



**Annual Report 2024**  
In operation for Switzerland.

# **Medical assistance by air**

**Thanks to its patrons, as well as numerous donations, Rega brings professional medical assistance by air to people in distress – around the clock, 365 days a year.**



# Rega in figures



**484**

employees devote themselves to serving our patients, our patrons and our organisation with passion, commitment and high quality.



**1,367**

missions were organised by the Rega Operations Center in 2024 to help patients abroad.



**3,640,000**

patrons keep Rega in the air with their financial contributions.



**2,848**

missions were performed by the helicopter crews after darkness had fallen.



# 14

helicopter bases are distributed throughout the country in such a way that the crews can reach any location in Switzerland within 15 minutes' flying time.



# 12,847

patients were transported by Rega on board its ambulance jets and rescue helicopters in 2024.



# 400

different airports and airfields all over the world are flown to by Rega's ambulance jets every year.



# 14,714

helicopter missions were organised by Rega's Operations Center in Switzerland in 2024.



# 35

patients, on average, are helped by Rega crews every day.

The Annual Report presents the focal points, flight operations and key figures for the previous year.

The detailed Financial Statements can be found online:  
[report.rega.ch](https://report.rega.ch)

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# 19,667

missions were organised last year by Rega flight coordinators.

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Michael Hobmeier

Ernst Kohler

# “Trust obliges.”

## Dear Reader,

While you are reading these words, our helicopter pilots, emergency doctors and paramedics at our 14 bases in Switzerland are on continuous alert. Likewise, a number of jet pilots, intensive care nurses and flight physicians are on standby to fly ill or injured people back home from abroad. The flight coordinators at our national air rescue centre are on site 24/7 to take emergency calls and organise missions. At the same time, a number of helicopter mechanics, avionics technicians and IT engineers are on standby to immediately assist with technical problems affecting our aircraft or in the Operations Center.

Rega relies on this reserve capacity provided by several hundred specialists in order to be available around the clock, 365 days a year, and bring medical assistance by air to 13,000 people each year. Needless to say, this reserve capacity is anything but a matter of course, and is made possible thanks to more than 3.6 million patrons as well as countless donors who support us with their financial contributions, year in, year out. Without the overwhelming solidarity demonstrated by the Swiss people, Rega would not exist in its current form, providing an essential service.

“Trust obliges” could not be more apt. Day after day, we strive and indeed see it as our duty to prove, with the utmost professionalism and reliability, that we have earned people’s support. We are committed to continually developing and setting new standards in Swiss air rescue, in order to offer patients the best possible medical care. Ensuring the continued success of Rega’s model and, with it, our autonomy and independence for the benefit of the Swiss people is our mission.

Our sincere thanks for your support, your trust and the spirit of partnership you bring to our work together.



**Michael Hobmeier**

Chairman of the Foundation Board



**Ernst Kohler**

CEO/Chairman of the Management Board

# News





# The invisible road setting world-leading standards

**An aviation milestone: Rega is the world's first helicopter operator to be authorised to use a new, ultra-precise instrument flight rule called "RNP-AR". On the following pages, learn how this works and how it will benefit the Swiss population.**

For over a decade, Rega has pursued its vision of all-weather air rescue. Our avowed aim is to further reduce the number of missions that cannot proceed due to poor weather conditions and to help even more people in distress. Key to this are the instrument flight rules (IFR), which permit cockpit crews to navigate predefined flight paths, saved in the on-board computer, through fog and cloud on autopilot. Rega has steadily progressed towards its ambitious goal: today, helicopter crews make use of the instrument

flight rule over 700 times a year when, for instance, flying a seriously injured winter sports athlete safely from the mountains to a central hospital below the fog cover during high fog.

## **Efforts are bearing fruit**

What today is part of the daily routine for Rega's rescue crews took many years to achieve: intensive training of cockpit crews, measurement flights, proofs of risk, flight

path designs, our own weather stations for up-to-date flying weather data as well as expensive and extensive simulator training sessions were all crucial. The creation of the “Low Flight Network” (LFN) has been pivotal: the Switzerland-wide network of satellite-aided instrument flight routes that enables helicopters to safely navigate between Rega bases, airports and hospitals even in poor visibility is the brainchild of Rega and was developed in partnership with the air force and the Federal Office of Civil Aviation (FOCA). Since the political decision to classify it as a “critical national aviation infrastructure” in mid-2021, this network ought to come under the auspices of Federal Government. Since progress in this regard has ground to a halt, Rega is working on continuing the project.

### The invisible road network in the clouds

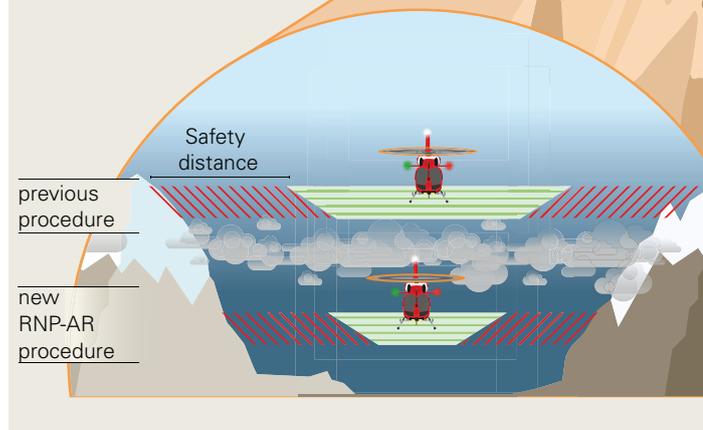
The LFN routes connect different regions in Switzerland, similarly to a network of motorways. “Approaches and departures” on this network take place at Rega bases, airports and hospitals. “Departures” undertaken so far, such as from the Inselspital University Hospital in Berne or the University Hospital in Zurich, were developed according to the LPV Point-in-Space procedure. These approach methods involve satellite-aided, vertical and horizontal course guidance to a specified point before the landing site where the pilot decides either to land under visual flight conditions or to follow the pre-defined alternative route on autopilot. The routes designed according to this concept require a lot of space and distance from obstacles. Furthermore, there can be no turns in the approach flight, for example to adapt the route to the topography.

## Utmost precision for challenging terrain

RNP-AR rules can be designed with greater precision, along narrower routes, because they place higher demands on navigational precision, the helicopter’s technical equipment and the crew’s training. Thanks to advanced avionics, the regulator’s approval (AR = Authorisation Required) and rigorous operating procedures, RNP-AR rules can use smaller buffer tolerances while affording the same level of safety.

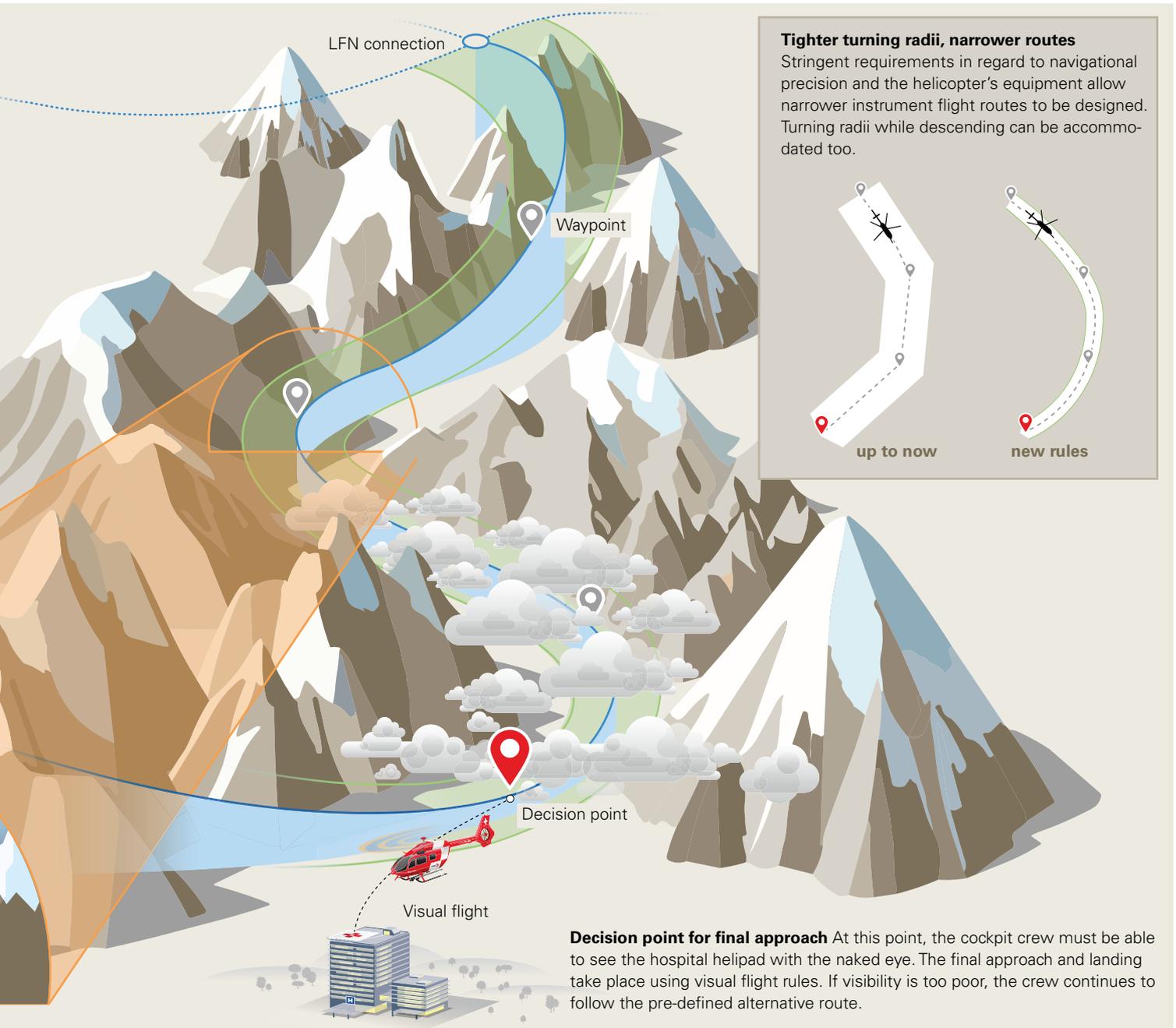
A combination of modern satellite navigation, inertial navigation systems and autopilot allows highly precise guidance along the planned route, even when there are tight turning radii and steep descent profiles which preclude conventional RNP rules.

This means approach and departure routes can be adapted to accommodate difficult terrain, enabling safe approaches in narrow valleys. Furthermore, the decision point can be closer to the hospital: the closer this point is to the hospital, the lower the cloud cover can be without preventing Rega’s crews from coming in to land at the hospital.



### New challenges in the Alpine valleys

The “departures” from central hospitals are all in the lowland area of Switzerland, where the flat topography allows the wide approach routes to be designed at sufficient distance from the terrain. In the Alpine valleys, however, this is not so. In areas such as Engadin, Davos or the Bernese Oberland, the topography around the hospitals precludes the use of conventional IFR approach procedures. As far as Rega was concerned, the solution to this problem had long been evident: what was needed was an even more accurate IFR



procedure, of the kind already occasionally employed in fixed-wing aviation. RNP-AR (Required Navigation Performance Authorisation Required) permits extremely accurate route guidance, fully tailored to the terrain, and enables “narrower” routes to be developed with tighter turning radii and steeper descent profiles. This means Rega can navigate according to instrument flight rules even in the challenging topography of Alpine valleys, where obstacles have to be circumnavigated and the decision point should be as close as possible to, and as

low as possible over the hospital: much like a narrow mountain pass road in challenging terrain where there is no room for a wide motorway.

### Ultra-precise navigation

These “tight” air corridors place the highest demands on the navigational precision of the helicopter and its navigation and autopilot systems. This is not so dissimilar to self-driving cars: a wide, straight motorway places fewer demands on navigational precision and autopilot than if the vehicle has to autonomously navigate

a tight pass with a narrow road and hairpin bends. The challenge of putting this idea into practice has shades of the famous “chicken & egg” scenario: since no helicopters were yet authorised for an RNP-AR rule anywhere in the world, no RNP-AR rule could be approved. And without a rule, no helicopters could be certified.

**Rega takes the initiative**

Rega, however, was not going to settle for that: having some time ago set itself the goal of using this new rule, it brought together around one table the various parties whose input is essential in establishing the criteria for certification. The ARIOS (Advanced

Rotorcraft IFR Operations in Switzerland) project involved Rega, along with FOCA and the European Union Aviation Safety Agency EASA, rule designers, helicopter manufacturers and other experts, joining forces to develop the criteria for RNP-AR helicopter rules. In recent years, Rega has conducted numerous measurement flights, drawn up risk calculations and designed and tested a new instrument flight route for Interlaken hospital and the regional airport in Samedan. On the back of these, the list of criteria has been adapted and confirmed based on the measurement and test flights. Finally, Rega was able to submit to FOCA the evidence needed to approve the rule at Interlaken hospital.

**Definitions:**

**IFR (Instrument Flight Rules):** Aviation in accordance with information flight rules does not use visual flight rules (VFR), but instead relies exclusively on instruments and navigation systems. IFR is a requirement for flying through cloud or fog and enables safe flying in poor weather conditions.

**LFN (Low Flight Network):** A Switzerland-wide network of pre-defined IFR routes that connects Rega bases, airports and hospitals to enable rescue flights in all weathers.

**PinS (Point-in-Space):** A satellite-based IFR approach method for helicopters whereby the pilot implements instrument flight rules up to a specified point then continues through to landing by visual flight rules.

**RNP (Required Navigation Performance):** A navigation method that allows an aircraft to fly a specific path using modern on-board computers and satellite navigation.

**RNP-AR (Authorisation Required):** An extended version of RNP with even greater accuracy, narrower tolerances and special authorisation requirements for challenging approaches.

**Connections:** The Low Flight Network relies on satellite-based IFR routes and uses RNP-AR) and PinS rules for approaches e.g. to hospitals.

**Interlaken becomes the first RNP-AR route**

The Interlaken region was the obvious choice as the first place to deploy RNP-AR. Rega’s Wid erswil base, which is just a few minutes’ flying time from Interlaken hospital, undertakes more missions than any other mountain base. In the challenging topography around Interlaken, with its narrow valleys and high peaks, the rule’s precision really comes into its own. FOCA reviewed the documents and, last July, authorised the rule. The foundations are thus now in place for the Low Flight Network to be further expanded and, in particular, for hospitals in the Alpine valleys to be added to it.

**Outlook: better safety in air rescue**

The new RNP-AR rule means that obstacles such as power cables or mountain peaks can be safely circumnavigated, and precise approach routes minimise the risks to crews



Blue above, grey below: IFR rules enable flying on autopilot through the fog cover to the hospital.

and patients. Yet even this rule has its limits: extremely bad weather conditions such as ice, dense fog at ground level or strong winds can still make it impossible to fly missions. Nonetheless, the RNP-AR rule is a major milestone towards making Rega's vision a reality. A vision which is just that: a goal towards which we are moving ever closer while acknowledging that, whilst one can pursue a vision, one can never fully achieve it. We are passionate about continually developing the technologies involved in helping even more people in distress – safely and reliably, in even the toughest conditions.

## No other aircraft boasts the in-flight precision of the new Rega helicopter



Rega's 21 new Airbus H145 D3 "Rega Version" helicopters play an important role in adding more instrument flight routes, and will replace the current fleet by the end of 2026. These new rescue helicopters are important because they can do something no other helicopter can: at Rega's request, the manufacturer Airbus developed the world's first helicopter to be approved with a navigational precision of RNP 0.1. This means the helicopter must be able to maintain its position even without GPS with a maximum deviation of 0.1 nautical miles (185 metres) or less over a specified distance. Current state-of-the-art helicopters are approved for a navigational precision of RNP 0.3 (555 metres).

Various systems and components had to be newly developed, attuned to each other, tested and integrated for the new Rega helicopters. Both the manufacturer and Rega anticipate that the systems, which have already been built into the machines, will be approved by the end of 2025. Going forward, the new fleet with enhanced navigational precision will enable Rega to build even narrower and lower-lying air corridors and safely use them for the benefit of patients.

# Review



**Rega can look back on an eventful year dominated by the renewal of its fleet and forward-looking investments in infrastructure – the aim throughout being to continue improving air rescue in Switzerland for the benefit of patients.**

## First rescue helicopter that is part of the new fleet

The first of a total of 21 new Airbus H145 DS helicopters landed at the Rega Center at Zurich Airport in early December 2024. Before the new Rega helicopter with its five-bladed rotor can be deployed for patients, the interior equipment will be fitted. This equipment has been developed to Rega's specifications and further improved, based on experiences gained from the preceding model. The first new Rega helicopter will be stationed at the Lausanne base. The new helicopters are the most modern of their kind in the world: powerful, spacious and with ultra-precise navigation.

The retired H145s are going to new homes in New Zealand and Morocco. Four helicopters have been sold to GCH Aviation headquartered in Christchurch (NZ). The other four will be taken over by the Royal Moroccan Gendarmerie, which is also using Rega's old EC145s. A buyer for the AgustaWestland Da Vinci aircraft used by the mountain bases and the EC135 at the Geneva base has yet to be finalised.



Videos, photos and more information about the new Rega fleet:  
[reg.ch/h145](https://reg.ch/h145)



## Cutting-edge technology to transport the youngest patients

Rega has purchased a new transport incubator for missions involving premature babies. Since the end of August 2024, this incubator has been in use in the ambulance jet and in the rescue helicopter. The previous incubator had become outdated and the ventilator that went with it could no longer be serviced and maintained. The new incubator is state-of-the-art and, among other features, boasts an ultra-secure restraint system to keep the child safely in place. Furthermore, the incubator hood is removable, meaning that children up to a weight of 20 kilos can be transported and given artificial respiration and monitored with equipment designed for them. The same model is also in use at the Children's Hospital in Zurich, facilitating exchange and collaboration.

## Search and rescue: further development

Last year, to keep improving search and rescue – even in poor weather conditions – a number of projects were undertaken to give Rega's search specialists more ways to search for missing persons.

The search helicopter, which is equipped with a thermal imaging camera and the "Lifeseeker" phone location system, enables wide areas to be searched from the air both during the day and at night. A side antenna has been added to this Lifeseeker system so that, in future, mobile phones above the helicopter can be located even in low cloud. The Lifeseeker system is also intended to support ground searches, particularly in weather conditions that prevent a search flight. Working closely with Rega's search specialists, mountain rescuers from Swiss Alpine Rescue will in future also be able to use this phone location system on foot in the terrain. A specially-developed Lifeseeker Backpack has already been successfully tested. However, a few more tests are needed before it can be used on the ground.



The prototype for the Lifeseeker Backpack: all the technology is inside the backpack, and the Lifeseeker is placed in the middle.

For more information about search and rescue, see: [rega.ch/searchandrescue](https://www.rega.ch/searchandrescue)



Left: Groundbreaking for the new operational base in Mollis (Canton of Glarus).  
Bottom: Visualisation of the timber building.



## Investments in infrastructure

Pioneering milestones were reached last year in three construction projects: the groundbreaking at the Mollis base marked the start of Rega's first timber-construction hangar. The new operational base will boast everything needed to enable the crew at Mollis to be on standby around the clock for people in distress, and the new building should be ready for occupancy during the 2025 winter season.

Completion of the badly needed new operational base at Engadin's regional airport in Samedan is also drawing closer: the subsurface development rights contract was approved in December 2024, and the planning application submitted to the Federal Office of Civil Aviation (FOCA). A modern timber construction in the northern area of the airport is planned. The new helicopter base will be occupied by Rega, HeliBernina and Swiss Helicopter.

Rega has been trying for decades to update its outdated operational base at Samedan regional airport. A bigger hangar is urgently needed

because, by 2026, the Engadin crew will be getting a bigger Rega helicopter.

Rega is also investing in improvements to air rescue in French-speaking Switzerland: in Geneva, the base's existing hangar is currently being extended so that, in June 2025, a new Rega H145 D3 helicopter can be stationed there too. Additionally, sleeping areas are being created for the crew who, in future, will be staying overnight at the base. Greater overnight operational readiness improves airborne medical aid for the population across the whole region. The upgrades should be completed in the second quarter of 2025.



All 14 Rega bases at a glance:  
[rega.ch/locations](https://www.rega.ch/locations)

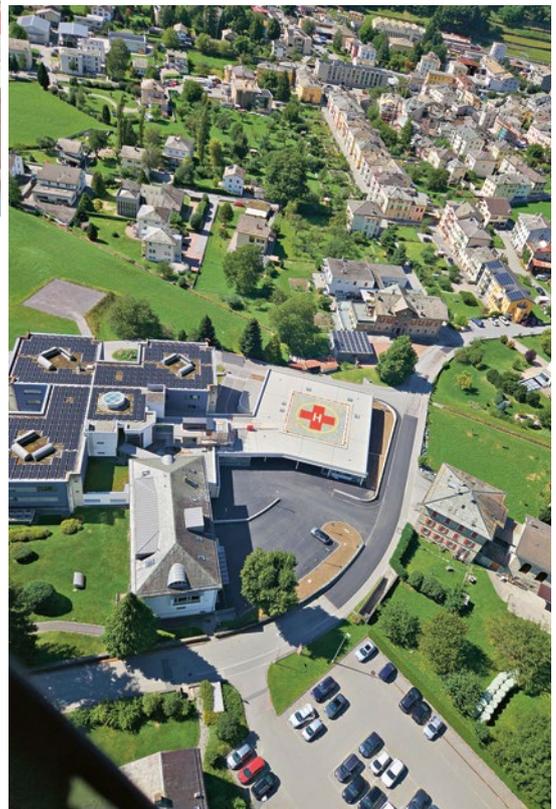


## Preclinical research: Rega takes part in international study

Rega strives to continuously improve the medical aid provided for its patients. For this reason, under the leadership of Medical Director Prof. Dr. med. Roland Albrecht, it also gets involved in scientific issues in emergency medicine.

An international study involving researchers from Denmark, the Netherlands and Germany as well as the Inselspital University Hospital in Berne and Rega scrutinised standard practices for administering oxygen to seriously injured people. The findings were published in the Journal of the American Medical Association JAMA in December 2024 and met with great interest among the emergency and rescue medicine community.

In all, five major trauma centres and 15 rescue helicopters took part in the study: in Switzerland, Inselspital University Hospital in Berne, as well as 3 Rega helicopters. The study investigated whether administering less oxygen compared with high-dose oxygen in the first eight hours following physical trauma reduces the mortality rate or complications within 30 days. What it found was that less oxygen might be safer and may prevent complications such as lung damage. Based on these results, Rega is adjusting the level of oxygen it administers when caring for its patients.



## New hospital helipads

In 2024, Rega again played its part in modernising hospital helipads in Switzerland, contributing advice, expertise and, in some cases, funding. Several helipads created with Rega's support are now operational, or soon will be: at the Cantonal Hospital in Baden (KSB), at the Centro sanitario Valposchiavo, at Geneva University Hospitals (HUG) and at the new Children's Hospital in Zurich. Rega has also promised financial support for the helipads at the Cantonal Hospital in St. Gallen and the Children's Hospital in Eastern Switzerland.



## National coordination centre for patients from Ukraine

In 2024, Rega continued to support the authorities as a national coordination office. On behalf of the Confederation's Coordinated Medical Services (CSD), since September 2022 it has been coordinating the intake of civilians from Ukraine who are in need of treatment. By the end of 2024, this intake mechanism had enabled 53 patients to receive treatment in Switzerland. In all, Rega undertook 25 ambulance flights and one medical accompaniment on a scheduled aircraft as part of this humanitarian aid programme.

## Now in use: the PIU 2.0

The first of the completely overhauled Patient Isolation Units (PIU) for transporting highly infectious patients has been in use since spring 2024. The major advantage of the PIU 2.0 is its modular construction, which now means it can easily be carried in the ambulance jet and, when needed, assembled in just a few minutes. A decision can then be made at the destination as to whether or not the PIU is needed. Previously, this decision had to be made at the Rega Center before departure. Whereas it previously served primarily to protect the crews, the PIUs can now also be used to transport immunosuppressed patients, or patients who have just received or are due to have a transplant, in sterile air. This year, two helicopter operations bases will be established as centres of excellence for PIU flights.



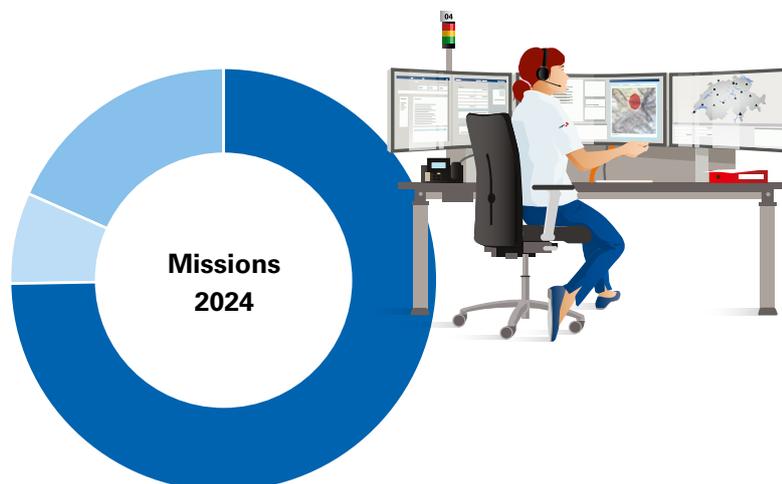
Other projects delivered with the help of our own design and development division:  
[rega.ch/engineering](https://www.rega.ch/engineering)

# Missions



# Another busy year of missions

Rega's services were again in great demand in 2024. The Operations Center organised approximately 20,000 missions or an average of 54 missions per 24-hour period. Rega's rescue helicopters transported slightly fewer and the ambulance jets somewhat more casualties than in the previous year.



	2024	2023	+/-
Total missions	<b>19,667</b>	20,647	-4.7 %
● Helicopters	<b>14,714</b>	15,695	-6.3 %
● Jets/Scheduled aircraft	<b>1,367</b>	1,372	-0.4 %
● Other missions <sup>1</sup>	<b>3,586</b>	3,580	+0.2 %

<sup>1</sup> Transports by ambulance, missions on behalf of the Swiss Alpine Rescue, Spéléo-Secours, Redog, etc.

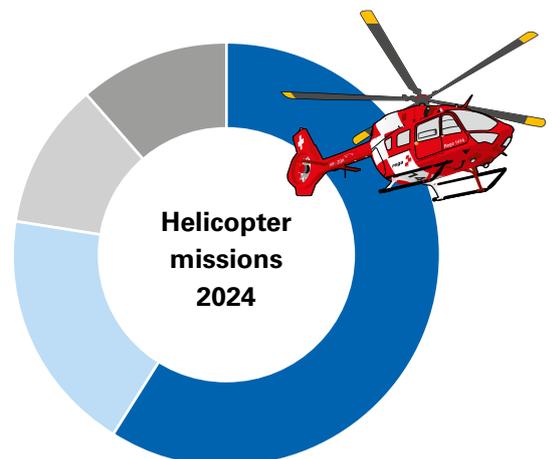


# Helicopter missions

The flight coordinators at Rega’s national air rescue coordination centre organise the missions carried out by the 14 helicopter bases throughout Switzerland, as well as those flown by its partner organisations. Last year, they coordinated a total of 14,714 helicopter missions, 6.3 % less than the previous year. There was a slight decline in both the number of rescue missions flown by helicopter crews at the incident site (8693, –6.3 %) and the number of transfer flights from smaller hospitals to central ones (2729, –8.8 %). The Rega helicopters were in the air at night on 2848 occasions (–9.9 %), which means that every fourth primary or secondary mission is performed after dark. The number of contadino missions organised by Rega’s Operations Center fell to 1648 (–4.1 %). These transports of injured or dead livestock for mountain farmers are carried out by commercial helicopter transport firms on Rega’s behalf or by Rega’s up-and-coming pilots using the training helicopter.

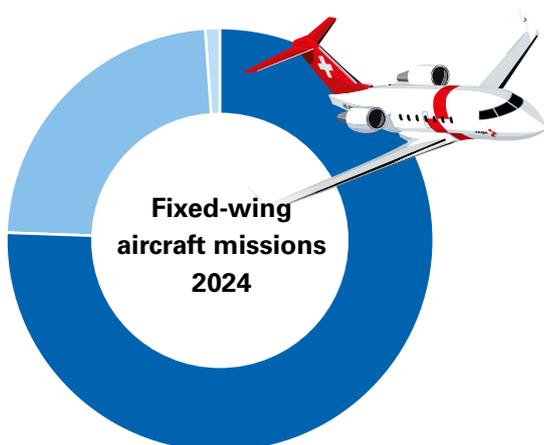
	2024	2023	+/-
Total missions	<b>14,714</b>	15,695	–6.3 %
of which performed at night	<b>2,848</b>	3,161	–9.9 %
● Primary missions <sup>1</sup>	<b>8,693</b>	9,282	–6.3 %
● Secondary missions <sup>2</sup>	<b>2,729</b>	2,993	–8.8 %
● Assistance to mountain farmers	<b>1,648</b>	1,719	–4.1 %
● Special missions <sup>3</sup>	<b>1,644</b>	1,701	–3.4 %

<sup>1</sup> Emergency missions directly at the scene of the incident  
<sup>2</sup> Inter-hospital transfers, neonatology, organ transports  
<sup>3</sup> Non-medical Rega missions (search, route securing and reconnaissance flights on behalf of operation partners) and missions performed by other helicopters

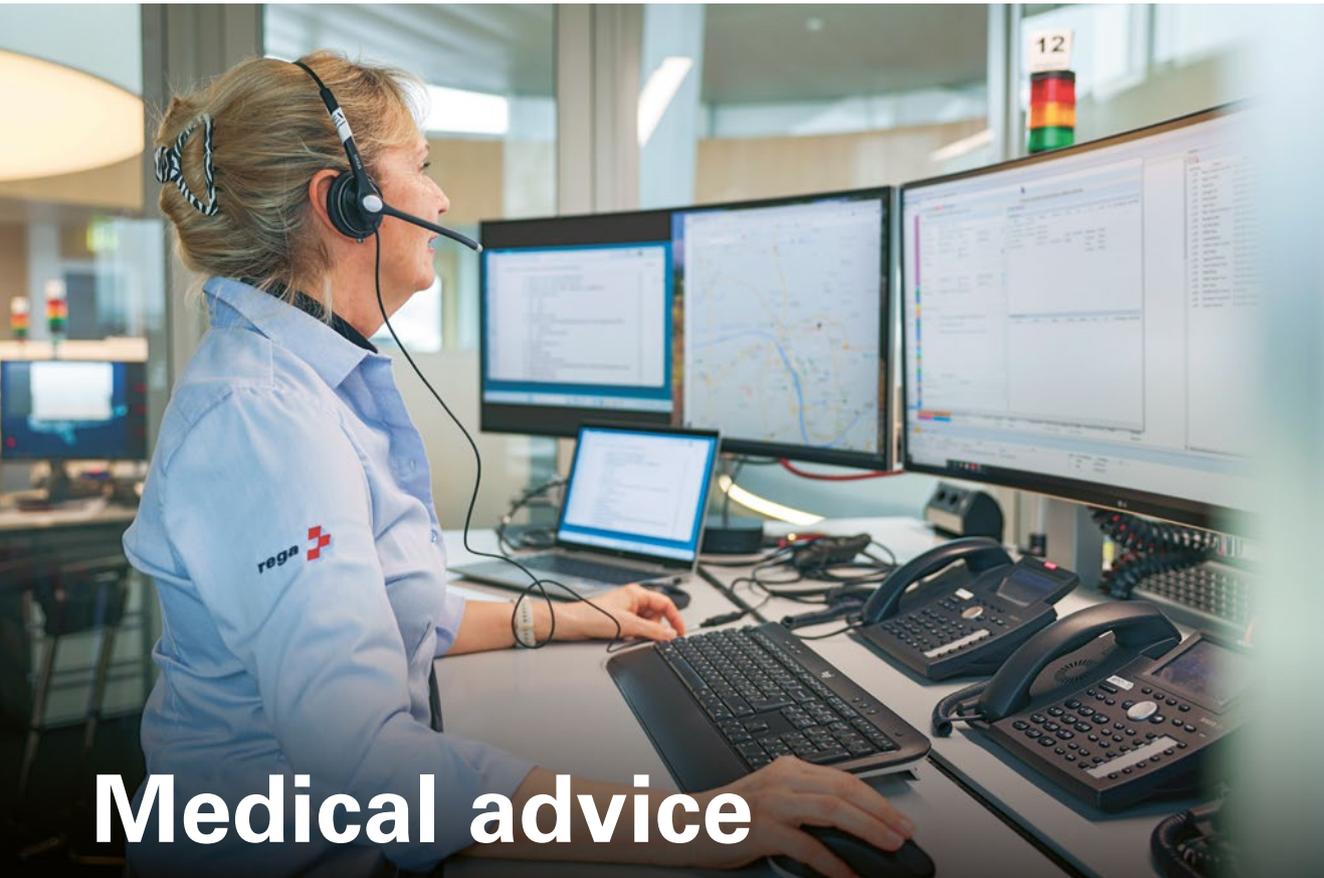




Last year, the Rega jets took to the air almost as frequently as in the previous year: the Rega crews flew a total of 1033 missions (+1.2 %) and repatriated 1029 injured or ill patients on board ambulance jets (+1.4 %). In all, the Rega jets spent 4733 hours in the air (−1.4 %). The Jet Operations Center organised flights on board scheduled aircraft for 319 persons (−5.6 %). This cost-effective and ecological alternative to the ambulance jet is employed whenever the patient’s medical condition is sufficiently stable, this form of transport is not expected to have a negative impact on other passengers, and there are enough seats available on board the plane. 71 patients (−15.5 %) were repatriated on scheduled flights escorted by a Rega flight physician or intensive care nurse. Unaccompanied repatriations totalled 248 (−2.4 %). In such cases, the Rega Operations Center organises the return journey for patients who are able to travel home without a medical escort.



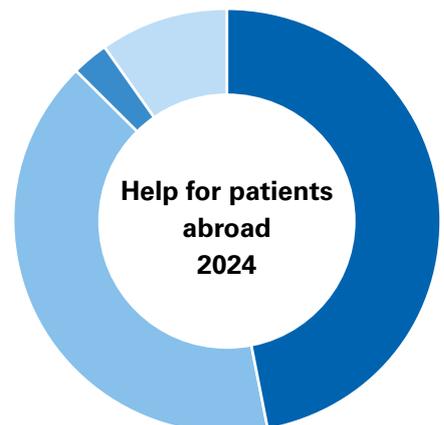
	<b>2024</b>	2023	+/-
Total missions	<b>1,367</b>	1,372	−0.4 %
● Ambulance jets	<b>1,033</b>	1,021	+1.2 %
● Scheduled aircraft	<b>319</b>	336	−5.1 %
● Chartered aircraft	<b>15</b>	15	0.0 %



# Medical advice

Prior to each repatriation mission, extensive medical clarifications are carried out by one of Rega’s medical consultants who, in liaison with the Operations Center, decides whether repatriation of the patient is necessary and sensible, and if so, what form it should take. As with the flight coordinators, the medical consultants work in shifts around the clock. Last year, they provided 1204 people (+8.4 %) with advice over the phone. In 1348 cases, repatriation on board a Rega ambulance jet or a commercial airline was indicated. Individual insurance companies also ask Rega’s medical consultants to clarify the medical condition of their policy holders who have become seriously injured or ill abroad, even if they are not Rega patrons. Rega makes a recommendation from a medical point of view as to whether the patient needs or is fit enough to be transported, and the insurance company then decides if and how repatriation should take place.

	2024	2023	+/-
Total patients	<b>2,552</b>	2,464	+3.6 %
● Medical advice	<b>1,204</b>	1,111	+8.4 %
● Repatriation by Rega ambulance jet	<b>1,029</b>	1,015	+1.4 %
● Repatriation by scheduled aircraft, accompanied	<b>71</b>	84	-15.5 %
● Repatriation by scheduled aircraft, unaccompanied	<b>248</b>	254	-2.4 %

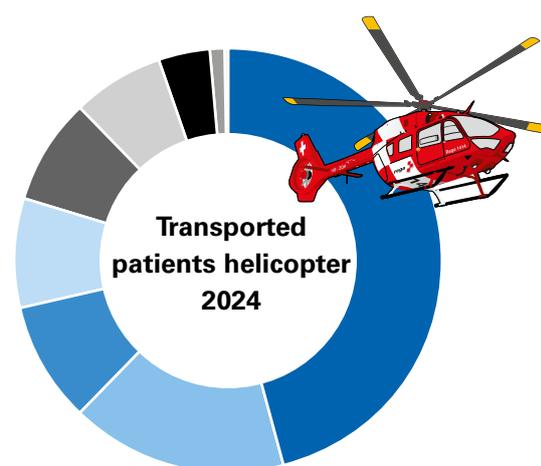


## Transported patients

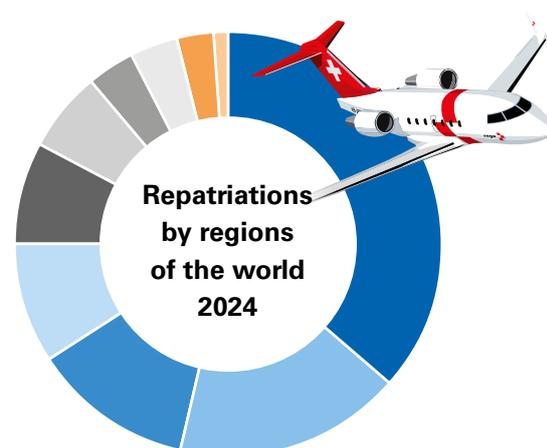
The Rega crews transported a total of 12,847 patients (–6.0 %) on board their rescue helicopters and ambulance jets. They thus came to the assistance of on average 35 people per day.

The number of transported patients and missions do not always concur, because either several patients are transported at the same time or flights are performed without any patients at all – for example, if a search flight conducted by a Rega helicopter proves unsuccessful. The mission statistics relating to the Rega helicopters are subject to natural fluctuations and reflect the meteorological conditions, as well as the leisure activities and travel behaviour of both the Swiss population and foreign tourists in Switzerland. The number of repatriations also fluctuates from year to year, and the frequency of flights by Rega's jets varies depending on the travel and work activities of the Swiss population abroad.

	2024	2023	+/-
Total patients	<b>11,499</b>	12,321	–6.7 %
● Illnesses	<b>5,300</b>	5,659	–6.3 %
● Winter sport accidents	<b>1,867</b>	1,944	–4.0 %
● Occupational accidents	<b>1,047</b>	1,142	–8.3 %
● Alpine accidents	<b>966</b>	908	+6.4 %
● Other causes	<b>944</b>	1,008	–6.3 %
● Road accidents	<b>800</b>	944	–15.3 %
● Sports accidents	<b>434</b>	539	–19.5 %
● Aviation accidents	<b>115</b>	146	–21.2 %
● Avalanche accidents	<b>26</b>	31	–16.1 %



	2024	2023	+/-
Total patients	<b>1,029</b>	1,015	+1.4 %
● Southern Europe	<b>377</b>	382	–1.3 %
● Southeast Europe	<b>177</b>	163	+8.6 %
● Central Europe	<b>124</b>	110	+12.7 %
● Western Europe	<b>94</b>	94	0.0 %
● Africa	<b>80</b>	63	+27.0 %
● Asia	<b>64</b>	50	+28.0 %
● North, Central and South America	<b>37</b>	51	–27.5 %
● Near and Middle East	<b>36</b>	54	–33.3 %
● Northern Europe	<b>30</b>	29	+3.4 %
● Eastern Europe	<b>10</b>	17	–41.2 %
● Oceania	<b>0</b>	2	–100.0 %



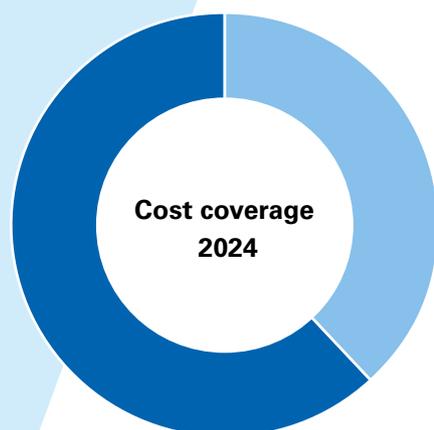
# Key figures

**Rega is an autonomous, privately run, non-profit foundation. With its 3,640,000 patrons, it is deeply rooted in the Swiss population. Rega operates independently of political interests and is not subsidised by the State. It is an integral part of primary healthcare in Switzerland and with its work contributes towards improving the quality of life, the economy and tourism in this country.**

## Patrons

Thanks to the solidarity contributions by its patrons, Rega is able to provide nationwide medical assistance by air – without receiving any subsidies from the State. This system allows Switzerland to benefit from an air rescue service that sets standards and is held in great esteem all over the world. Last year, Rega continued to receive enormous support: as of 31 December 2024, a total of 3,640,000 patrons were recorded on Rega's computer system.





- Patrons' contributions, donations and bequests: **CHF 133.1 million** (61.8%)
- Insurance: **CHF 82.4 million** (38.2%)

## Financial development and investments

In the 2024 business year, Rega's operating income totalled CHF 216.1 million, while the operating expenses came to CHF 184.0 million. This resulted in a positive operating result of CHF 32.1 million. The annual result amounted to CHF 47.7 million. In 2024, Rega's patrons supported Rega with annual contributions, donations and bequests totalling CHF 133.1 million, thus bearing around 61.8 percent of the overall costs. The remaining 38.2 percent is mainly covered by cost bearers, such as health, accident or travel insurers, in the form of payments for the rescue services provided. In line with its strategic goals, Rega is almost 100 percent self-financed and does not need outside capital to finance its investments.

## 2024 key figures

<b>Total number of missions organised</b>	
Helicopter missions	14,714
Fixed-wing aircraft missions	1,367
Other missions <sup>1</sup>	3,586
Patronage contributions, donations and bequests (CHF million)	133.1
No. of patrons (in millions)	3.64
No. of employees <sup>2</sup>	454
Operating revenue (CHF million)	216.1
Operating expenditure (CHF million)	184.0
Operating result (CHF million)	32.1
Balance sheet total (CHF million)	735.6

<sup>1</sup> Other missions: transports by ambulance, missions on behalf of the Swiss Alpine Rescue, Spéleo-Secours, Redog, etc.

<sup>2</sup> Equivalent to no. of full-time positions as of the end of December, including subsidiaries/foundations



You can find the Financial Statements (in D/F/I) at:  
[report.rega.ch](https://report.rega.ch)

# Corporate Governance



**The purpose of the Swiss Air-Rescue Rega Foundation is above all to help people in distress and in need of assistance, in accordance with the Fundamental Principles of the Red Cross. It provides its services without discrimination as to person, financial circumstances, social status, nationality, race, religious beliefs or political opinion.**

Rega is fully committed to conducting its business according to the principles of good corporate governance. It upholds the guiding principles of non-profit governance: checks and balances, responsibility and efficiency, transparency, and safeguarding the interests of patrons and donors. Rega's guiding principles relating to corporate governance are embedded in its Foundation Deed and Regulations, its organisation and management regulations, its Mission Statement and its Code of Conduct. The Foundation Board monitors these principles on a regular basis.

#### **Foundation Board**

The Foundation Board is Rega's supreme body. It lays down the guiding principles of the organisation in accordance with the Foundation Deed. It draws up the Mission

Statement and pertinent regulations, and adopts the strategy and the budget. It approves the Annual Report and the annual financial statements. It defines the supervision and monitoring of the business activities. It also authorises the principles relating to the remuneration of the members of the Foundation Board and the Management Board.

The Foundation Board comprises a maximum of 15 members. The term of office is four years. Members are eligible for re-election up to their 70th birthday. There is no limitation on the length of service of the members of the Foundation Board. The Foundation Board elects from among its members a Chairman, as well as the five members of the Executive Committee, and also defines the Committee's tasks and competencies.

#### **Executive Committee of the Foundation Board**

The Executive Committee comprises five members of the Foundation Board: the Chairman, the Vice-Chairman, the Chairman of the Medical Commission, the Chairman of the Finance Commission, and one other member of the Foundation Board.

The Executive Committee of the Foundation Board is responsible for carrying out the tasks delegated to it. It coordinates the permanent commissions of the Foundation Board. Furthermore, on behalf of the Foundation Board, it supervises and monitors the Management Board and issues it with the necessary instructions.

The members of the Executive Committee also serve on the Board

of Directors of the subsidiaries, Swiss Air Ambulance Ltd. and Airmed AG.

### **Management Board**

The Chairman of the Management Board is charged with managing the operative business, implementing the resolutions adopted by the Foundation Board and the Executive Committee, and delegating the various tasks and competencies within the organisation.

### **Tasks and procedures of the permanent commissions and the Advisory Committee**

Each specialist body is governed by a set of regulations specifying its various tasks and competencies, and is headed by a chairperson elected by the Foundation Board. The commissions meet on a regular basis to discuss specialist matters, which are specified by the relevant chairperson.

Prior to the meeting, the commission members receive the relevant documents so that they can prepare for the various items on the agenda.

### **Medical Commission**

The Medical Commission comprises the Chairman, Prof. Dr. med. Christian Kern, and three physicians, all of whom are members of the Foundation Board. The meetings are also attended by the Chairman of the Management Board, the Medical Director and, where necessary, other specialists, who are present in an advisory capacity and have the right to propose motions.

The Medical Commission is an advisory body to the Foundation Board and the Medical Director. It deals with and considers specialist matters relating to emergency and rescue medicine that fall within the competency of the Foundation Board, prior to the latter taking any decisions. When drawing up medical guidelines and quality controls, the Commission is assisted by Rega's Medical Service.

### **Finance Commission**

The Finance Commission comprises its Chairman, Josef Meier, and other members of the Foundation Board. The meetings are also attended by the Chairman of the Management Board, the Chief Financial Officer and, where necessary, other specialists, who are present in an advisory capacity and have the right to propose motions.

The Finance Commission is an advisory body to the Foundation Board. It deals with matters relating to financial planning, budgeting, investment policy and the internal control system, and periodically examines the form and scope of financial reporting.

### **Advisory Committee Partner Organisations**

Under the chairmanship of Franz Stämpfli, the Advisory Committee comprises members of Rega's Foundation Board together with representatives from the following partner organisations: Swiss Alpine Rescue, commercial helicopter firms, the Swiss Air Force, the

Swiss Cable Cars Association, police commanders, Spéléo-Secours Switzerland, Swiss Fire Service Coordination (FKS) and the Medical Emergency Call Centres 144.

The Advisory Committee deals with tasks relating to the collaboration between the partner organisations and promotes the exchange of information between the various network members.

### **Accounting and auditing**

The financial statements of the Swiss Air-Rescue Rega Foundation and its subsidiaries are prepared in accordance with the principles of Swiss GAAP FER accounting and reporting recommendations (in particular, GAAP FER 21), and give a true and fair view of its net assets, financial position and earnings performance.

At Rega, the "four eyes" principle is applied. This means that fundamentally two joint signatures are required at all levels. The Foundation Board has drawn up a set of regulations governing competencies and signatory rights. Both internal and external control bodies periodically check that these regulations are being complied with.

### **Risk Management – Internal Control System**

The highly complex nature of emergency medical rescue, coupled with the strict requirements of aviation law and the demands of the Code of Obligations, make it necessary to take a structured ap-

proach to risks. Rega has combined demands from the Internal Control System and Safety and Quality Management to create integrated risk management in order to identify and view risks holistically and make use of available synergies.

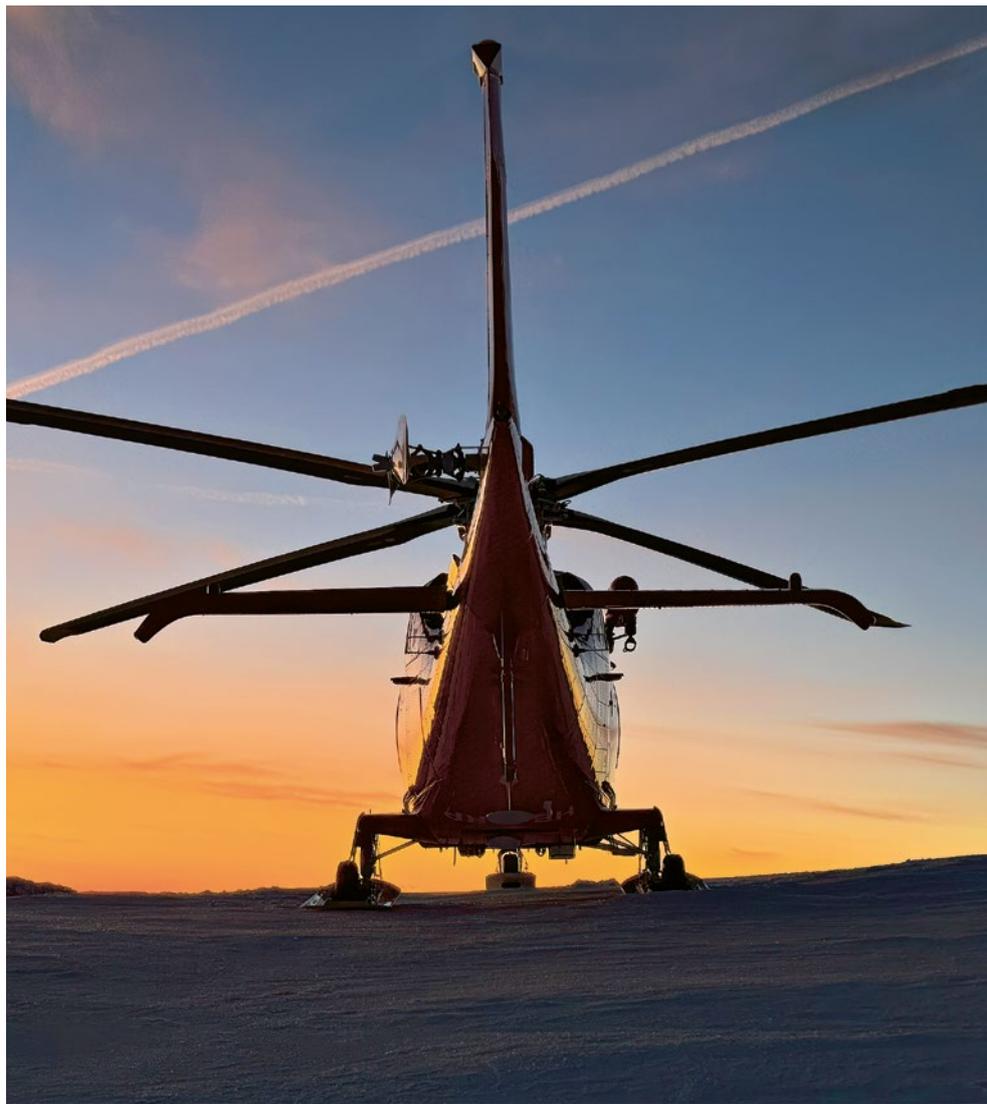
As Rega's supreme body, the Foundation Board is responsible for risk management at Rega and all its subsidiaries. The key risks are systematically identified and evaluated every year, and appropriate risk control measures are taken. The identified risks are additionally monitored on an ongoing basis.

### Rega's interests

Rega has interests in various companies domiciled in Switzerland. Strategic interests in companies and foundations in which Swiss Air-Rescue Rega directly or indirectly holds more than 50 percent of the voting rights or which are controlled by the Foundation Board are consolidated in the annual financial statements. An overview of these interests is provided in Rega's consolidated annual financial statements.

Rega further holds operative and functional minority interests in helicopter companies, airfield companies and cooperatives, and partner companies. This portfolio is maintained in order to fulfil the purpose of the Foundation.

Rega also has interests/investments which are managed by external



asset managers according to a portfolio management agreement.

### Foundation Board compensation

Compensation of the Foundation Board is based on the set of regulations approved by the Swiss Federal Supervisory Board for Foundations. Compensation (fixed sums, attendance fees and expenses) covers part of the expenses of Foundation Board members for preparing meetings, reviewing documents and attending meetings of the Foundation Board, Foundation Board Committee, specialist and ad hoc committees, Advisory Committee, partner organisations, pension foundations and other companies

in which Rega has an interest. All compensation made to the Foundation Board and its Chairman is reported in detail in Rega's consolidated annual financial statements.

### Foundation supervisory authority

As a non-profit foundation, Rega is subject to the supervision of the Swiss Federal Supervisory Board for Foundations in Berne, to which it is required to submit a management report each year. The last assessment and review by the Federal Supervisory Board was conducted on 23 August 2023; no objections of any kind were raised.

# Foundation Board



Michael Hobmeier  
Chairman



Christian Kern  
Vice-Chairman



Patrizia Pesenti  
Member of the Executive  
Committee



Paul Hälgi  
Member of the Executive  
Committee



Josef Meier  
Member of the Executive  
Committee



Heidi Hanselmann  
Member of the Rega  
Foundation Board



Adrian Amstutz  
Member of the Rega  
Foundation Board



Franz Stämpfli  
Member of the Rega  
Foundation Board



Thomas Holderegger  
Member of the Rega  
Foundation Board



Markus Furrer  
Member of the Rega  
Foundation Board



Thomas von Wyl  
Member of the Rega  
Foundation Board



Petra Gössi  
Member of the Rega  
Foundation Board



Gabriele Casso  
Member of the Rega  
Foundation Board



Richard Brogle  
Member of the Rega  
Foundation Board

## Foundation Board of Swiss Air-Rescue Rega

Michael Hobmeier, Bäch, since 2007  
Chairman and Member of the Executive  
Committee

Christian Kern, Prof. Dr. med., Geneva,  
since 2009, Vice-Chairman and Member  
of the Executive Committee

Patrizia Pesenti, Zollikon, since 2009,  
Member of the Executive Committee

Josef Meier, Wettingen, since 2013,  
Member of the Executive Committee

Paul Hälgi, Dr. sc. techn., Wollerau, since  
2019, Member of the Executive Committee

Heidi Hanselmann, Walenstadt, since 2010

Adrian Amstutz, Schwanden, since 2013

Franz Stämpfli, Innertkirchen, since 2015

Thomas Holderegger, Waldstatt, since 2015

Markus Furrer, Prof. Dr. med., Felsberg,  
since 2019

Thomas von Wyl, Dr. med., Unterseen,  
since 2021

Petra Gössi, Küssnacht am Rigi, since 2023

Gabriele Casso, Prof. Dr. med., Sorengo,  
since 2023

Richard Brogle, Dr. sc. techn., Kilchberg,  
since 2023

## Medical Commission

Christian Kern, Prof. Dr. med., Chairman

Gabriele Casso, Prof. Dr. med.

Markus Furrer, Prof. Dr. med.

Thomas von Wyl, Dr. med.

## Finance Commission

Josef Meier, Chairman

Michael Hobmeier

Paul Hälgi, Dr. sc. techn.

## Advisory Committee Partner Organisations

Franz Stämpfli, Member of the Rega  
Foundation Board, Chairman

Stefan Goerre, Dr. med.,  
Swiss Alpine Club SAC representative

Andy Scheurer, Spéléo-Secours representative

Markus Denzler, police commanders  
representative

Marc Ziegler, Swiss Cable Cars Association  
representative

Mariano Spada, Swiss Air Force  
representative

Roman Burkart, Medical Emergency Call  
Centres 144 representative

Renato Belloli, Swiss Helicopter Association  
(SHA) representative

Daniel Weisskopf, Swiss Fire Service  
Coordination (FKS) representative

## Auditors

KPMG AG, Zurich

# Management Board



Ernst Kohler  
CEO



Andreas Lüthi  
Chief Financial Officer



Prof. Dr. med. Roland Albrecht  
Medical Director



Mario Agustoni  
Head of Helicopter Procedures  
and Training



Daniel Landert  
Head of Jet Operations



David Müller  
Head of Communication  
and Patronage



Philipp Simmen  
Head of Helicopter Operations

**Organisation chart** as of 1 January 2025

FOUNDATION BOARD

**Foundation Board**  
**Executive Committee of the Foundation Board**

COMMISSIONS

**Medical Commission**  
**Finance Commission**

MANAGEMENT BOARD

**CEO/Chairman of the Management Board**

Ernst Kohler

DEPARTMENT

**Safety and Quality**  
Stefan Isler

**Medicine**

Roland Albrecht

**Communication and Patronage**

David Müller

**Jet Operations**

Daniel Landert

**Helicopter Operations**

Philipp Simmen

**Helicopter Procedures and Training**

Mario Agustoni

**Services**

Andreas Lüthi

# Mission Statement

**Rega provides patients with rapid, professional medical assistance by air. The mission Statement is the point of reference for all our activities, our services, our structures and our actions.**

## Our purpose

We provide an around-the-clock service offering swift, expert assistance by air. In particular, we transport medical care to the patient and help in emergency situations.

This assistance also takes the form of medical advice and the use of our infrastructure.

Our operations are characterised by our highly qualified, professional members of staff and the very best equipment available in the fields of rescue, medical and flight technology.

## Our fundamental concept

We are a non-profit organisation that is funded by its patrons. Our services are primarily geared towards the needs of the Swiss population.

We are financed by means of private funding. This enables us to operate independently in the service of our patients.

In the interest of the patient, we take an active stand against the commercialisation of air rescue.

Emergency missions and other operations carried out on behalf of the general public are not conditional upon whether or not the ensuing costs are covered.

Our rescue activities are based on the Fundamental Principles of the Red Cross.

## Our patrons

Thanks to their annual contributions, our patrons enable us to build up and operate a suitable infrastructure to perform air rescue operations on behalf of the Swiss population.

The services rendered by Rega to its patrons are not of a contractual nature and are therefore not deemed to be insurance benefits.



## Our partners

We are fully aware of the importance of working in close collaboration with our partner organisations, and actively foster a successful working relationship with them.

We act as a fair and reliable partner.

We focus our activities on the fields of air rescue, air-ambulance repatriation services and medical advice.

In order to maintain and further improve the top level of expertise of our medical staff, we also perform medically indicated flights on behalf of international clients.

## Our staff

Our members of staff play a decisive role in fulfilling our purpose. The following factors are of particular importance in this respect:

- personal identification with the organisation and its purpose;
- independence and responsibility;
- willingness to perform, flexibility and motivation.

We aim to achieve this by means of:

- ongoing training appropriate to the various hierarchical levels;
- progressive working conditions;
- appropriate salaries and attractive social benefits.

We foster a style of behaviour among our staff that is open, cooperative and characterised by mutual respect.

## Our values

We strive to provide around-the-clock services of first-class quality and safety, as well as to cultivate a conscious, structured manner of dealing with risks.

Our organisational structures are characterised by a clear-cut delineation of tasks, competencies and responsibilities. These are implemented and respected at all hierarchical levels, from ordinary employees right up to the members of the Foundation Board.

We act and communicate in an open and transparent way, both within our organisation and towards the outside.

We are conscious of a potential conflict between performing our work and protecting the environment, and take this into account in everything we do.

# Rega's milestones



27.4.1952

**The organisation is founded**  
Swiss Air-Rescue is founded as a sub-section of the Swiss rescue association, Schweizerische Lebensrettungsgesellschaft (SLRG), in Hotel Bären in Twann.



1957

**The first helicopter of its own**  
A countrywide collection by the Association of Swiss Consumers' Cooperative Societies (now Coop) produces sufficient funds to purchase a Bell 47J helicopter for mountain rescues performed by Hermann Geiger.



1960

**An autonomous organisation under Fritz Bühler**  
Swiss Air-Rescue breaks away from its parent organisation, the SLRG. Fritz Bühler is appointed Technical Director.



**First repatriation**  
For its first repatriation mission, the private Piaggio 166 aircraft owned by Dr Armin Meyer flies a patient from France back home to Switzerland.



1968

**Bell 206A, the first turbine-powered helicopter**  
The Jet Ranger HB-XCU has a turbine, but no rescue hoist. In mountainous areas where the helicopter is unable to land, rescue is only possible using the fixed rope.



1971

**First Alouette III**  
The Alouette III SE 316 HB-XDF is Rega's first helicopter to be financed by patrons' contributions. The picture shows it in operation at the Engadin Ski Marathon in 1972.



1952

**Swiss Air-Rescue is ready to start operations.**  
On 25 December, Dr Rudolf Bucher, the head of Swiss Air-Rescue, announces over Radio Beromünster that the parachutists and helicopters are ready for action.



1956

**Emergency assistance in the USA**  
After a plane accident, Swiss Air-Rescue pioneers recover the bodies of 128 persons from an inaccessible area in the Grand Canyon region.



1953

**The first rescue parachutists**  
In winter 1953, Swiss Air-Rescue parachutists are used on a rescue mission for the first time.



1966

**Self-help by means of patronage**  
No funds from the Swiss government. However, a nationwide appeal for help proves successful. 25,000 patrons save Swiss Air-Rescue from financial ruin.



1973

**Twin-engine helicopter**  
The introduction of the Bölkow BO-105C – depicted here on the roof of the University Children's Hospital in Zurich – marks the beginning of the era of twin-engine helicopters at Rega.



**Operations abroad with its own aircraft**  
Rega's Learjet 24D HB-VCY is the first civilian ambulance jet in the world. It is fully equipped with medical apparatus and is on stand-by around the clock.



# 1987

### Helicopters with night vision goggles

Rega is the first non-military organisation in the world to equip all of its helicopters with night vision goggles, thus increasing the safety of night missions.



# 1979

### Rega becomes a non-profit foundation

The Association sets up a Foundation. Fritz Bühler is appointed the first Chairman of the Foundation Board. In 1981, Rega also becomes a Corporate member of the Swiss Red Cross.



# 1992

### The new fleet is made up of Agustas

On 14 August, the Untervaz base in Canton Graubünden puts the first of the 15 new twin-engine Agusta A 109 K2 helicopters into operation.



# 1997

### New Rega Center at Zurich-Kloten

For the first time, Rega's hangar, Operations Center, maintenance works, logistics operations, Patronage Center and Administration Department are all united under one roof.



# 2002

### Three new Challenger CL-604 jets

Three identical aircraft from the Canadian manufacturer, Bombardier, replace the 15-year-old air ambulance fleet.



### Five Eurocopter EC 145 helicopters

Rega purchases five spacious rescue helicopters from helicopter manufacturer Eurocopter for use at its lowland bases. This is followed by a sixth.



# 2011

### Flying "blind" to the Inselspital

27 July: thanks to satellite-based navigation, Rega flies to the Inselspital University Hospital in Berne despite poor visibility, using the GPS-assisted approach procedure.



# 1996

### The first round-the-world flight

In a mission lasting 43 hours, the Challenger CL-600 transports three patients in consecutive legs, a journey that takes it all the way round the world for the first time.



# 1984

### Long-haul ambulance jet

The Challenger CL-600 HB-VFW is equipped to perform long-haul operations with several patients on board. In Geneva, it is christened "Fritz Bühler".



# 2004

### Tsunami in Southeast Asia

Rega is pushed to the limit. Over a period of ten days, 16 medical teams are in operation. Within the space of a week, more than 60 casualties are repatriated to Switzerland.



# 2009

### The AgustaWestland Da Vinci is Rega's new mountain helicopter

Rega purchases from helicopter manufacturer AgustaWestland 11 rescue helicopters for use at its mountain bases.



### Mobile heart-lung machine on board

For the first time, critically-ill patients can be hooked up to a heart-lung machine in the Rega helicopters and jets.



You can find a comprehensive history of Rega at:

[rega.ch/history](http://rega.ch/history)



## 2016

### Rescue despite poor visibility thanks to IFR flight route network

In December, two routes of the Low Flight Network for helicopters, which is based on satellite navigation, are certified for daytime use.



## 2017

### Authorisation for Low Flight Network

Rega receives special authorisation to use key intersections of the nationwide network of IFR flight routes on missions virtually around the clock.



## 2014

**Premiere for Rega's new transport incubator,** which can be used in both the jets and the helicopters and provides premature or newborn babies with the best possible medical care.



## 2018

### Three new ambulance jets

The new Challenger 650 jets from Bombardier fly patients from all over the world back to Switzerland. The Rega jets replace the three CI-604s that have been in operation since 2002.



### New generation Rega helicopters

The first two H145 helicopters from Airbus Helicopters are stationed at the Berne and Basel bases as high-performance successors of the EC 145 fleet, which repatriated over 60,000 patients.



## 2020

### 456 Covid-19 patients

are transported on board Rega's aircraft during the coronavirus pandemic. Rega supports the Confederation and the cantons in their efforts to tackle the pandemic with its expertise and infrastructure.



### First emergency doctor vehicles

At the Mollis and Erstfeld bases, these vehicles allow the emergency physician and paramedic to be called out even if the rescue helicopter cannot fly – for example, due to bad weather.



## 2022

### Decision in favour of a single-type fleet

In March, Rega purchases nine H145 helicopters with a five-bladed rotor and in December, an agreement is signed to procure a further 12 helicopters of this type. From 2025 on they will replace the current fleet.



## 2024

### Pioneering work

Rega is the world's first helicopter operator to get approval for a new instrument flight rule at Interlaken Hospital – made possible by close cooperation with the Federal Office of Civil Aviation FOCA, the designers of the rule and helicopter manufacturer Leonardo.



## 2021

### New night vision goggles

Rega also brings medical assistance by air in the dark. To do this, it uses night vision goggles that have been specially developed for Rega.



## 2023

### New flight simulators

The two newly developed simulators for the helicopters and jets enable the cockpit crews to do their training in Switzerland.

# You can also find our Annual Report online at [report.rega.ch/2024](https://report.rega.ch/2024)

## Rega Center

PO Box 1414, 8058 Zurich Airport  
Tel. 044 654 33 11

## Rega 1, Zurich

Überlandstrasse 299, 8600 Dübendorf  
Tel. 044 802 20 20

## Rega 2, Basel

PO Box, 4030 Basel  
Tel. 061 325 29 66

## Rega 3, Berne

Flugplatzstrasse 1, 3123 Belp  
Tel. 031 819 65 11

## Rega 4, Lausanne

Route de Romanel 33, 1018 Lausanne  
Tel. 021 644 22 66

## Rega 5, Untervaz

Polenlöserweg 30a, 7204 Untervaz  
Tel. 081 300 09 99

## Rega 6, Locarno

Via Aeroporto 15, 6596 Gordola  
Tel. 091 820 50 00

## Rega 7, St. Gallen

Wehrstrasse 8, 9015 St. Gallen  
Tel. 071 313 99 33

## Rega 8, Erstfeld

Reussstrasse 40, 6472 Erstfeld  
Tel. 041 882 03 33

## Rega 9, Samedan

Plazza Aviatica 6, 7503 Samedan  
Tel. 081 851 04 04

## Rega 10, Wilderswil

Bönigstrasse 17, 3812 Wilderswil  
Tel. 033 828 90 30

## Rega 12, Mollis

Airport, 8753 Mollis  
Tel. 055 614 55 55

## Rega 14, Zweisimmen

Lischerengasse 5, 3770 Zweisimmen  
Tel. 033 729 10 30

## Rega 15, Geneva

Route Henry-Claudius-Forestier 32, 1217 Meyrin  
Tel. 022 798 00 00

## Rega 18, Sion

c/o Héli-Alpes SA, Aéroport civil, 1950 Sion  
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## Training base, Grenchen

Grenchen Airport, Flughafenstrasse 117, 2540 Grenchen  
Tel. 032 654 90 00

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Postal account 80-637-5

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International +41 333 333 333

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**Translations** BMP Translations AG, Basel

**Photos** Tom Lüthi (cover picture), Raphaela Balli,  
Adrian Bretscher, Franz Cotting, Mathias Gehrig,  
Alex Itin, Gian Kober, Ernst Kohler, Tom Lüthi,  
Roman Sandoz, Casa-Vita/Frefel Holzbau AG

**Concept/Design/Illustrations**

Source Associates AG, Zurich

**Coordination translations** tutto fatto, Zurich

**Print** Hürzeler AG, Regensdorf

Printed on FSC-certified paper.

A PDF version is available at [rega.ch](https://report.rega.ch).

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