

Flying blind

In future, Rega wants to help even more people in distress. It has therefore launched a series of measures that will enable its helicopters to also be able to fly in fog and falling snow.



Up-to-date weather data

To be able to fly according to instrument flight rules (IFR), up-to-date weather data needs to be available around the clock. Therefore Rega is investing in the installation of up to 60 new weather stations and webcams. The aim is that in future this information is transmitted directly into the cockpit. Ways are also being sought to enable Rega pilots to immediately take advantage of this virtually up-to-the-minute weather data.

The helicopter pilot



Synthetic vision:

Synthetic vision systems allow pilots to “see” risks and obstacles even when visibility is poor. Rega had the opportunity to test such a system in autumn 2014 – as the basis for the possible future use of this technology in Rega helicopters.

IFR training:

Helicopter pilots are required to undergo extensive training before they are authorised to perform instrument flights (IFR). Even after receiving their IFR licence, Rega pilots (and paramedics) have to complete corresponding exercises in the flight simulator every three months.

The Rega rescue helicopters

REMICO (REga Mission Control):

Rega’s modernised radio network and new operating devices in the helicopters allow better transfer of data between the Operations Centre and the cockpit. In future, the establishment of Rega’s own weather stations will facilitate the transmission not only of the mission coordinates, but also the current weather data.

Retrofit programme for the Da Vinci helicopters:

While the six Eurocopter EC 145 lowland helicopters deployed by Rega are already equipped with IFR-compatible cockpits, the mountain helicopters needed to be upgraded. The last of the 11 AgustaWestland Da Vinci machines was certified for IFR flights by the Federal Office of Civil Aviation (FOCA) at the end of 2014.



The helicopter of the future

Within the framework of the evaluation of a possible successor for the fleet of EC 145 lowland helicopters, Rega is also exploring the possibility of purchasing an all-weather helicopter with a de-icing system. As such a system weighs around 100 kilograms, the helicopter must still be light enough to land on hospital helipads and at accident sites. Rega is therefore working with manufacturers to look for suitable solutions.



Take a look inside the AgustaWestland Da Vinci mountain helicopter: www.panorama.rega.ch

