

24/365 Air Ambulance Services
tel: +49-911-36009-0
fax: +49-911-360090-59
email: info@fai-ag.de
web: www.flightambulance.com



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Fantastic Record Year

For FAI the year 2005 ended with a very urgent and medically challenging mission to evacuate a severely injured child from Dakar, Senegal to Paris on New Year's Eve, thus being the most successful year since existence. The fleet of four fully intensive care equipped dedicated air ambulance aircraft, all of them based in Nuremberg, a strategic location in the centre of Europe, carried out all together 487 patient transports for a total of 4400 flying hours. When compared to the 2004 total of 263 air ambulance missions, this represents an increase of around 85 % and underlines FAI's position as one of the major providers of air ambulance services on the international scene. Adding the non air ambulance flights plus the operation of a Lear 35 jet dedicated to peace keeping forces in Abidjan, Ivory Coast, the full total amounts to more than 5500 hours.



One development of particular interest during the year 2005 is the concept of wing to wing transfers for long routes, which translated into a reality with the realisation of no less than nine such missions just in the last quarter of 2005 in seamless cooperation between FAI and it's partners. This is especially relevant as a cost-efficient resource optimising solution for long stretches between the Middle East and the Far East or southern Africa and Europe and onwards to North America. And 2006 was starting out the same way with a mission from Karachi to Los Angeles, which was performed as wing to wing between FAI and a Canadian operator in the second week of January.

Change Of Plane

The extension of the peace keeping mission in Ivory Coast has made a change of plane type mandatory. The D - CFAI Learjet 35A was replaced by the D - CATL Learjet 55. Therefore the remaining fleet of planes stationed at the Nuremberg airport for the time being consists of two Learjets 35A, one Citation II and one Citation I. An eventual increase or remodelling of the fleet as a result of this change will be analysed considering market requirements and several scenarios will be evaluated. In the meantime, arrangements have been made to facilitate the use by FAI of another Nuremberg based Lear 55 for missions requiring this type of aircraft.

Double Stretcher Transports

A development worth mentioning in 2005 was the tremendous increase of double stretcher transports compared to the previous year, especially during the high season. One of the probable explanations is that several well known international carriers have either drastically reduced or even totally eliminated their stretcher capacity on commercial flights. FAI plans to meet this market requirement during the 2006 high season by permanently arranging one of it's dedicated air ambulance planes in a double stretcher configuration. To achieve this goal one the Learjets 35A will be equipped in the tandem configuration already used on the Citation II, where the two stretchers are positioned linearly one behind the other. This optimises access to both patients for the purpose of medical interventions, and allows FAI to even use two doctors to facilitate the logistics of the in- and outbound patient transports.

AED On Board

Besides the day-to-day air ambulance business FAI made much headway in different projects like the purchase of Automatic External Defibrillators as additional aircraft equipment for passenger flights and the necessary training for the staff.

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