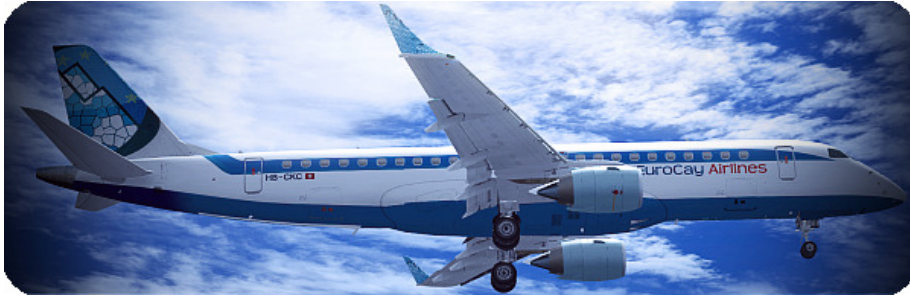


About EuroCay



Learn more about one of the fastest growing, most innovative airlines in the world.

A message from the Regional Director (Mr. William Headly-CAY792):

“**F**irstly let me welcome you to our EuroCay Division! This manual is hopefully going to help you out with your flights in and around Europe and in addition to this, it will hopefully inform you as to what we are all about here at EuroCay.

EuroCay is a division of the FlyCay Corporation, this is our European brand, based out of our hub in Geneva, Switzerland and we operate:

- ❖ 2x Embraer 170s (Reg: HB-CKY, HB-CKZ)
- ❖ 2x Embraer 190s (Reg: HB-FCO, HB-MAD)
- ❖ 1x Boeing 767-300ER (Reg: HB-CAY)

We do not have any restrictions for pilots in our fleet, so once you join the airline, you are able to fly any aircraft on any route. We do recommend that you fly the actual aircraft that is required for the route, however if you feel like flying a different aircraft type which carries the same amount of PAX, no problem; However, if found flying a B744 around on an E170 route, you can expect your flight not to be counted. You will also receive an email which again will explain again the reason. We want to keep the airline with a “loose” feel on aircraft type, but there are limits!”

EuroCay Airlines suspended operations in May of 2010. The primary reason for suspension was to allow for re-structuring, re-branding and general improvements within the airline. One of the other major changes comes from the nomination of a regional director, a position presently held by a Mr. William Headly (CAY792).

With the re-opening of EuroCay announced, the airline now boasts it's own state of the art website, away from it's parent company; The FlyCay Corporation. The fleet has been upgraded to a set of 2 Embraer 170 jets, 2 Embraer 190's and 1 Boeing 767-300 aircraft. The route structure largely remains untouched, simply modified availability, flight numbers and one or two other changes.

EuroCay Destination's

EuroCay features many destinations;



- ❖ *London, UK (City and International Airports)*
- ❖ *Manchester, UK*
- ❖ *Vienna, Austria*
- ❖ *Innsbruck, Austria*
- ❖ *Madrid, Spain*
- ❖ *New York City, USA*

EuroCay also features **non-stop** flights to exotic destinations such as:

- ❖ *Rome, Italy*
- ❖ *Palma de Mallorca, Spain*
- ❖ *The Madeira Islands*
- ❖ *Côte D'Azur, France*
- ❖ *Monastir, Tunisia*
- ❖ *Cairo, Egypt*
- ❖ *Cape Town, South Africa*



EuroCay features **direct**, long-haul flights to the Caribbean as well. We have direct flights to *St. Maarten*, part of the Netherland Antilles, and *Bridgetown*, Barbados!

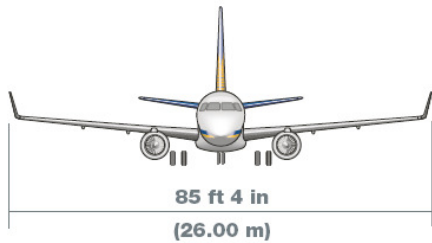
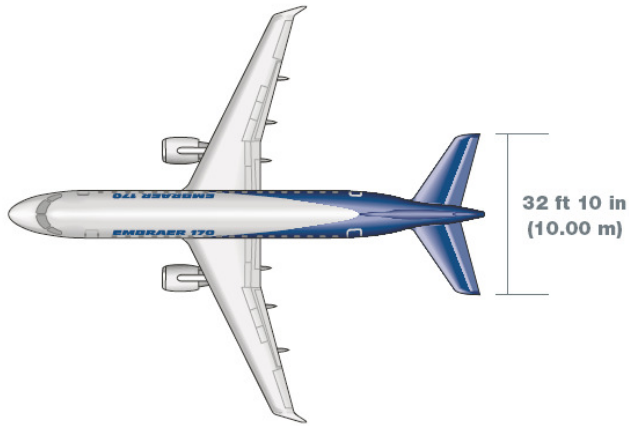
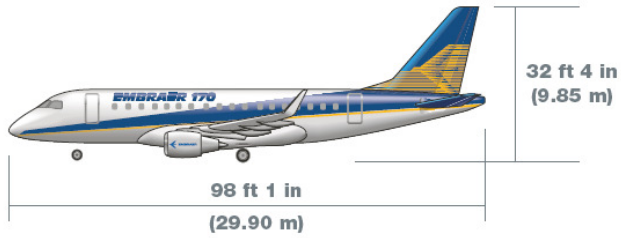


For full details regarding our destinations, please view our "Airline Destinations" guide, for gate assignments; view our "Airport Terminal Information" guide – both available through our main EuroCay website.

EuroCay Fleet Overview:

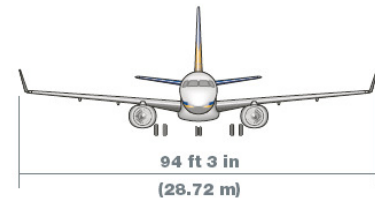
Embraer 170:

VIEWS

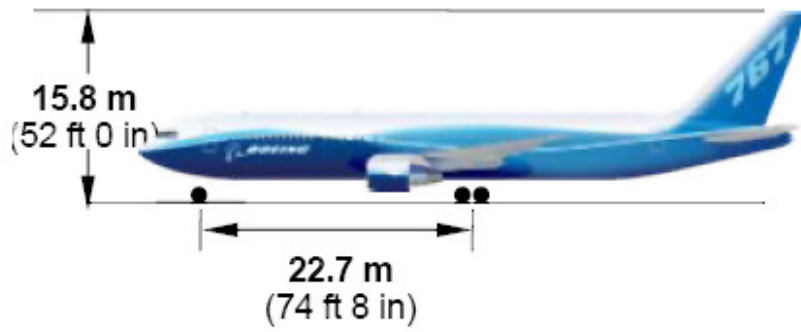
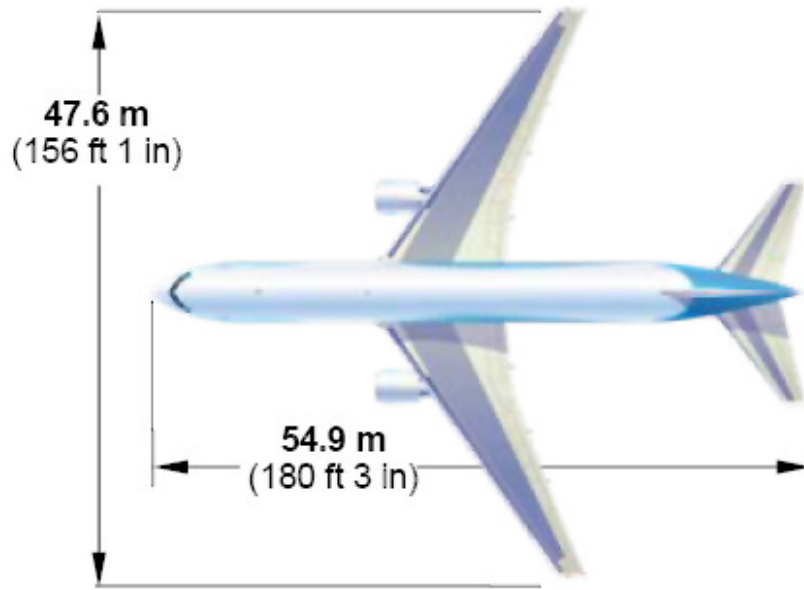


Embraer 190:

VIEWS



767-300ER



Flying in Europe on VATSIM

Again, you do not have to log flights on the VATSIM network, however we encourage pilots to join up and fly online. VATSIM is a great way to experience what flying can feel like if you were to have some “live ATC” online and also other traffic around the area. Flying in European VATSIM varies a lot from the usual US style of control that we are use to over here on this side of the “pond”.

Europe controllers on VATSIM are stricter. That is the general rule that from my past experience of flying in Europe has shown! This little guide will hopefully help you out and also allow our EuroCay operations to run smoother.

First thing to point out is that when logging onto VATSIM, we still use the 3 letter identifier “CAY”. The normal call sign for CAY is “CAYMAN” however you can also use “EUROCAY” as the call sign if you want.

FLIGHT PLANS

Ok so as we know, all VATSIM flights need flight plans. So say you want to fly from out hub in Geneva to Frankfurt, Germany and have no clue where to find a correct route! Let me suggest you start by looking at Route Finder:

<http://rfinder.asalink.net/free/>

RouteFinder (free access area) - Mozilla Firefox

http://rfinder.asalink.net/free/

RouteFinder
Route generator for PC flight simulation use

Departure : (example: LIRF) / Country Code: (optional)

Destination : (example: EGLL) / Country Code: (optional)

Enroute altitude: between FL330 and FL330 Level: Both Database: Cycle 1007

Use SID Use STAR Ease transition Pilot equipped TACAN routes WTA: Disabled

Warn for restrictions: BAD CRB (Use daily CRAM)

Test-the-fused routing restrictions:

Find route | Reset

Full version of RouteFinder is at: <http://finder.asalink.net/>

// 2010-02-17 15:54:00 //
Fixed a problem with North Atlantic Tracks. Recently many airways west of Ireland were withdrawn and the NATs became unconnected, giving RouteFinder a really hard time to find routes between Europe and Americas. The system now does a pseudo random routing in that area (with DCT segments) to jump the gap.

// 2006-04-08 06:10:00 //
Please note that some airports (more and more of them lately in Europe) have arrival connecting points that cannot be reached from cruising level. If you find that the system does not use the correct arrival, or if it can't find a route at all, try specifying a lower limit in the route request. For example, instead of FL330 - FL330, try FL230 - FL330.

// 2005-01-02 14:30:00 //
RouteFinder user's manual is online (PDF version); see section "Documents" on the main site (<http://finder.asalink.net>).

// 2004-02-08 10:34:00 //
Warning about firewall software: It was reported that some personal firewall software (e.g. Norton Personal Firewall) may interfere with the operation of the system. Should you notice missing links or corrupted pages, this could be a possible cause - however please be careful if you choose to disable your security filters.

// 2003-12-07 18:14:00 //
RouteFinder (commercial version) is now operative at: <http://finder.asalink.net>. During its initial operating period the site will offer auto-routing, database query, NOTAM and dynamically generated charting for a subscription price of 15 EUR for 6 months.

ASA srl - a company based in Italy - offers IT solutions and services for the management and processing of aeronautical information. This route generator service is provided free of charge to the Flight Simulation Community; while its concept is based on current ASA technology, it does not contain all the logic and features of its counterpart aimed at real aviation users (and the underlying database is maintained separately, trying to meet PC flight simulation needs).

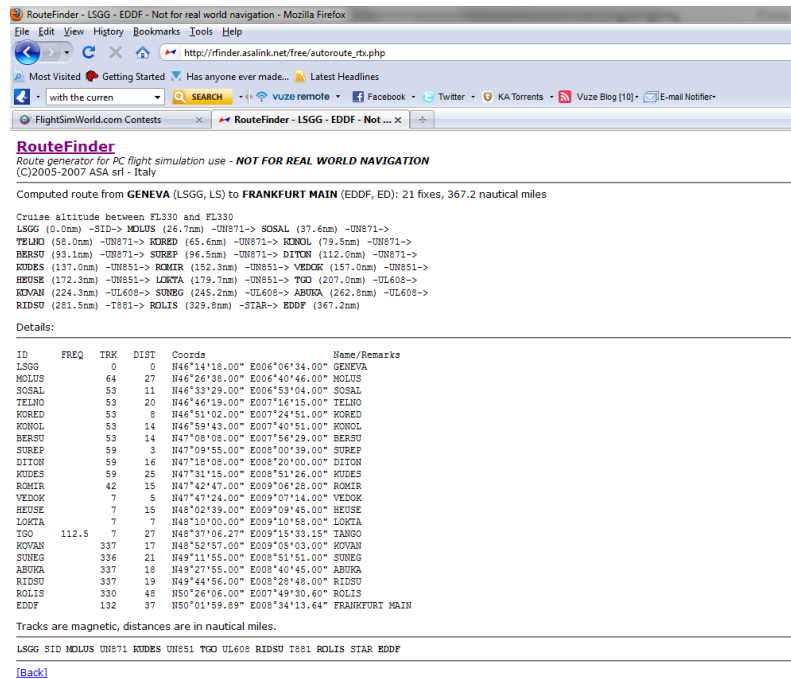
Disclaimer: Navigation data provided by this program IS "NOT" TO BE USED FOR REAL WORLD NAVIGATION; the author of the program declines the responsibility for any bad consequence caused by the use of a flight plan generated by the program. The data is provided AS IS

Anyone wanting to link to this site is welcome to do so, using any of the following URLs:
<http://finder.asalink.net/>
<http://rfinder.asalink.net/free/>

We kindly ask that webmasters - DO NOT* link directly to the auto-routing script, but only to the starting page. The service is meant to be used interactively and only through its public access page(s).

(C) 2005 ASA srl - Contact/feedback: Davide Giacobello - davideg@at.asalink.net - <http://www.asalink.net/davideg/>

This website has the majority of the major routes that we shall be using. So let's set it up. Our departure point is Geneva (LSGG) to Frankfurt (EDDF). Place the ICAO identifiers into the departure and destination boxes and click “get route”. Using the above example, you should see a page exactly like this: (on next page)



RouteFinder - LSGG - EDDF - Not for real world navigation - Mozilla Firefox

Route generator for PC flight simulation use - NOT FOR REAL WORLD NAVIGATION
(C)2005-2007 ASA srl - Italy

Computed route from **GENEVA** (LSGG, LS) to **FRANKFURT MAIN** (EDDF, ED): 21 fixes, 367.2 nautical miles

Cruise altitude between FL330 and FL330

LSGG (0.0nm) -SID-> MOLUS (26.7nm) -UN871-> SODAL (37.6nm) -UN871-> TELNO (58.0nm) -UN871-> KORED (65.6nm) -UN871-> KOKOL (79.5nm) -UN871-> BERSU (93.1nm) -UN871-> SUREP (96.5nm) -UN871-> DITON (112.0nm) -UN871-> KUDES (137.0nm) -UN851-> ROMIR (152.3nm) -UN851-> VEDOK (157.0nm) -UN851-> HEUSE (172.3nm) -UN851-> LOKTA (179.7nm) -UN851-> TGO (207.0nm) -UL608-> KOVAN (224.3nm) -UL608-> SUNEG (245.2nm) -UL608-> ABUKA (262.8nm) -UL608-> RIDSU (281.5nm) -T881-> ROLIS (329.8nm) -STAR-> EDDF (367.2nm)

Details:

ID	FREQ	TRK	DIST	Coords	Name/Remarks
LSGG		0	0	N46°14'18.00" E006°06'34.00"	GENEVA
MOLUS		64	27	N46°26'38.00" E006°40'46.00"	MOLUS
SODAL		59	11	N46°33'29.00" E006°53'04.00"	SODAL
TELNO		53	20	N46°46'19.00" E007°16'15.00"	TELNO
KORED		53	8	N46°51'02.00" E007°24'51.00"	KORED
KOKOL		53	14	N46°59'43.00" E007°40'51.00"	KOKOL
BERSU		53	14	N47°00'06.00" E007°56'39.00"	BERSU
SUREP		59	3	N47°09'55.00" E008°00'39.00"	SUREP
DITON		59	16	N47°18'08.00" E008°20'00.00"	DITON
KUDES		59	25	N47°31'18.00" E008°51'26.00"	KUDES
ROMIR		42	15	N47°42'47.00" E009°08'23.00"	ROMIR
VEDOK		7	5	N47°47'24.00" E009°07'14.00"	VEDOK
HEUSE		7	15	N48°02'39.00" E009°09'45.00"	HEUSE
LOKTA		7	7	N48°10'00.00" E009°10'58.00"	LOKTA
TGO	112.5	7	27	N48°37'06.20" E009°53'15.00"	TANGO
KOVAN		337	17	N48°52'57.00" E009°05'03.00"	KOVAN
SUNEG		336	21	N49°11'56.00" E008°51'51.00"	SUNEG
ABUKA		337	18	N49°27'56.00" E008°40'45.00"	ABUKA
RIDSU		337	19	N49°44'56.00" E008°28'48.00"	RIDSU
ROLIS		330	48	N50°26'06.00" E007°49'30.60"	ROLIS
EDDF		132	37	N50°01'59.89" E008°34'13.64"	FRANKFURT MAIN

Tracks are magnetic, distances are in nautical miles.

LSGG SID MOLUS UN871 KUDES UN851 TGO UL608 RIDSU T881 ROLIS STAR EDDF

[\[Back\]](#)

There is also a good thread in our Forums about how to file a flight plan on our forums here!
<http://www.flycay.com/forums/showthread.php?t=1265>

The website has come back with a routing and gives you all the waypoints in order and also their distance and tracks to the next one along. At the bottom there is also the routing shown with the airways in it and looks like this:

LSGG SID MOLUS UN871 KUDES UN851 TGO UL608 RIDSU T881 ROLIS STAR EDDF

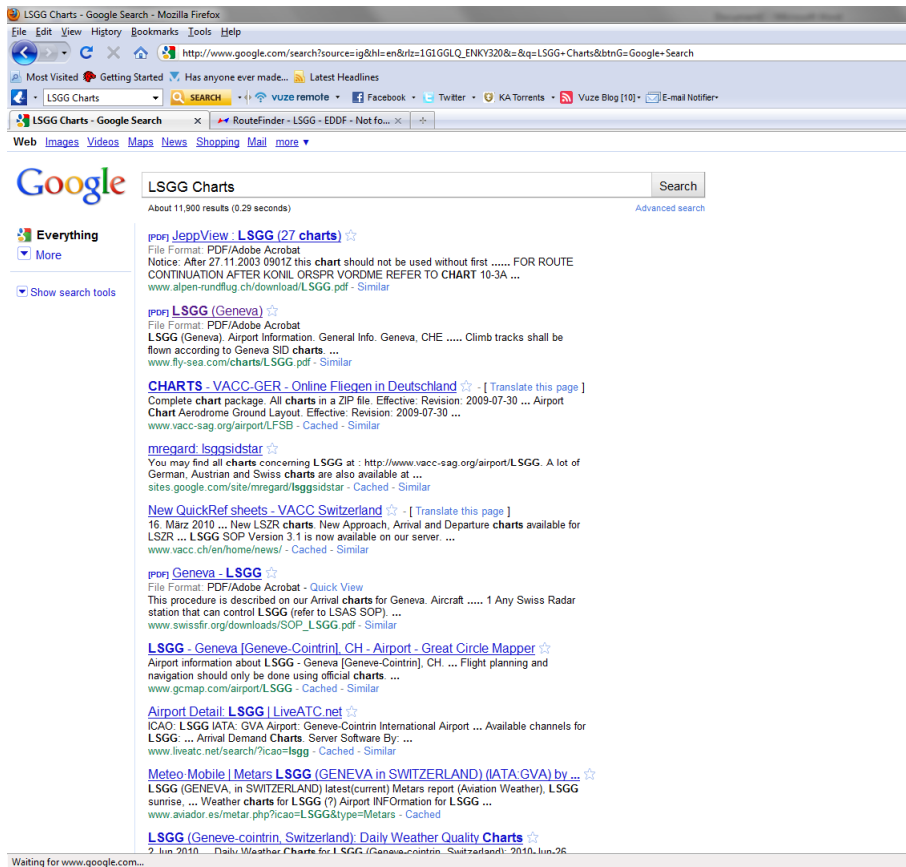
The above text shows our actual routing that we will be doing for our flight to EDDF. Now if you notice after **LSGG**, it says **SID**.

This stands for “**Standard Instrument Departure**”. This is where you would put the required SID into the route. Now if you don’t know the exact SID, I recommend you don’t file with the SID section in it. This also applies to the bit at the end which says “**STAR**”. Leave these sections out and also in your remarks, please place:

“Unable to fly SIDs/STARs”

It is not very professional, but if you’re flying under basic GPS, you may not be able to enter a SID and STAR so it’s best to make sure that ATC knows what you can and can’t do before they tell you something that you can’t do! Typically European Controllers will ask that you always fly a SID/STAR, so if you have the ability to insert it then please do! If you do not have any charts for the airports you are flying in and out of, a simple Google search can easily bring them up.

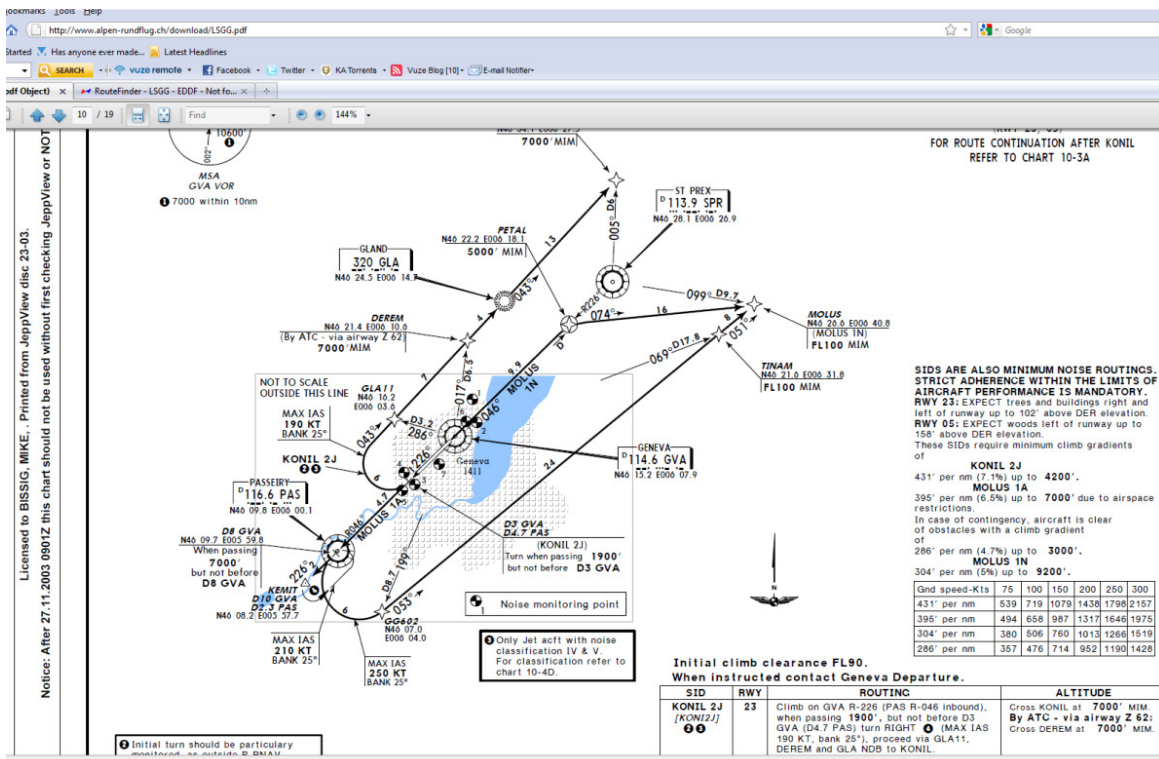
Example below is just very simple. In Google, enter “LSGG Charts”. You should see the following screen:



As you can see the first one in the list is actually a PDF file with all the charts for LSGG which is very helpful!

This normally works for all charts in and around Europe area; there is usually a PDF file format. However if you are still having problems looking for one, go and check out the Virtual ATC webpage for the area you are flying as they all have charts for their airport in their control area.

In Europe, all the SIDs and STARs are usually named after the first waypoint entry for the beginning of the STAR. So if we were to check out to see if there is a SID with a name “MOLUS” in the title for the SIDs we should be able to see what SID we shall need for our departure.... And look! There is! (Page 10 of 19 in the PDF)



As you can see, there are actually to SIDs to MOLUS, depending on what runway is in use at GENEVA.

So when receiving a clearance, make sure you hear which SID it is as it will tell you what runway to expect for departure!

Also by looking on the charts, you will be able to see what the initial altitude that aircraft will be cleared to (in this case FL090). This is important as some areas in Europe (particularly the UK) may not give you an initial altitude as they give you a SID which will tell you what to climb to so be sure to look up your Charts!

Please try the same for the Arrival into EDDF! Now!

Should be depending on the runway in use a ROLIS 1E or a ROLIS 1W STAR! (Page 9 of 63 in the PDF I found on Google).

More tips when flying in Europe with ATC

There is a unique controlling experience that I have only seen in Europe, and it follows the real world ideas. If flying in a CTR area that you will be transiting through their airspace, you may be cleared direct to a waypoint on your flight plan. This normally occurs at the edge of his control boundary so sometimes you won't need to fly along the whole airway and may get a lot of clearance that take you DCT to another waypoint in your flight plan. This will happen regularly if you're in a country's CTR than perhaps when Euro-control is on.

Euro-control is also a very interesting part of flying in Europe. When flying you may see a controller online that says "EURW_FSS"

This is a controller operating as "Euro-Control" which runs European Airspace above FL245. It maybe sometime then that you will be departing out of an airport in Europe and then when you reach around FL220, a contact me message will appear for you to contact them as they will be controlling a massive area of Europe (Normally 4 divisions... North, South, East and West sectors). They will control your flight until you begin descent into your destination and then had you over to Unicom.

If, However there is a Countries CTR Sector online (let's say Paris CTR is online which covers the whole of France) and also Euro-control. The Euro-control gives up the portion of the airspace back to the state that is online until they go offline again. CTRs will normally control you from the ground up, when Euro-Controls won't.

Receiving Clearances

When at an airport with ATC coverage for it online, you can expect a different approach to when requesting clearances for your flight.

First thing to make sure you know where you are! That also means Gate Numbers so keep a look out for your gate number if you have it!

Also check the ATIS for the airport as controllers don't want to spend time having to tell you everything about the weather at the airport when they take the time to go and record an ATIS to reduce the workload for them. Also make sure you know the aircraft type your flying as they require this to make sure that the flight plan is correct.

After receiving all this information it's time to call for a clearance to our destination. As stated above, controllers are looking for an exact location and aircraft type so your clearance should start:

"Geneva Ground, EuroCay 345, Embraer 170 at Gate E2 with ATIS information Alpha, requesting clearance to Frankfurt as filed".

This allows the controller to understand who and where you are and he then knows you are ready to copy IFR clearance to your destination.

After you get your clearance, ATC will then inform you to advise them when ready to push and start. Normally around the world, it is at the pilots own discretion to begin push and start but in Europe, it is controlled so make sure that your request it before going! When requesting also listen and know your surroundings.

Controllers will then give you an instruction to push and start in a certain direction. E.g.

"EuroCay 345, push and start approved, tail North on taxiway Alpha"

This is telling you that you have to make sure that you push in a certain direction so again pay attention as the last thing you want to do is do it wrong and have other planes waiting for your mess up!

Another request that pilots put into their remarks section of the flight plan is as follows:

OPR|EUROCAY

Captain|[YOUR CALLSIGN]- [FIRST INITIAL, LAST NAME]

www.eurocay.co.uk

www.flycay.com

So an example would be (using my callsign)

OPR/EUROCAY | Captain/CAY792-A.BIRD | www.eurocay.co.uk | www.flycay.com

This has been a brief document into helping you fly around in Europe with EuroCay. If you still have any queries, please don't hesitate to ask in our forums!