

9TH GLOBAL HUMANITARIAN AVIATION CONFERENCE & EXHIBITION

Day 1

11 October 2017

Lisbon, Portugal

Opening Remarks

Mr. Cesar Arroyo, Deputy Director of Supply Chain, WFP: *Responding to emergencies is at the heart of WFP's work. This has become even more relevant as WFP does its core work and supports other organizations and all countries to achieve the Sustainable Development Goals (SDGs) by 2030. We all need to work together to make this a reality.*

Ms. Ana Lehmann, Secretary of State of Industry, Portuguese Government: *I cannot imagine a nobler mission than the one you are fulfilling.*

Mr. Fernando Nobre, President, Assistência Médica Internacional: *We have the duty to save our world with determination, with courage, with vision. All of us together. It is the duty of everyone.*

H.E. Moosa Al Khaja, United Arab Emirates Ambassador to Portugal: *The United Arab Emirates will continue its commitment to support all forms of international cooperation.*

Mr. Helder Amaral, Chairman of the Parliament's Economy Committee and Member of the Parliament: *On behalf of the President of the Portuguese Parliament, Mr. Eduardo Ferro Rodrigues, Portugal fully embraces this WFP-organized conference and would be proud to host this major event again in 2018.*

Mr. Eric Perdison, Chief Aviation, WFP: *An organization which does not recognize its heroes, is not worth working for.*

In order to recognize those who work tirelessly both in challenging field environments and behind their desks in order to save lives, symbolic certificates were handed over to women involved in humanitarian aviation and to some of the entities whose support is essential in facilitating humanitarian work.



Ms. Ana Lehman, Secretary of State

Superior pilots are those who stay out of trouble by using their superior judgement to avoid situations, which might require the use of their superior skill.

Frank Borman - Astronaut

(presentation extract from 'Developing resilience in high threat environments')



Recognition of women in humanitarian aviation.



Panel with Mr. Bill Voss and experts from ALS, ICAO, WFP, IHST and EASA.

Topic 1: Safety in Humanitarian Operations

Objective: To enhance safety consciousness in humanitarian air operations

The first panel composed of Mr. Bill Voss, Independent Advisor and Former FAA Representative, ALS, ICAO, WFP, IHST and EASA, tried to establish the realities of safety oversight in field locations and the role of regulators.

Mr. Jose Odini, Chief Aviation Safety, WFP, reiterated the importance of balancing production with protection.

Mr. Miguel Marin, Acting Chief of the Operational Safety Section, ICAO, described the *No Country Left Behind* initiative which aims at assisting states in implementing ICAO Standards and Recommended Practices (SARPs).

Mr. Bob Sheffield, International Helicopter Safety Team (IHST), Executive Committee, drew relevance from his oil and gas industry experience to risk management in humanitarian aviation. He underlined that the main challenge is the urgency of the humanitarian aviation response.

Mr. Massimo Mazzeletti, Head of Strategy and Programmes Department, EASA, presented the European Plan for Aviation Safety, which addresses emerging safety issues.

The panel came to the conclusion that strengthening local authorities is crucial and only possible through collaboration and cooperation among organizations such as WFP, operators and regulators.

Mr. Phil Graves, Boeing 777 Commander, Emirates Airline, suggested that safety culture consists of five elements:

- Informed culture
- Just culture (a non-punitive approach)
- Learning culture
- Reporting culture
- Flexible culture

Mr. Bob Sheffield, IHST, Executive Committee, explained that IHST's key recommendations can be categorized in Safety Management Systems (SMS), trainings, systems and equipment such as flight data monitoring (FDM) and health and usage monitoring systems (HUMS), and maintenance.

Question to the Panel

Question: Speaking of safety, whether as mandated by states or the Aviation Safety Unit, how does an operator realistically reconcile such reality with the downward pricing pressures of WFP?

Answer by Mr. Jose Odini, Chief Aviation Safety, WFP: The bar for safety is never lower than ICAO SARPs and, where needed, they are enhanced by more restrictive standards in accordance with the UNAVSTADS. This requires smart contracting with strong and transparent risk analysis. In addition, WFP in cooperation with air operators tries to adapt its requirements to the safety needs, taking into account the specifics of the operational context.

Mr. Carey Edwards, Managing Director, LMQ Ltd, detailed the four factors that directly affect performance: decision, distraction, dexterity and awareness. He also gave examples of factors which may not cause mistakes but make them more likely, such as language, illness and visual illusions.

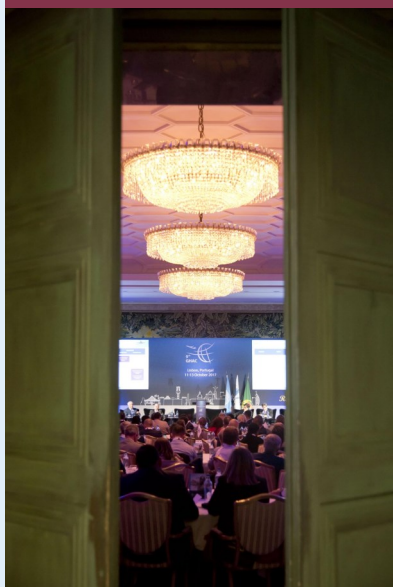


Mr. Phil Graves

Mr. Sören Al-Roubaie, Psychologist and Body Language Trainer, outlined how to make use of emotional intelligence in general, and in the aviation sector in particular.



Using emotional intelligence, and having awareness without bias, will help making the world a safer place.



Networking dinner aiming at fostering relationships between a variety of stakeholders.

Topic 2: Innovation and Technologies in Humanitarian Aviation

Objective: To underscore the importance innovations and technology play in promoting safety in humanitarian aviation

Mr. Satheeshkumar Kumarasingam, Vice President, Pratt & Whitney Canada, explained that the following support can be provided to the humanitarian community, amongst others:

- Dedicated team reviewing humanitarian aviation needs
- Designing tailored maintenance and support solutions in the field
- Increasing presence and local support

Mr. Gregory Gottlieb, Founder and Managing Director, Airships Arabia, highlighted the possible role of airships in humanitarian aviation and went into details on what the future of hybrid airships looks like:

- Point to point, long range food aid or relief supplies delivery
- Movement of personnel to and from remote areas
- Deployment of a complete field hospital with personnel and supplies

Mr. Clive Scott, Director of Tiltrotor and Unmanned Programs, Leonardo Helicopters, presented the evolution of rotary-wing technology, its enhanced capabilities for humanitarian operations and the company's experience in the humanitarian arena.

Mr. Geert van Loopik, Global Account Manager and Trainer, CGE Risk Management Solutions, gave an insight into barrier-based risk management software and explained how to learn from incidents by linking incident analysis with BowTie-based risk assessments.

Mr. Brian Bauer, CFO, Hybrid Enterprises, summarized the advantages of hybrid airships as follows:

- Faster than ships and less costly than aircraft
- Able to bypass the delays of traditional intermodal transload points
- Complement and improve the effectiveness of current asset mix