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Eurocypria Airlines, the first charter carrier in Larnaca, Republic of Cyprus, today will begin operating a Boeing [NYSE: BA] airplane in its fleet for the first time. The Boeing Next-Generation 737-800 leased from International Lease Finance Corporation (ILFC), also will be the first 737 with winglets to operate out of the Republic of Cyprus.

Eurocypria, a wholly owned subsidiary of national carrier Cyprus Airways, is taking delivery of three additional 737-800s from ILFC to replace the Airbus A320s in its fleet. The four 189-seat airplanes, equipped with performance enhancing winglets, all will deliver in early 2003.

"When we decided to renew our fleet, we looked for an airplane with excellent performance and economics," said George Souroullas, Eurocypria general manager. "We chose the 737-800 because of its superior capacity, range, and overall economic value in our network."

Souroullas said Eurocypria works with tour operators throughout Europe to transport charter passengers from the United Kingdom, Germany, Sweden, and other European countries to destinations in Cyprus. The airline also provides scheduled service between Cyprus and the Greek islands.

The 737-800's winglets, which curve out and up from the wingtips, boost performance, allowing the airplane to fly up to 130 nautical miles (240 kilometers) farther than it otherwise would.

Winglets added to a 737-800 can reduce fuel burn by up to 4 percent on flights longer than 1,150 miles (1,850 kilometers), reduce noise on takeoffs, improve the airplane's takeoff performance, increase the amount of weight the airplane can carry by 6,613 pounds (3 metric tons), and lower engine maintenance costs.

"We are extremely proud to have a great airline like Eurocypria join the growing family of 737 operators in Europe," said Marlin Dailey, vice president of European Sales, Boeing Commercial Airplanes. "With their premium performance, winglets and quiet engines, the Boeing 737-800s already have a reputation for being environmentally responsible. That will be appreciated by the Cypriots and by communities surrounding noise-sensitive European airports."

With its all-new wing, new engines and large liquid-crystal displays in the flight deck, the 737-800 has the most advanced-design technology in the single-aisle jetliner market. The airplane's passenger cabin is modeled after the spacious interior of the award-winning Boeing 777.

The 737-800 is powered by new CFM56-7 engines produce by CFMI, a joint venture of Snecma of France and General Electric of the United States. The engines meet community noise restrictions well below Stage 3 limits and below anticipated Stage 4 limits.

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