometers non-stop. This fast, quiet jet services our short and mid-haul flights, an excellent aircraft for our flights. AmeriCay has recently bought a brand new Boeing 737-800. Seating up to 189 passengers, this mid-to-long-haul aircraft services our new, expansive, and popular routes, such as Las Vegas to sunny Miami, FL.



For our third anniversary, July 6<sup>th</sup>, 2010, we recently converted a few of our 757-200s to our AmeriCay fleet. Carrying up to 234 passengers, with a range of 7222 kilometers, the Boeing 757-200 is perfect for the longest of our flights, such as Las Vegas to tropical Honolulu. Each of the aircraft in AmeriCay's fleet are refurbished just for AmeriCay, delivering 8.1" in-screen seats, over 100 channels of XM Satellite Radio™, a channel to listen to live ATC, and a flight crew who's only goal is to content the passengers.

Aircraft Type:	Aircraft Reg:	Production Date:	Delivery Date:	Christening:	Base:
E145	N450AC	13/06/2005	06/07/2010	"Jackpot!"	LAS
E145	N451AC	30/06/2004	06/07/2009	-	JFK
E170	N350AC	24/04/2006	06/07/2009	"Sin City Shuttle"	LAS
E170	N354AC	17/03/2008	06/07/2009	"Big Apple"	JFK
B738	N351AC	15/07/2003	28/11/2009	"Vegas"	LAS
B752	N226AC	25/10/1984	06/07/2010	"Concrete Jungle Jet"	JFK
B752	N275AC	13/02/1984	06/07/2010	"The Entertainer"	LAS

## Technical Details

### **Embraer 145XR**

E145 Seating Configuration: 50 in Economy Class

Range: 2000nm

The Embraer 145 family was launched in 1989 at the Paris air show as a stretched turbofan variant of the Embraer 120. First flight happened in August 1995 and delivery of the first aircraft happened in December 1996 to ExpressJet Airlines (the regional division of Continental Airlines) The XR variant is a long range version of the original E145 which has had aerodynamic improvements, including winglets, to reduce cruise drag. It is also equipped with larger fuel tanks in the wings as well as a ventral fuel tank and more powerful engines.

AmeriCay Operates the E145 out of our JFK and LAS hubs on routes that are short distance and allow us to operate a frequent service to our destinations with these aircraft. They are also well suited for short turn-arounds which allow the aircraft to be utilized more during day-to-day operations.

### **Embraer 170**

E170 Seating Configuration: 6 in First Class and 64 in Economy Class

Range: 1800nm

The Embraer 170 (E-Jet) is the newest family of Jets that Embraer produce. Announced at the Paris air show in 1999 and production beginning in 2002, the aircraft has been a great success for Embraer. The Aircraft were designed to compete with the Bombardier CRJ 700/900's; The Embraer has sold over 1200 of the E-Jets with (as of March 2010) 625 being delivered. The first delivery went to LOT Polish airlines for the E170.

AmeriCay operates the E-jets out of our JFK and LAS hubs on routes that require more capacity than the E145's that also serve alongside in AmeriCay. The range and comfort of the aircraft make them also very suited for longer range missions that are required in the large North American Continent.

The Embraer 145s and E170s do not however share cockpit similarities. Embraer have designed the cockpits to look as near as possible in their product which does help reduce confusion in the layout for dual rated pilots.

### **Boeing 737-800**

B738 Seating Configuration: 20 in First Class and 144 in Economy Class

Range: 3,115nm

The Boeing 737-800 is a variant of the Boeing 737NG which was designed to replace the aging fleet of B737s (300,400,500).

Produced since 1996, the next generations have delivered over 3000 models as of January 2010 and continue to be Boeings best selling product.

Designed to battle the more modern Airbus A320 family the B737NGs have redesigned wings, new fuel efficient engines and a modern glass cockpit, the B737NGs have become a new aircraft, while being able to keep the model of the B737 similar to the classic models.

The B737-800 is a stretched version of the 700 and replaces the B737-400. It also filled the gap left by the decision for Boeing to discontinue the MD-80/90 after Boeing merged with McDonnell Douglas. For many US airlines, it has replaced the ageing B727-200 which was the backbone for a lot of major US airlines.

AmeriCay operate our B738 out of our JFK hub to destinations around the Caribbean as well as flight to Miami. Our aircraft has also been equipped with blended winglets by Aviation Partners Boeing which decrease fuel burn and increase the max range of the aircraft.

### **Boeing 757-200**

B752 Seating Configuration: 10 in First Class, 10 in Business Class and 200 in Economy Class

Range: 4100nm (with Winglets)

The Boeing 757 is a mid-sized, narrow body twinjet airliner originally designed to replace the B727-200. The aircraft entered service in 1983 with launch customer Eastern Airlines.

The Boeing 757 was designed alongside the B767 which share cockpit similarity which allows pilots to be cross trained to operate both rather than the pilots to acquire separate ratings for each aircraft. The B757 has an exceptional thrust ratio, allowing it to have a STOL capability due to the powerful PW/RR engines fitted underneath the wings.

With the introduction on the B737NGs, the B757s have seen new life in many airlines serving them as long haul aircraft to cross the Atlantic while the B737NGs take over routes that the B757 use to operate. The B757s are used now mostly on extreme routes that the B737NGs are not able to fly which has allowed airlines to operate into niche markets.

Americay use the B757 out of JFK and LAS. The range and size of the B757 allow her to operate our Trans-Pacific route to Hawaii and also allow our long haul, high capacity routes out of JFK to operate without any weight restrictions.