

To Promote Professional Air Rescue Operations

## New EHAC Board Members elected at AGM 2009

The European Air Rescue operators have elected Pavel Müller and Erwin Stolpe as new members of the board of the European HEMS and Air Rescue Committee (EHAC) at the Annual General Meeting in Noordwijk/Netherlands. President Christoph Breitenbach and the former members of the board, René Closter, Ernst Kohler, and Alexander Wolff have been re-elected.

The new composition of the board reflects EHAC's multiplicity and the broad approach to enable and promote high professional air rescue operations in Europe from the medical, aviatonal, technical and administrative point of view. By the election of Erwin Stolpe, an experienced trauma surgeon and pioneer in Air Rescue, and Pavel Müller, CEO of Alfa Helicopter in the Czech Republic and pilot himself, all relevant occupational groups are now represented in the new board.



EHAC Board 2009 and Honorary President. From left: Gerhard Kugler (Honorary President), Alexander Wolff, Christoph Breitenbach (President), Ernst Kohler, Erwin Stolpe, Pavel Müller.

This was possible after Henny Versluijs, who will leave ANWB Medical Air Assistance in December, and Friedrich Rehkopf, CEO of ADAC Air Rescue, both long-term members of EHAC's board, stepped back from a candidacy to open a new future for EHAC and its members as the statutes provide only five board members. Christoph Breitenbach expressed his sincere thanks for their

faithful collaboration within the last 8 years. As auditors were elected Michael Rudolph (succeeding Fritz Holzinger), and Thomas Pfammatter (re-elected).

EHAC will steadily intensify communication and the dialogue between members and the association.

**EHAC**

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## The Biggest Challenge in the Future: To Focus on the Human Factor

4RESCUE asked Pavel Müller, new EHAC Board member and CEO of Alfa Helicopters, about the seemingly predominant position of the German speaking countries in HEMS issues and about future challenges in Europe.

*First of all I don't mind the German or rather German-speaking predominance in HEMS in Europe. These operators without a doubt deserve the leading role in the industry, because of the stable, high-level service they have been providing. They are good examples to follow in many ways; it is a pleasure for us non-German speaking operators, among others, from the Czech Republic to cooperate with them. As my British colleagues say, there is no reason to reinvent the wheel. It is of great benefit for us to learn from them.*

*Talking about the situation in the countries to the East of Germany and Austria, what is significant is the improvement in the equipment we use in our service. The coverage is sufficient, the spectrum of indications is standard. The biggest challenge for us in the future is to focus on the human factor. We especially have to focus on crew-member training and remuneration.*

*In the future I don't expect any big changes in the HEMS system in Europe. We have to maintain our capability to*

*react to advances in medical care and changes to the hospital network. We must always bear in mind that we are providing a medical service. Flying is one of the tools. I trust in the continuous work in optimizing the spectrum of indications and on improvements in the dispatch process. I think that the near future will bring an increase in night flight provision.*

*Safety must always be at the forefront of our efforts. We may never be satisfied with our achievements. There are many tools, ways and technical equipment available for the improvement of flight safety. But we must not forget that many general things play important roles in flight safety. I believe in humility, self-reflection, team spirit, responsibility, honesty ... My opinion is that improvement in flight safety does not necessarily mean a cost increase.*

**Pavel Müller**