

Secretary-General's initiative on enhancing the efficiency and cost-effectiveness of UN Aviation (DFS)

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Outline

- Overview of DFS Aviation
- Project Overview / Broad Principles
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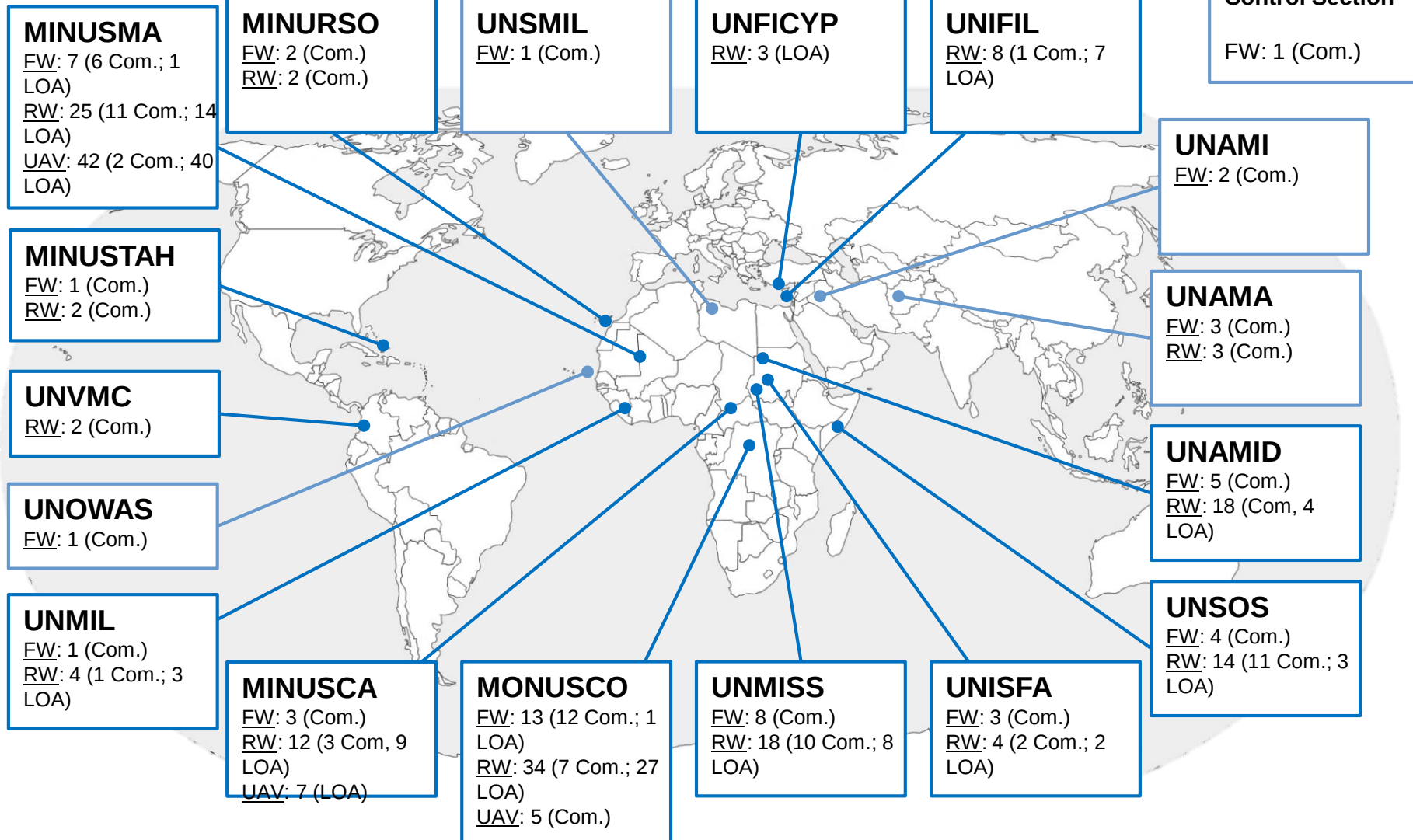
Every dollar not spent effectively is one denied to the Peacekeeper in the field

DFS Aviation: UN Aircraft Fleet (PKO and SPM)



United Nations
Field Support

~ 204 aircraft 58 RPVs (on 9 LOAs / contracts)



Project Overview

- An environment of decreasing financial resources and increasing scrutiny on how public money is spent
- Secretary-General Memo, addressed to Heads of Missions with dedicated DFS-contracted air assets, dated 20 April 2017, directing that 3-pronged approach be implemented to seek increased efficiencies and cost-effectiveness in UN DFS Aviation.
- Primary focus
 - a more efficient program
 - significant bottom-line savings
- Final recommendations by 31 Dec, but immediate measures implemented and continuous results sought throughout project



Broad Principles informing SG Initiative

- Mandate Delivery is at the core of defining logistics: military and logistics demand requirements should drive the composition of the fleet
- The safety of UN personnel is paramount and compatible with the goal of reducing costs: higher efficiencies → more effective responsiveness
 - particular attention to casualty and medical evacuation
- Schedules should be more finely tuned to allow for reduced fleets
- Where possible, commercial solutions to replace costlier military units

Doing less.....with less

Three-Pronged Approach

- **Prong One : Headquarters Working Group – to systematically analyze and adjust the composition and utilization of its fleet and associated staffing against clear benchmarks and seek alternative solutions that may be more cost-effective.**
- **Prong Two: Immediate Measures to be implemented by missions**
- **Prong Three: DPKO to conduct an analysis of military requirements, justifying the composition of the deployed fleet; particular attention with regards to military utility helicopters**

Prong 2: Immediate Measures

- To be implemented by missions with immediate effect
 - 1. The limiting of passengers movements to critical mandated tasks only, relying more on electronic communication between personnel
 - 2. The reduction of non-mission carriage – SPACE available not to drive procurement or scheduling requirements
 - 3. Utilizing less aircraft for more hours, eliminating parallel scheduling
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- After 6 months: a reduction in strategic, out-of-mission flight costs by 83% compared to previous year

Prong 3 : DPKO assessment w/ DFS

- c. The Department of Peacekeeping Operation (DPKO), in close coordination with the Department of Field Support (DFS), will conduct a detailed and thorough analysis of military requirements that justify the composition and deployment of military utility helicopters.
- Military Utility Helicopters often (not always) come at a premium to commercial equivalents with the large logistics tails associated with them
- A continuing discussion of military tasks, necessity, and risk



Prong 1: HQ Working Group

- Composed of three teams, divided regionally and by delegation of work
- Composed of Secretariat and Mission representation:
 - Department of Field Support (Air Transport Section, Movement Control Section)
 - Department of Peacekeeping Operations (Office of Military Affairs / Military Planning Section)
 - Department of Management (Procurement Division)
 - Mission level: Aviation, MovCon, and Force representation
- Initially focused on data collection: demand / utilization data
 - Priority levels of passengers – as justification of schedules
 - Optimization of schedules and routes
 - Utilization of other options: ground transport of cargo
- Careful examination of high cost assets / military units: cost-benefit analysis
- Various lenses of approaching project

Lenses of Analysis

- Global Lens: new modalities of command / control;
 - all “tools in the tool kit” to find shared, globally-tasked solutions
 - 767 on LTCA for troop rotations
 - Short term Charters
 - Stand-by contracts to replace dedicated executive jets / medevac on call
 - Further shared schedules and aircraft: CRJs and 737s tasked / scheduled from centralized operations
- Utilization / Scheduling lens: Maximizing capacity of passengers and cargo, reducing frequency – less aircraft flying same routes, increasing capacity where possible
- Infrastructure lens: increased options in terms of FW airlift



New Solutions

- All sources of ISR options
 - Tailored for the requirement
- Single engine aircraft
 - For both PKO and SPMs
- Allowing the requirements to drive the solution



Challenges / Risks

- Ascertaining the actual demand (passengers, cargo, Force)
- Less responsive / flexible fleet
 - Less about aviation than it is about those demands and requirements of cargo, passengers and military enabling.
- Support influencing the Mandate, as opposed to Mandate dictating the support
- Parochialism – gaining mission buy-in: “great idea overall, but our mission is a special situation...”
- Various other risks associated with a reduction of air transport options

Relevance

- Need for a larger basket of registered vendors
- May be an increase in commercial contracts where mil units reduced
- More stand-by / on-call contracts
 - Executive jets, medevac support, cargo aircraft; possibly RW
- Creative / tailored solutions
 - Realizing that we're working within an increasingly tight financial environment
 - Possibility to transfer savings to more critical CASEVAC needs – efficiency
 - more effective operations

The financial pressures are real.....and not going away soon....



Questions?