

Fleet Overview Guide

The Eurocay fleet consists of some of the smallest aircraft out there, to the very largest!

We operate a mixture of aircraft for both our Long and Short Haul flights, depending on the demand, and also airport restrictions.

The current fleet here at Eurocay consists of the following:

<u>Aircraft Type</u>	<u>Registration</u>	<u>Construction Date</u>	<u>Delivery Date</u>	<u>Christening</u>
Embraer 170	HB-CKY	20/05/2004	06/07/2009	"La Ville-Lumiere"
Embraer 170	HB-CKZ	30/06/2004	06/07/2009	"Heathrow Express"
Boeing 737-800	HB-MHN	30/07/2011	28/07/2011	"Matterhorn"
Boeing 737-800	HB-WHN	30/07/2011	28/07/2011	"Weisshorn"
Boeing 737-800	HB-MRA	31/07/2011	28/07/2011	"Monte Rosa"
Boeing 767-300ER	HB-CAY	03/06/1999	06/12/2009	"Geneva"
Boeing 767-300ER	HB-LSE	14/03/2002	01/02/2011	"Lausanne"
McDonnell Douglas MD11	HB-PHX	13/06/1995	14/01/2011	"Pheonix"
McDonnell Douglas MD11	HB-KKO	21/08/1996	14/01/2011	"Kokko"
McDonnell Douglas MD11	HB-FNG	03/11/1994	14/01/2011	"Fenghuang"

All our aircraft above are fitted with the most up-to-date entertainment systems, including personal TVs in every seatback, Live TV/radio, wireless access, USB and AC Powerports.

Embraer 170

Seating Configuration: 4 in Euro Club, 70 in Euro Voyager

Range: 1,800nm

The smallest member of the E-Jets Family, the Embraer 170 was also the first of the new family created to allow Embraer to offer a larger aircraft than the current E145. Announced at the Paris air show in 1999, production began in 2002 and has been a great success for Embraer.

The Aircraft designed to compete with the Bombardier CRJ 700/900, The B717 and A318, and also as a replacement to early models of the B737 and DC9. It has also gone on to replace many Fokker 70/100 and BAE 146 aircraft. Over 1,200 orders have been placed for the E-jets, with now 800 built (as of January 2012).

The E170 is a perfect aircraft to have operating for Eurocay. It fills the market for many smaller/thinner routes that would be unprofitable in larger aircraft. The aircraft is also certified to operate Steep Approaches, which is a requirement for London City.

Boeing B737-800

Seating Configuration: 12 Euro Club, 150 Euro Voyager

Range: 3,100nm

The Boeing 737 Next Generation is the newest member of the long B737 family. Work started in 1991 and the program announced in 1993, With over 4000 built (as of April 2012) it is one of the most successful models every created.

Sharing some similarities with its older brothers (the 300,400 and 500), Boeing launched the newer models with an updated flight deck; newer higher rated engines, and a new wing. A major factor was that even though it is a newer aircraft, it still retained its commonality with the previous B737 generations. Originally, the NGs were built without winglets, then after a development by Aviation Partners Inc, 8ft tall winglets were added to the aircraft to help reduce lift induced drag and provide lift, which helped reduce fuel burn and increase the range of the aircraft. These were a success that now, all new build 737s come standard with the winglets

The First B737-800 was rolled out 30th June, 1997 and was launched by Hapag-Lloyd Flug (now TUIfly). It competes mainly with the Airbus A320 and is a replacement for the B737-400, The MD80s and 90s.

Eurocay received its B737-800s from the factory new and have launched services to many European Destinations with them. They serve the majority of the Western European Captials and also many destinations where demand is greater than the Embraer 170.

Boeing B767-300ER

Seating Configuration: 8 Premier Class, 24 World Business , 150 World Voyager

Range: 5,900nm

The Boeing 767 was Boeings first wide-body twinjet and the first 2 crew glass flight deck. Designed as a smaller aircraft to the B747, Boeing launched the project in 1970 to replace their ageing 707 with a modern twin isle aircraft, one that would be a smaller fuselage of the existing aircraft out there.

The Boeing B767-300ER is a variant of the B767 family (a stretched version of the B767-200). The B763 boasts reinforced wings and landing gear, also an extra fuel tank to increase capacity thus allowing the aircraft to have Transpacific Range. Originally introduced into service by American Airlines in 1988 (after first flying in 1986), the B767-300ER has been a huge success for Boeing. With an ETOPS (extended twin engine operations) of 180 mins, the B767 is the most travelled aircraft across the Atlantic today. The Aircraft can also be fitted with blended winglets from Aviation Partners Boeing which has allowed a decrease in fuel burn of around -6.5% which over a year of flying, saves a substantial amount of fuel.

Eurocay use the B767 to our Caribbean Destinations as well as some North American cities. The aircraft is ETOPS rated up to 180 minutes, meaning that it can go anywhere across the Atlantic Ocean without being restricted.

McDonnell Douglas MD-11

Seating Configuration: 8 Premier Class, 30 World Business, 284 World Voyager

Range: 5,900nm

The MD-11 is still one of the most advanced Long Haul aircraft out there. Its launch in 1986 to replace the ageing DC-10 were met with much expectations due to the popularity airlines had with the DC-10.

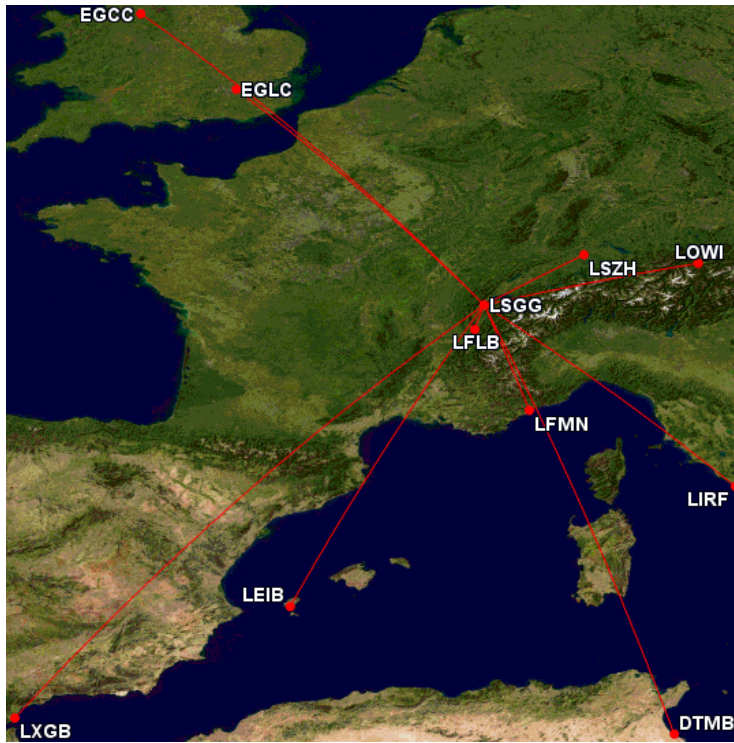
With the outset to make a more modern DC-10, the MD-11 had an all glass flight deck with many systems now being Automated, which meant it would not require a flight engineer. Its modern wing and flight controls, meant it had great capabilities to operate out of smaller airports. Originally flew on January 10th, 1990, the first aircraft was delivered to Yugoslav Airlines.

The Start of the MD-11 career was however not a good one. Airlines were unimpressed that it did not meet specs and failed to meet its targets for range and fuel burn. McDonnell Douglas then went on to begin creating a Performance Improvement Program (PIP) to improve the aircraft to get it back to what its specs should be, and by 1995 they had achieved this. However, by this time, airlines lost interest and most had moved onto acquiring now the new Boeing 777. It was too late for the manufacturer to regain sales. However those airlines that stuck it out with the MD-11 have now reaped the benefit of what she has to offer.

Eurocay acquired these aircraft to launch services to Asia and South America and also operate on denser routes that require more capacity. Switzerland is no stranger to the MD-11, with Swissair and Swiss both operating the aircraft for long haul flights. As these are now rare aircraft to be flown in passenger config, the aircraft were named after mythical birds.

Routes flown

E170



B737-800



B767-300ER



MD-11

