



Lisbon, Portugal
11-13 October 2017

Relief From the Skies





Photo Credit: Mattia Buggato

VISION

AVIATION SATETY UNIT

- A recognized technical Unit which is a highly specialized team
- Serving the humanitarian community through assuring the safety of the humanitarian flights, and
- Being part of WFP's endeavor to save lives by achieving Zero Hunger.

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Letter From The Organizer

On behalf of the World Food Programme, and the Global Humanitarian Aviation Conference & Exhibition family, it gives me great pleasure to warmly welcome you to the 9th GHAC 2017 in Lisbon, Portugal held **under the high patronage of the Portuguese Parliament and the Municipality of Lisbon.**



The Global Humanitarian Aviation Conference & Exhibition emerged from our belief in making the skies safer, from our dreams and wishes that can be accomplished and our trusted faith of making tomorrow's flight more efficient and secure.

We all know that safe flying cannot be accomplished by one entity working on its own; standing with others is the most important element in the safe flying recipe, which is built on dedication and teamwork.

Since the conference launch in 2009, it has become a global tribune where an elite expertise converge their acquaintances and knowledge to address a broad-spectrum of aviation safety concerns and risks as well as analyze the emerging trends in the aviation sector.

For this year's conference we have invited some of the leading minds in the aviation industry in order to further build and develop a "Live and breathe safety culture" amongst humanitarian aviation as the agenda of disaster alleviation has no room or space for another one to be added.

I encourage you to actively participate over the course of the conference days, and visit our exhibition village to explore further opportunities, network and open new skies for your organization's splendid and safe future.

Lastly, I would like to take this opportunity to thank you and all of those supporting this landmark humanitarian aviation event, those who invested their time, money and effort in bringing this unique congregation into a success.

Sincerely,

Samir Sajet
World Food Programme.

Thanks To The Collaborators & Supporters

Under the high patronage of



Collaborators



Supporters

Elite Humanitarian



Principle Humanitarian



Principle Exhibitor





World Food Programme The Three-Pronged Approach (3PA)

What is the Three-Pronged Approach?

An innovative programming approach, 3PA was developed by WFP in consultation with governments and partners. The aim is to strengthen the design, planning and implementation of programmes in **resilience building, safety nets, disaster-risk reduction, and preparedness**.

The 3PA is comprised of three processes at three levels:

- **Integrated Context Analysis (ICA) at the national level.** A collaborative tool used to identify the most appropriate programmatic strategies in specific geographical areas between the government and its partners, based on areas of convergence of historical trends of food security, natural shocks, and land degradation (as an aggravating factor that heightens the risk and impact of shocks).
 - **Seasonal Livelihood Programming (SLP) at the sub-national level.** A consultative process that brings together communities, government and partners to design multi-year, multi-sectorial operational plans using seasonal and gender lenses.
 - **Community-Based Participatory Planning (CBPP) at the local level.** A "from the bottom up" tool that ensures communities have a strong voice and will lead in setting priorities. It is used to develop multi-sectorial plans tailored to local priorities, ensuring prioritisation and ownership by communities.
- The ICA helps to identify programmatic strategies and entry points for partners at the national level. It also guides setting of priorities with an eye to the sub-national level and complementary and multi-sectorial programmes with governments and partners. Then, SLP sets the foundations for targeted joint efforts with communities and partners to plan and implement programmes through the CBPP.
- Overall, the 3PA tools have been carried out in **30 countries** since 2013.

What is the added value of the 3PA?

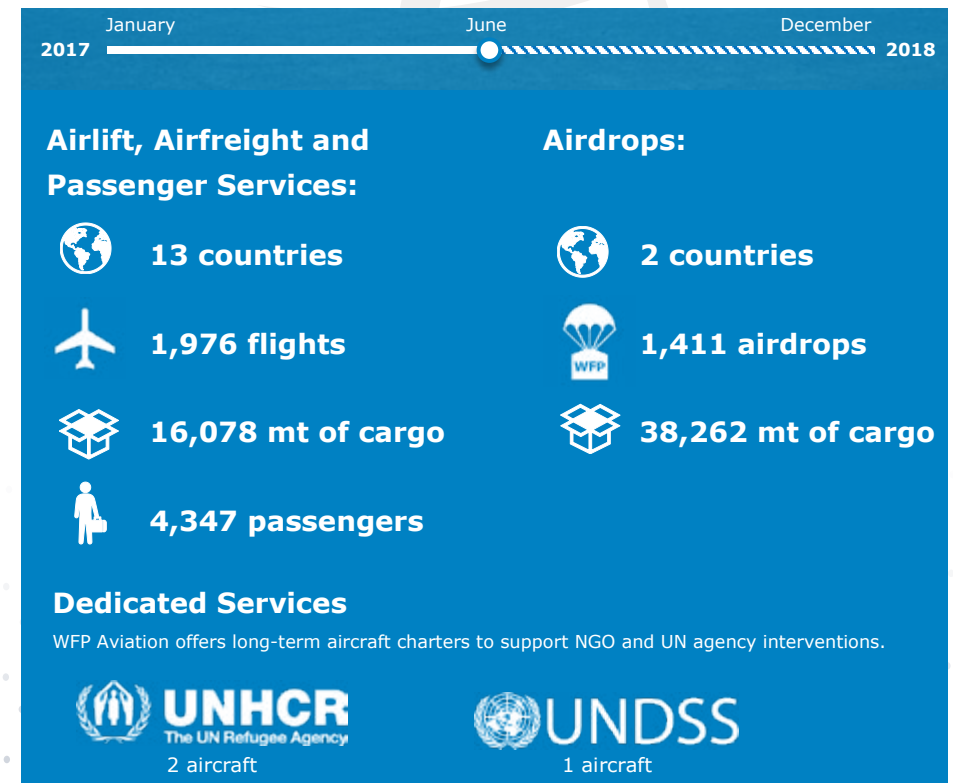
- **Deeper understanding of the local context and livelihoods.** This enables better decision-making and more robust programme design.
- **Gender awareness.** A voice is provided to women so they can contribute to their own empowerment and help to tailor programmes to the needs of girls and women.
- **Stronger multi-stakeholder partnerships.** Linking humanitarian action with longer-term response, the 3PA builds the foundation for multi-sectorial and complementary programmes, forging operational partnerships.
- **Connecting levels.** 3PA helps to bridge gaps between the community and national levels —essential to support actions from the bottom-up.
- **Enhance the capacities of government institutions.** 3PA tools support country-led efforts, government ownership, and institutional capacity development.

About UNHAS



WFP Aviation's activities covered 36 countries across five continents in 2016 – from ad-hoc airlifts and airfreight services to remote locations such as Fiji and Papua New Guinea, food airdrops to the besieged city of Deir Ezzor in Syria to regular passenger and cargo services in northeast Nigeria. WFP's air operations contributed significantly to the delivery of food and relief items on behalf of more than 1,000 organizations implementing programmes aimed at achieving zero hunger and meeting the Sustainable Development Goals.

As flight and the passenger safety are at the forefront of all WFP Aviation operations, WFP's Aviation Safety Unit, headquartered in Rome with its regional offices in Kenya, South Africa and United Arab Emirates ensures adequate levels of safety in its air operations in accordance with United Nations Common Aviation Safety, ICAO standards and best practices.





GCAA Vision

“A leading, safe, secure and sustainable aviation system”

GCAA Mission

To regulate and oversee aviation safety, security and environment; deliver air navigation services and facilitate air connectivity through international collaboration in order to efficiently serve the general public and civil aviation industry.

هيئة اتحادية
Federal Authority



@GCAA_UAE
FACEBOOK.COM/GCAAUAE
GCAAUAE
GCAA_UAE
www.gcaa.gov.ae

Global Humanitarian Aviation Conference



The Global Humanitarian Aviation Conference vote is to venerate WFP efforts through a lucid message about the importance of the humanitarian air operations. Furthermore, to take a closer look through its topics on the existing and globally accepted aviation safety standards in addition to identify some of the aviation safety concerns not just for the benefit of the World Food Programme's air operation, but for the entire global aviation sector.

Since 2009, WFP Aviation has hosted an annual Global Humanitarian Aviation Conference (known currently as the GHAC, but formerly, from 2009-2011, called the Global Aviation Safety Conference), which brings together a large group of core humanitarian aviation players, airlines, partners, international organizations as well as many national and international Civil Aviation Authorities, to discuss some of the most important issues concerning humanitarian air operations. Good working relationships with all involved are essential to successful aviation interventions, in particular to ensuring the highest level of safety in humanitarian air services.

The Global Humanitarian Aviation Conference & Exhibition emerged from our belief in making the skies safer, from our trusted faith of making tomorrow's flight more efficient and secure from our dreams and wishes that can be accomplished.

We all know that safe flying cannot be accomplished by one entity working on its own; standing with others is most important element in the safe flying recipe, which is built on dedication, team work, and involving all concerned parties.

This years' conference "9th GHAC" is held in under the high patronage of the Portuguese Parliament and the Municipality of Lisbon, in collaboration with the United Arab Emirates General Civil Aviation Authority (UAE GCAA), ICAO, FAA, EASA, FSF, ICRC, Pilotos Do Mundo among other organizations.

The conference is meant to happen on a yearly basis but can only happen with the support of you and your organization.

To know more about how you can support the next WFP aviation safety promotion event contact us at sharjah.asu@wfp.org

Aviation Safety Campaigns

WFP Aviation's footprints is to promote aviation safety, invest in capacity building, foster closer relations among air operators and civil aviation authorities, enhance cooperation in the humanitarian aviation sector and improve the aviation safety infrastructure worldwide.

With the backdrop of responsibility assigned to WFP UNHAS by the entire humanitarian aviation community to promote aviation safety worldwide, WFP organize numerous aviation safety campaigns in different parts of the world to help corroborate most of that continent is equipped with aviation safety culture and to improve aviation safety worldwide to save lives and to safeguard against adding a disaster to the already existing one.

The safety campaigns targets all of the aviation sectors personnel, ranging from senior management to pilots and engineers, furthermore to all associated workforces delivering wide range of services, and to ensure that the knowledge offered reaches to the maximum coverage, we hold the campaigns in:

- Nairobi - Kenya, we invite the eastern region of Africa including (Kenya, Ethiopia, Congo, Republic of Congo, Gabon, Eritrea, Cameroon, Rwanda, Burundi, Uganda, Sudan, South Sudan and Tanzania).
- Nepal, we invite (Nepal, Afghanistan, Butane, India, Bangladesh and Sri Lanka).
- South Africa, we invite the southern region of Africa including (South Africa, Swaziland, Botswana, Namibia, Madagascar, Mozambique, Zimbabwe, Zambia, Angola and Malawi).
- Senegal, we invite the western region of Africa including (Senegal, Guinea, Sierra Leone, Liberia, Cote d'Ivoire, Mali, Mauritania, Chad, Niger, Benin and Central Africa Republic).

With the plan to expand to:

- Panama City, we will invite the central America and South America region including (Panama, Honduras, Ecuador, Peru, Costa Rica, Salvador, Guatemala, Nicaragua, and others).
- Jakarta – Indonesia, we will invite (Philippine, Cambodia, Vietnam, Laos and Papua New Guinea).



UNPARALLELED SUPPORT



GO BEYOND



Pratt & Whitney Canada
A United Technologies Company

Collaborators



The Portuguese Parliament consists of a single Chamber known as the Assembly of the Republic. The Constitution says that there are a number of entities that exercise sovereignty, of which the Assembly is one (the others are the President of the Republic, the Government, and the Courts). In the words of the Constitution, it is “the assembly that represents all Portuguese citizens”.



Lisbon is the stunning capital city of Portugal, and is one of the most charismatic and vibrant cities of Western Europe. It is a city that effortlessly blends traditional heritage, with striking modernism and progressive thinking.

Lisbon was once home to the world's greatest explorers like Vasco da Gama, Magellan and Prince Henry the Navigator, becoming the first true world city, the capital of an empire spreading over all continents, from South America (Brazil) to Asia (Macao, China; Goa, India).



United Arab Emirates - General Civil aviation Authority. The General Civil Aviation Authority was created in 1996 by Federal Cabinet Decree (Law 4) to regulate

Civil Aviation and provide designated aviation services with observance to the safety and security to strengthen the aviation industry within the UAE and its upper space. Since its start the Authority has made considerable progress and embarked on bold new initiatives to provide a better service to its civil aviation clients and stakeholders.

Collaborators



Assisting 80 million people in around 80 countries each year, the World Food Programme (WFP) is the leading humanitarian organization fighting hunger worldwide, delivering food assistance in emergencies and working with communities to improve nutrition and build resilience.



A specialized agency of the United Nations, the International Civil Aviation Organization (ICAO) was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection. The Organization serves as the forum for cooperation in all fields of civil aviation among its 191 Member States.



The European Aviation Safety Agency (EASA) is an agency of the European Union (EU) with regulatory and executive tasks in the field of civilian aviation safety. Based in Cologne, Germany, the EASA was created in 2002.

The responsibilities of EASA include to analysis and research of safety, authorising foreign operators, giving advice for the drafting of EU legislation, implementing and monitoring safety rules (including inspections in the member states), giving type-certification of aircraft and components as well as the approval of organisations involved in the design, manufacture and maintenance of aeronautical products.

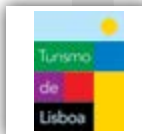
Collaborators



The Federal Aviation Administration (FAA) is the national aviation authority of the United States. An agency of the United States Department of Transportation, it has authority to regulate and oversee all aspects of civil aviation in the U.S. The Federal Aviation Act of 1958 created the organization under the name “Federal Aviation Agency”, and adopted its current name in 1966 when it became a part of the United States Department of Transportation.



Turismo de Portugal, I.P. is the central public authority responsible for promotion, enhancement and sustainability of Tourism activities. Learn more about the Institute's structure and the main strategic guidelines underlying Tourism policy.



Lisbon, the nerve center of Portugal, The enchanting port, one of the worlds Longest founded cities, a vibrant metropolis, an old-hearted town with a fresh juvenile spirit, a perfect mix of liveliness and splendor, that dates back to 300,000 years ago.



Non-profitable volunteer pilots association Pilotos do Mundo, (Pilots of the World), which as been striving to make a difference, particularly in the former Portuguese colonies in Africa.

Collaborators



Flight Safety Foundation was formed in 1947 to pursue the continuous improvement of global aviation safety. The Foundation meets this objective through research, auditing, education, advocacy and publishing. As an independent, impartial and nonprofit international membership organization, the Foundation is in a unique position to identify global safety issues, set priorities and serve as a catalyst to address the issues. The Foundation's effectiveness in bridging cultural and political differences in the common cause of safety has earned worldwide respect.



The ICRC, established in 1863, works worldwide to provide humanitarian help for people affected by conflict and armed violence and to promote the laws that protect victims of war.

An independent and neutral organization, its mandate stems essentially from the Geneva Conventions of 1949. Based in Geneva, Switzerland, it employs some 12,000 people in 80 countries; it is financed mainly by voluntary donations from governments and from national Red Cross and Red Crescent societies.



FLY AND FEED

About the program

The Fly and Feed program is a joint initiative between the World Food Program (WFP) and the Middle East Business Aviation Association (MEBAA) for the purpose of alleviating pains of people affected by hunger and malnutrition around the globe.

WFP is an organization under the United Nations with a specific charter on this subject and "Fly and Feed" provides an opportunity for MEBAA members (passengers and operators) to join this program as part of their corporate social responsibility.

Together for a world without hunger.

For more information:
✉ @flyandfeed
✉ info@flyandfeed.org
www.flyandfeed.org



Elite Humanitarian Supporters



United Arab Emirates - General Civil aviation Authority. The General Civil Aviation Authority was created in 1996 by Federal Cabinet Decree (Law 4) to regulate Civil

Aviation and provide designated aviation services with observance to the safety and security to strengthen the aviation industry within the UAE and its upper space. Since its start the Authority has made considerable progress and embarked on bold new initiatives to provide a better service to its civil aviation clients and stakeholders.



Founded in 1928, Pratt & Whitney Canada (P&WC) is shaping the future of business, helicopter and regional aviation with its dependable new-generation engines. P&WC

currently has more than 60,000 engines in service (including APUs) on over 30,000 aircraft operated by more than 12,300 operators in some 200 countries and territories. This global fleet is supported by the most extensive support network in the industry, including over 30 company-owned and designated service facilities that provide flexibility to customers around the world. P&WC is firmly committed to ensuring that its products are designed, produced and operated in ways that minimize environmental impact throughout their lifecycle. Every second of every day, an aircraft powered by a dependable P&WC engine takes off or lands somewhere in the world. Over 100 new engine models have been certified in the last 25 years –an industry record. P&WC is a United Technologies Corp. company (NYSE:UTX).

Principle Humanitarian Supporters



Abakan Air” airlines has experience of working in the aviation sphere for more than 20 years. We were found on the basis of “Abakan Avia” in 2014. Aircraft eet, material and technical resources, as well as engineering and crew of “Abakan Avia” who were involved in execution of the UN contracts in African region were fully transferred to its successor “Abakan Air”. Abakan Air is now one of Russian Federation’s longest established aircraft charter operators providing the highest standards in safety and service. “Abakan Air” successfully executes the contracts of WFP for several years, while our IL-76 aircrafts, Mi-8 and Mi-26 helicopters deliver humanitarian supplies to diereent countries.



Chapman Freeborn Airchartering established in 1973, Chapman Freeborn has over four decades of experience providing specialised air charter and aircraft leasing solutions. The company coordinates ad hoc and large-scale humanitarian airlifts and airdropping contracts for the United Nations, governments, international NGOs and other aid providers.



RUS Aviation is a trusted Air Cargo Service provider in the MENA region prominent for its efficiency in transport solutions. Rus Aviation offers numerous aviation services including Air Cargo Charter, Airfreight by Scheduled Flights and Cargo Consolidation Services. RUS Aviation is competent to provide and operate various types of freighters depending on the customer’s requirements. RUS Aviation guarantees top-notch, round-the-clock services, and is committed to timely delivery and satisfying customers’ needs. Those are all achieved through RUS Aviation’s strong network of global partners and the presence of a highly experienced team of industry professionals.

Principle Humanitarian Supporters



LEONARDO the synthesis of a great industrial legacy, of a solid commitment to technological excellence and of an ambitious vision of the future.

constantly explore new ideas to turn them into new technologies that improve our world and design the future one. We invest in research and development to provide sustainable and competitive solutions. Wherever defense and security are needed: land, sea, sky, Space and cyberspace. LEONARDO Integrating the technological excellence of our laboratories and the highly specialized know how of our technicians and engineers, we work to make the world a safer place, protect people, the environment, networks and information, contribute to scientific research and to the diffusion of a solid technological culture.



TAP AIR PORTUGAL: TAP is the leading Portuguese airline, it has been flying since 1945 and has been a member of the Star Alliance since 14 March 2005. Its Lisbon hub is a key European gateway at the crossroads of Africa, and North and South America. With the launch of new routes over recent years, TAP’s summer 2014 network grew to include 11 new destinations. Currently the Portuguese airline has connections to 81 destinations in 34 countries. It operates an average of around 2500 flights a week and has a fleet of 77 modern aircraft: 61 Airbuses, and another 16 aircraft in the colours of PGA (Portugália Airlines).

Principle Humanitarian Supporters



ACT. CHANGE. INTEGRATE.

AMI is a private, independent, non-profit, non-governmental Portuguese NGO whose objective is to fight against poverty, social exclusion, underdevelopment, hunger and the aftermath of war anywhere in the world.



UTair – Helicopter Services is helicopter operator No. 1 in Russia, the largest helicopter company in the world in terms of the fleet size and capacity. UTair – Helicopter Services is a part of UTair Group which is one of the largest aviation groups in Russia and includes companies performing operation of aircraft (fixed-wing and rotary-wing) and entities performing aircraft maintenance and repair, training of personnel, service support of flights and sales of air tickets.



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The Global Aircraft Charter Specialists

Humanitarian relief and disaster response

- > Humanitarian airlifts
- > Airdropping
- > Search and rescue
- > Evacuation and repatriation
- > Aircraft leasing
- > Project consultancy

www.chapman-freeborn.com

Each year, WFP provides some 80 million people with food assistance in around 80 countries.

ONE FUTURE #ZEROHUNGER

This is a goal to achieve together.
Join us in our efforts at [WFP.org/ZeroHunger](https://wfp.org/ZeroHunger)

World leaders have set an ambitious Global Goal of zero hunger by 2030. Reaching it will save countless lives and build brighter futures for us all.

Principle Exhibitors



Reliability - anytime, anywhere.

Global Helicopter Service GmbH is a German EASA certified aviation company providing medical evacuation flights for relief agencies, freight and passenger transportation for the oil and gas industry, mine operators and offshore rigs.

We always guarantee highest European safety and quality standards. We can draw upon many years of experience in helicopter operations worldwide thanks to our dedicated and professional management team and highly skilled crews.



748 Air Services is a world class air charter company with its head office domiciled in Nairobi, Kenya. For over 20 years, we have provided air support to the humanitarian, natural, government and private sectors.

Knowledge of the humanitarian air carrier is an integral part of the development of 748 Air Services. Our diverse experience and swift 24hrs response in handling complex global operations, makes us the trusted choice. To date, 748 Air Services prides itself in owning 12 aircraft (s) comprised of different types and specifications. Our competitive advantage is that we focus more on quality and safety which are captured strongly in our mission and core values.





PREPAREDNESS

Maintain a 24-hr monitoring of risk by the staff in country, regional office and Operations Centre (OPSCEN)

- Invest in data, analysis, early warning and risk management*
 - Experts and partners on stand-by
- Reinforce national and local capacities and systems, including ensuring accountability to affected people*
- Draft a Concept of Operations (CONOPs) and run a simulation for the potential scenario of the emergency/crisis
 - Preposition items in the potentially affected locations, including supply chain processes in markets
- Diversify the resource base and increase cost-efficiency*

01

HOW WFP PREPARES AND RESPONDS TO EMERGENCIES

00-48 HOURS

Government of affected country asks for help

- Gather, analyze and disseminate information; OPSCEN coordinates information flow
- Coordinate with humanitarian partners and national disaster management organizations
- Locate most rapidly available food stocks
 - Deploy experts (including logistics, telecommunications, nutrition, etc.)
 - Provide logistics and air services

02



03

48-72 HOURS

Conduct initial rapid needs assessments

- Define plan for initial response
- OPSCEN disseminates data and maps for a common operational picture of the situation
- Distribute initial emergency food assistance
- Set up monitoring and evaluation systems

04



FIRST WEEK

Design comprehensive emergency operation

- Make available the required assistance for relief operation, including ready-to-use nutritious foods for children
- Launch international appeal for funds
 - Set up transport and communication channels



05



THIRD MONTH

Extend emergency operation or move to recovery operation

- Assess best way to meet urgent needs and increase resilience: food, cash or vouchers (or a combination)*
- Ensure the specific needs and rights of marginalized groups are systematically met in the response*
- Set up regular distributions in affected areas



Agenda: Day 1: 11 OCTOBER 2017

Moderator: Jonathan Gillespie - MC: Rosa Pinto

08:00 - 09:00	Registration	
09:00 - 10:00	MC opening, speech WFP representative, speech Helder Amaral. Chairman of the Parliament’s Economy Committee and Member of the Parliament (MP). Assistência Médica Internacional (AMI), speech “Fernando Nobre” Portuguese pilot association, speech “Miguel Silveira” UAE GCAA representative, speech Recognition ceremony	
10:00 - 10:30	Networking and coffee break	
Topic 1: Safety In Humanitarian Operations Moderator: Juan Carlos		
10:30-10:50	Bill Voss, FRAeS <i>Independent advisor, Former FAA representative</i>	Regulators safety oversight for operations in remote locations
10:50-11:10	Miguel Marin <i>Director of flight operations, ICAO</i>	Regulators safety oversight for operations in remote locations
11:10-11:30	Massimo Mazzeletti, <i>Strategy and Programmes Department Head, EASA</i>	European Plan for Aviation Safety (EPAS) and EASA Advisory Bodies: an opportunity for UN WFP operators
11:30-11:50	Mahmood Shah Habibi <i>Head of Afghanistan Civil Aviation Authority</i>	Challenging safety and security in Afghanistan Aviation
11:50-13:00	Panel Discussion Moderator: Juan Carlos , <i>Flight Operations & SMS Expert - COPAC</i> Carey Edwards, Soren Al-Roubaie, Bill Voss, Massimo Mazzeletti, Miguel Marin, Bob Sheffield, Phil Graves, Mahmood Shah Habibi	
13:00-14:00	Networking and Lunch break	
14:00-14:20	Phil Graves <i>Captain 777, Emirates Airline</i>	The future of flight Safety in Humanitarian Operations
14:20-14:40	Bob Sheffield <i>International Helicopter Safety Team (IHST)</i>	IHST’s key safety initiatives
14:40-15:00	Carey Edwards <i>Managing Director, LMQ Ltd</i>	Developing Resilience in high threat environments

Agenda: Day 1: 11 OCTOBER 2017

Topic 2: Innovation & Technologies In Humanitarian Aviation

Moderator: Jo Gillespie

15:00-15:20	Satheeshkumar Kumarasingam <i>Vice President, Pratt & Whitney Canada</i>	PWC partnership with Humanitarian Aviation
15:20-15:35	Gregory Gottlieb <i>Managing Director, Airships Arabia</i>	The role of airships in humanitarian operations
15:35-15:50	Clive Scot <i>Program Director of the Tilt Rotary and RUAV of Leonardo Helicopters</i>	Evolution of Rotary Wing Technology, Enhanced Capabilities for Humanitarian Operations
15:50-16:10	Networking and Coffee break	
16:10-16:30	Juan Carlos <i>Flight Operations & SMS Expert, COPAC</i>	Fuel and safety
16:30-16:50	Geert van Loopik <i>Account & Event Manager, CGE Risk Mgmt. Solutions</i>	Innovation in risk management
16:50-17:05	Andy Barton <i>Civil Business Development Director, Hybrid Air Vehicles Ltd</i>	Airlander's role in a humanitarian Aid response/disaster
17:05-17:25	Thomas Anthony <i>Director, Aviation Safety & Security Program, USC</i>	The Need to Notice, the physiology of hazard identification
17:25-17:40	Brian Bauer <i>Hybrid enterprises, CFO</i>	Airships
17:40-17:50	Day 1 wrap-up: Jonathan Gillespie	

(19:30-22:00) Dinner at the ballroom



Agenda: Day 2: 12 OCTOBER 2017

Moderator: Jo Gillespie

08:00 - 09:00	Jo Gillespie Partner & safety management advisor, Gates Aviation Day 1 overview	
contd..Topic 2: Innovation & Technologies In Humanitarian Aviation Moderator: Jo Gillespie		
09:00-09:40	Nicklas Dahlstrom <i>Human Factors Manager, Emirates Airline</i>	The role of culture in operations and for safety
09:40-10:10	Jo Gillespie <i>Partner & safety management advisor, Gates Aviation</i>	The need for innovation in humanitarian operations
10:10-10:30	Haidar Baqir <i>WFP IT , HQ, Rome</i>	WFP Drones program
10:30-11:00	Networking and Coffee break	
11:00-11:40	Panel Discussion Moderator: Jo Gillespie , <i>Partner & safety management advisor -Gates Aviation</i> Satheeshkumar Kumarasingam, Clive Scot, Juan Carlos, Geert van Loopik, Thomas Anthony, Nicklas Dahlstrom, Haidar Baqir, Gregory Gottlieb	
contd..Topic 3: Business & Operational Aspect In Humanitarian Aviation Moderator: Miguel Marin		
11:40-12:00	Eric Perdison <i>Chief Aviation, WFP</i>	WFP Air operations update
12:00-12:20	Moses Mwangi <i>Managing Director, 748 Air Services Ltd.</i>	Competition for business in Humanitarian Aviation
12:20-12:40	Costa Vourros <i>Global Operations Director - Air-Tec Global</i>	Operators Challenges in the Modern Day Humanitarian Environment
12:40-13:00	Ricardo Maia de Loureiro <i>President, Pilotos do Mundo</i>	Biafra Airlift, a moment in history
13:00-14:00	Networking and Lunch break	



Agenda: Day 2: 12 OCTOBER 2017

14:00-14:30	David Anderson <i>Managing Director, FSF</i>	BARS program
14:30-15:00	James Fee <i>Runway Safety Manger, FAA</i>	Runway Safety issues, contributing factors and mitigations
15:00-15:30	Networking and Coffee break	
15:30-15:50	Gregory Pece <i>Chief Aviation Transport, UNHQ</i>	Secretary General initiative to enhance UN Aviation efficiency
15:50-16:05	Ovais Ahmed <i>Chief Aviation Safety, UNHQ</i>	CASEVAC and MEDEVAC in UN Field Missions
16:05-16:20	Lacey Pittman <i>Managing director of System Operations Control - Horizon Air for Alaska Air Group</i>	Operational impact from the global pilot shortage
16:20-16:50	Lacey Pittman <i>Managing director of System Operations Control - Horizon Air for Alaska Air Group</i>	Operational impact from the global pilot shortage
16:50-17:30	Panel Discussion Moderator: Miguel Marin , Director of flight operations-ICAO Eric Perdison, Moses Mwangi, Costa Vourros, Ricardo Maia de Loureiro, David Anderson, James Fee, Ovais Ahmed, Gregory Pece, Lacey Pittman	
17:30-17:40	Day 2 wrap-up: Jonathan Gillespie	
17:40-17:45	WFP closing speech: Samir Sajet	

Agenda: Day 3: 13 OCTOBER 2017



09:00-09:15	Eric Perdison <i>Chief Aviation, WFP</i>	Summit introduction & Opening Ceremony
09:15-09:45	Kennedy Ooro <i>Head Air Transport Unit, WFP</i>	Operational needs WFP Aviation Operations
09:45-10:45	Carlos Botta <i>Deputy Chief of Aviation, WFP</i> Karishma Kaur <i>Logistics Officer, WFP</i>	Introduction of a new Air Charter Agreement WFP Aviation Agreements
10:45-11:00	Networking and Coffee break	
11:00-11:30	Phil Robinson <i>AVSEC Officer, WFP</i>	Overview of AVSEC challenges and way forward WFP AVSEC Strategy
11:30-12:00	Jose Odini <i>Chief Aviation Safety Unit, WFP</i>	ICAO Safety assessment of WFP Aviation (ORE+CMA) WFP - ICAO Partnership
12:00-13:00	Panel Discussion/Open Forum	
13:00-14:00	Networking and Lunch break	
14:00-15:00	Panel Discussion/Open Forum - Wrap up	
15:00-15:30	Networking and coffee break	
15:00-17:00	Bilateral Meetings	



**WE GUARANTEE FOR MISSION READINESS
ANYTIME, ANYWHERE**



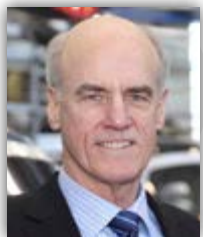
Hunger
can be
Eliminated
in our lifetimes

ONE FUTURE
#ZERO
HUNGER

Speakers

**Andy Barton***Civil Business Development Director - Hybrid Air Vehicles*

Andy holds a degree in Electronic Engineering. He is a Chartered Engineer and a Fellow of the Royal Aeronautical Society. Andy joined Hybrid Air Vehicles in 2011 from Ultra Electronics where he was Technical Director and responsible for developing a new product line in Electric Ice Protection Systems now used on the Boeing Dreamliner wing. He also developed products for the Bombardier Q400, Eurofighter, A400M and A380. Andy worked in several Technical and Business Development roles internationally for Lucas Aerospace/TRW Aeronautical Systems before joining Ultra, including pioneering Variable Frequency for jet aircraft on the Bombardier Global Express.

**Bob Sheffield***IHST Steering Member*

Bob Sheffield who graduated with a Petroleum Engineering degree from Mississippi State University in 1972, after decades of hard work in United States Air Force Officer (USAF) and various Shell companies where he worked in nearly all aspects of oil and gas exploration and production, he joined AgustaWestland (now Leonardo Helicopter) on a project to improve quality, safety and customer service. His work led to AgustaWestland's Step Change initiative. Bob has served on the Executive Committee for the International Helicopter Safety Team (IHST) since its inception in 2006. He is currently the IHST Executive Committee's coordinator for regional teams worldwide.

Speakers

**Brian Bauer***Chief Commercial Officer of Hybrid Enterprises LLC*

Brian Bauer is the Chief Commercial Officer of Hybrid Enterprises LLC, the worldwide exclusive reseller of Lockheed Martin's Hybrid Airships. Prior to this, Mr. Bauer served as Global Aviation Holdings, Inc.'s Executive Vice President and Chief Commercial Officer. In this position Mr. Bauer had direct responsibility for commercial and government sales for a multimillion-dollar aviation operation that oversaw two commercial airlines. He has wet-leased, sold and operated aircraft in over 120 countries on six continents. Prior to joining Global, Mr. Bauer served as President of Evergreen International Airlines, where he was responsible for all aspects of an FAA part 121-cargo airline that wet-leased its twenty 747 freighters to customers around the world. Prior to this position, Mr. Bauer served in a variety of sales and operational management and executive positions at Evergreen International Aviation, including leading the Asian sales team based in China as well as heading the Company's ground handling subsidiary.

**Bill (William) Voss***Independent advisor, Former FAA representative*

During his 45 year career, William Voss obtained Airline Transport Pilot, Mechanic, and Air Traffic Control certificates. He worked in the FAA as an air traffic controller and progressed through a number of management and executive positions overseeing the development and deployment of the U.S. Air Traffic Control System. He served as the Director of the Air Navigation Bureau at ICAO where he had broad responsibilities including international standards for safety, efficiency, air traffic control, airports, and oversight audits. Bill spent several years as the President and CEO of the Flight Safety Foundation where he was an international safety advocate. In 2015 he returned to ICAO as the Air Navigation Commissioner nominated by the United States, before retiring from government service in August. He now works part-time as an independent advisor on matters related to international aviation.

Speakers

**Carey Edwards***Managing Director, LMQ Ltd*

Carey began his career with Royal / Dutch Shell, and then the RAF flying helicopters. He completed tours in Northern Ireland and Hong Kong, including the RHKAAF on SAR/Medevac. After leaving active flying, Carey held a number of senior management positions in Hong Kong, and returned to the UK in 1991 to enter consultancy and training. Carey specialises in instructor training as well as developing CRM and human factors programmes. He was Chairman of the RAeS Human Factors Group and Chairman of the Ops & Licensing Focus Group for the Human Factors Advisory Group to EASA (European Aviation Safety Agency). He is a member of the CRM Advisory Panel to the CAA, a CRM Examiner, and holds an ATPL (Air Transport Pilots Licence). He is author of the book 'Airmanship'.

**Constantinos (Costa) Vouros***Global Operations Director - Air-Tec Global*

Capt. Costa occupied various positions during his career including Airbus A340 Pilot, standard and Compliance chief training captain, IOSA auditor, IATA IOSA flight/dispatch task force, vice president and flight operations. He holds two degrees as Masters of business administration and industrial psychology moreover he has more than eleven thousand flying hours on more than 14 types of aircraft.



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Speakers

**David Anderson**

*Managing Director for the BARS Program
Flight Safety Foundation*

David is currently the Managing Director for the BARS Program run by the Flight Safety Foundation (FSF). Prior to this he was the FSF BARS Audit Manager for 4 years responsible for the day to day operations of the Program, quality standards within the Program, audit standards and auditor training.

David was previously Program Manager for one of the accredited Audit Companies authorized to conduct not only FSF BARS Audits but IOSA, ISAGO and quality audits in the aviation sector. David's career in aviation spans 36 years and includes military, large commercial and general aviation, maintenance, flying and safety roles. He holds a commercial pilot's license, B747 flight engineer license, an MBA as well as safety, risk and quality qualifications.

**Eric Perdison**

Chief, WFP Aviation Service, World Food Programme

Over the past 25 years, Eric Perdison has worked in various capacities in the aviation industry with a vast experience in military and humanitarian operations.

Upon graduation in Military Studies, Eric began his career as a transport pilot with the Ghanaian Air Force, where he conducted regular and specialized operations, including pilot to the VIP Squadron and in the Presidential Air Fleet. He held the positions

of a Flight Commander, a Squadron Commander and was an Honour Graduate in the Officers' Staff Course of the Ghana Armed Forces Command and Staff College. He holds (FAA ATP) and type rated on six different aircraft.

In 2003, Eric served with the United Nations Mission in Sierra Leone (UNAMSIL) before joining WFP in 2005. Prior to assuming the role of Chief of WFP's Aviation Service, he served as the Deputy Chief of the Service from 2013, acting as the Chief for more than 18 months following the incumbent's absence to other official assignments.

Speakers

**Geert van Loopik MSc.**

Global Account Manager/ Trainer/ Advisor - CGE Risk Management Solutions B.V.

Geert is a member of the risk technologies group at CGE Risk Management Solutions. He qualified as an Applied Cognitive Psychologist at Leiden University, specializing in human factors and human error in the industrial environment.

Formerly, he was employed in human factors lecturing, training and research at universities, KLM and at the NLR, a major Dutch aerospace laboratory. Now at CGE, Geert promotes advanced techniques in risk analysis and barrier management across many industries and across the globe. In his role as global account manager he focusses on implementation strategies of extending barrier management to combine risk, audits and incident analysis.

**Gregory Gottlieb**

Founder and Managing Director - Airships Arabia DWC-LLC

Mr. Gregory is the Founder and Managing Director - Airships Arabia DWC-LLC based in Dubai, United Arab Emirates, Gregory has been working with airships since 1990. A member of The Airship Association Council, a former Editor of the quarterly journal AIRSHIP and former Chair of the American Institute of Aeronautics and Astronautics Lighter-Than-Air Systems Technical Committee, Gregory's knowledge and understanding of airship technology, operations and development is recognized globally. He has worked with many of today's airship manufacturers and operators, and has supported government airship programs in several countries, including the UK, USA, Trinidad & Tobago, the UAE and the Kingdom of Saudi Arabia. After 20 years as a British Army Officer, Gregory's subsequent career included acting as a Subject Matter Expert on airships for The Boeing Company, as a country manager for tethered aerostat operations in Iraq. He was also involved in enabling the drafting of Transport Airship Requirements for the certification of large logistics airships. He has been based in the Middle East for more than 10 years.

Speakers

**Gregory S Pece**

*Chief Air Transport Section, Logistics Support Division,
Department of Field Support*

Mr. Gregory Pece is the current Chief, Air Transport Section located under the Logistics Support Division in the Department of Field Support, United Nations Headquarters, New York, NY. He is responsible for development of policy for, and oversight of, the DFS United Nations Aviation Programme, comprised of approximately 220 fixed and rotary wing aircraft, as well as nine Unmanned Aircraft Systems, supporting 36 Peace Operations worldwide. The Section provides policy and advice to leadership and member states, as well as the development and maintenance of commercial contracts and military letters of assist, a program which averages on the order of \$1 billion USD per annum. Prior to the UN, Mr. Pece served in the US Air Force, flying both fixed and rotary wing aircraft, in a variety of roles and capacities, accumulating approximately 3,900 hours of flight time as both an instructor and evaluator. Mr. Pece also served as a Peacekeeper in the late 1990s, as well as a military attaché in Africa and South Asia.

**Haidar Baqir**

*Global Emergency Telecommunications Cluster (ETC)
– WFP, Rome*

Mr. Haidar has been working in WFP for 14 years out of which 10 in field operations. He is currently part of the Global Emergency Telecommunications Cluster (ETC) in Rome which supports effective global leadership and coordination to IT humanitarian operations and supporting the ETC country teams in better serving the humanitarian community. Since he moved to WFP HQ in Rome, he has been on missions for the Ebola Outbreak in West Africa in 2014, as well as Nepal Earthquake and Yemen conflict in 2015. He holds a Master degree in Engineering and has three years of academic teaching at universities. Part of his current role is leading the Unmanned Aerial Vehicles (UAV) coordination model project for WFP and the humanitarian response community.

Speakers

**James Fee**

*Air Traffic Organization's Safety and Technical Training
Runway Safety Group Manager – FAA*

James has more than eighteen years of experience as an aviation safety professional. His unique background includes progressive pilot roles as a Part 141 flight instructor, Part 135 charter captain, and Part 121 airline captain. In addition, he has comprehensive experience in airline revenue and pricing analysis, airport management, and safety data and information analysis.

Currently, James is serving as the Air Traffic Organization's Safety and Technical Training Runway Safety Group Manager. He is responsible for applying his comprehensive knowledge of runway operations and associated risks to direct and oversee a multi-layered staff consisting of numerous subordinate supervisors and a large number of highly technical specialists responsible for developing policies and monitoring trends to improve runway safety by decreasing the number and severity of runway incursions and other surface incidents.

**Jo Gillespie**

Partner & Safety Management Advisor, Gates Aviation

Jo Gillespie is a pilot by profession with over 30 years of flying experience in a variety of military and commercial enterprises. Most recently he was a captain, instructor and Vice President of Flight Safety with Emirates in Dubai, where he spent 17 years in total. Since 2010 Jo has been putting his experience and expertise to use delivering consultancy, training and guidance to a wide range of aviation industry businesses, together with others in insurance, law, health care and business consultancy. He has appeared as an expert witness in flight operations and safety in the high courts of England and elsewhere in Europe. Perhaps the most successful and productive element of his recent work has been embedding in companies at senior management/executive level to engineer cultural change in the development of safety and compliance functions, along with aspects of business continuity to improve corporate resilience. This is probably the best way to influence culture; from the top down and the inside out. Jo also provides training in subjects as diverse as aircraft upset prevention and recovery (UPRT), evidence based training (EBT) programmes, organisational culture and air accident investigation.



"They both need training, skill, innovation and dedication... But this is one game we can't afford to lose."

The World Food Programme fights hunger worldwide, helping people help themselves, enabling children and communities to reach their full potential."

Jose Mourinho, Manager of Chelsea Football Club
WFP Global Ambassador Against Hunger



Fernando Nobre

Founder & President of AMI

Fernando Nobre was born in Luanda, Angola, in 1951. In 1967, he moved to Belgium where he underwent his medical degree and PhD in the fields of surgery and urology. It was in Brussels that he initiated his professional life as a doctor and teaching in the University Hospital of Brussels. Still in Brussels, Fernando Nobre started his collaboration with MSF. In 1984, already back to Portugal, he founded AMI, which stands for International

Medical Assistance, a non-government, non-for-profit and independent organization of which he is still the acting President.

With Mankind as its main focus, it has intervened in 79 countries, having sent hundreds of volunteers and tons of aid (medicines and medical equipment, food, clothes, vehicles, generators, etc.). In the international arena, AMI carries out three large kinds of interventions: Emergency Missions, Development Missions with expatriate teams and International Projects in Partnership with Local Organizations, aiming to adjust its operation to the characteristics and needs of the context, and with that in mind, assuming a phased intervention. The ultimate goal is always the sustainability of the development process.



Juan Carlos Lozano Pacios

Flight Operations & SMS Expert - COPAC

Juan Carlos is an Airline Transport Pilot flying for Iberia Airlines as a Senior First Officer in the Airbus A330/A340 fleet. As a professional pilot he has accumulated more than 10,000 flight hours in different types of airplanes. He is an IFALPA Accredited Aircraft Accident Investigator and holds a Certificate in Aviation Safety & Security (University of Southern California).

He is member of the ICAO Safety Management Panel since 2011. COPAC (Spanish Guild of Commercial Pilots) designated Juan Carlos as Safety & Technical Expert in 2012. Between 2012 and 2014 he was member of the European Aviation Safety Advisory Committee (EASAC). Since 2014 he is collaborating with The Aloft Group as a Flight Operations & Safety Management expert in specific projects.

Speakers

**Lacey Pittman**

Lacey is managing director of System Operations Control at Horizon Air for Alaska Air Group. She provides leadership and coordination for the functional aspect of the command center. She makes safety her first priority, drives continuous improvement in operational performance, and provides excellent customer service through her passion for people. In addition to her SOC role, she maintains her qualification as a Q400 Captain.

Pittman previously served as Managing Director of Safety and Base Chief Pilot at Horizon Air. As managing director of safety she fulfilled the FAA designated position of required management personnel for airline operations. As Base Chief Pilot she was responsible for managing the PDX pilot domicile for six years. Prior to joining Horizon in 2003 as a Q200 pilot, she flew for 3 years in West Africa for AirServ International on a contract with the United Nations High Commissioner for Refugees. Pittman has broadly based international experience in managing physical, financial and human resources in diverse, demanding environments.

Lacey earned a bachelor's degree with a concentration in aviation from Trinity Western University and Coastal Pacific Aviation. Pittman currently serves as the chairman of the Embry- Riddle Aeronautical University Industry Advisory Board and has represented Horizon Air at the Regional Airline Association.

**Mahmood Shah Habibi**

Director General Afghanistan Civil Aviation Authority ACAA

Habibi holds a Master degree in Aviation Management from the Embry Riddle Aeronautical University. He has completed the Airport Management Professional Accreditation Program and has received as the first Afghan the International Airports Professional "IAP" designation from International Civil Aviation Organization (ICAO) and Airport Council International (ACI).

Mahmood Shah Habibi was working as a Deputy Director General on a Deputy Minister Rank for the newly constituted Afghanistan Civil Aviation Authority (ACAA) in 2013. Habibi was responsible for all of the civil aviation activities in the country such as Airports operations and Development, Air Traffic Management including Afghanistan's Airspace Control, Aviation Security, Flight Safety Oversight of both national and international airlines flying into Afghanistan, Communication Navigation Surveillance (CNS), Civil Aviation Institute and Meteorology Department of Afghanistan.

Speakers

**Massimo Mazzeletti**

Head of Strategy and Programmes Department

Mr Massimo assumed the position of Head of Strategy and Programmes Department - EASA in 2017, before that and since 2004 he worked at various positions in the agency throughout he was rotorcraft certification manager and head of rotorcraft department, prior to that he was the design liaison surveyor at CAA UK, Project Engineer, Flight Test Engineer at Agusta and Agusta Technical Representative at Westland Helicopters

Limited, and also he was an Applied Mechanics and Aeronautical Technology Professor prior to that he was an officer at the Italian air-force. Mr. Massimo is a member of Italian Order of Engineers and is a doctor in Aeronautical Engineering.

**Miguel A. Marin**

Chief of the Operational Safety Section - ICAO

Miguel A Marin graduated from Nathaniel Hawthorne College with a degree in Aviation Administration and has logged over 12,000 hours. He flew for Mexicana Airlines out of Mexico City for over 24 years flying B-727s, DC-8s and the Airbus 320 family of airplanes. During his aviation flying career, he held various management jobs with the airline in the Flight Operations and Flight Safety departments. Additionally he was a volunteer for

The International Federation of Air Line Pilots' Associations (IFALPA) where he chaired the air traffic services committee.

Miguel joined the International Civil Aviation Organization in November of 2009 and has served the organization in various capacities during his six-year tenure. He is currently acting Chief of the Operational Safety Section which is responsible for the development of Standards, Recommended Practices, Procedures and guidance material related to the operation, certification and airworthiness of aircraft including, the licensing and training of personnel and language proficiency requirements.

Speakers

**Moses Kamae Mwangi***748 - Managing Director*

Moses Mwangi is a highly motivated expert in aviation finance and management who holds an MBA from Edinburgh business school in UK. He is a certified public accountant with a current practicing certificate. He is also an alumnus of Harvard business school's advance management program.

Moses has a proven leadership portfolio having worked as CFO and CEO for different aviation companies in East Africa. He is passionate about the Aviation Industry and a go getter with notable accomplishments in the 38 years he has worked with the aviation and manufacturing industries.

**Nicklas Dahlstrom***Human Factors Manager - Emirates Airline*

Dr. Nicklas has been with the airline since 2007. In this position he has overseen CRM training in a rapidly expanding airline and also driven integration of Human Factors in the organization. Nicklas was previously a researcher and instructor at Lund University School of Aviation in Sweden and still holds a part-time position as Assistant Professor there. His work has mainly focused on safety and Human Factors in aviation, but also areas

such as maritime transportation, health care and nuclear industry. His research areas in aviation have been mental workload, training and simulation as well as culture. Nicklas has written research articles and book chapters on Human Factors and CRM as well as delivered invited presentations, lectures and training in more than twenty countries. He is currently part of the ICAO Human Performance Task Force that is rewriting the Human Factors document of ICAO.

Nicklas Dahlstrom is Human Factors Manager at Emirates. He oversees CRM training and integration of Human Factors in the organization. He was previously a researcher and instructor at Lund University in Sweden. His research work has focused on aviation, but also on maritime transportation, health care and nuclear industry. His research areas have been mental workload, training and simulation. Nicklas has written research articles and book chapters, and delivered presentations and training in twenty countries.

Speakers

**Ovais Ahmed***Chief Aviation Safety - United Nations Headquarters*

Mr. Ovais is serving as Chief Aviation Safety in UN HQ, NYC. He has been a flight instructor, test pilot and aerobatic team member in the military; he holds commercial aviation ratings and flew executive business aircraft. Ovais holds operational experience in remotely piloted aircraft systems and has been the first project manager of remote aircraft in United Nations. He is a certified project management specialist, aviation safety (ops)

inspector and an accident investigator.

Ovais hold Masters in Business Administration, Bachelors in War and Policy and another Bachelor in Business Studies. He has rich UN field experience in aviation operations and safety, collaborated extensively with humanitarian actors during his field assignments. He keeps a keen eye on International Affairs, lives in New York.

**Phillip Graves***Boeing 777 Commander Emirates Airlines and Crew Resource Management/Human Factors Instructor and course development*

Captain Phil has been with Emirates Airlines for the past 6 years as a Boeing 777 Commander and Crew Resource Management/ Human Factors Instructor and course development.

Prior position as A-300 FO in cargo operations with Midex Air Cargo operating for ISAF/USAF supply operations as contract carrier into Iraq and Afghanistan.

15 years with DHL in worldwide cargo operations. he is a commander on B-737, DHC-6, A-300, and B-727 SIC DC-8 Flight Engineer and instructor . He was Chief pilot and Program Director for 5 years for Air Serv International in UN and NGO relief operations in east Africa. I flew in Sudan from Khartoum and Lokichoggio for Operation Lifeline Sudan.

Flew in Tanzania, Uganda, and Rwanda after the Rwandan civil war. Charter operations in the USA, medivac, forest fire patrol, and remote bush operations in light twin turbines and piston aircraft. He flew and trained in remote operations worldwide for over 30 years and 15,000 flight hours.

Speakers

**Ricardo Maia de Loureiro***Airline Pilot*

After serving for a couple of years with the Portuguese Air Force, in the Airborne Regiment, became a Pilot in 1996. Flown world wide, both regular and non-regular/charter operations for both government and private contractors.

Joined TAP Portugal, the Portuguese national flag carrier, in 2004, where is still currently flying as Captain on the Airbus 320 family aircraft. Founder of the non-profitable volunteer pilots

association Pilotos do Mundo, (Pilots of the World), which as been striving to make a difference, particularly in the former Portuguese colonies in Africa.

**Clive Scot**

Program Director of the Tilt Rotary and RUAV of Leonardo Helicopters

Speakers

**Satheeshkumar Kumarasingam**

Vice President, Business Development & Commercial Services - Pratt & Whitney Canada

Kumar is responsible for P&WC's next transformation in product and service strategy, leveraging the market knowledge and understanding of trends and factors that impact the market, leading the business-development teams that are focused on redefining the business model and expanding offerings and growth in non-traditional markets and countries. In this

combined role, he continues to provide leadership and direction to the commercial team in order to drive excellence and profitability in Marketing and the front-line Customer Service organizations.

Previously as Vice President, Commercial Services, he was responsible for supporting operators world-wide to achieve the most cost-effective life-cycle ownership via a fully tailored suite of products and offerings while maximizing long-term supportability. He also led the strategic customer-satisfaction initiatives to simplify, standardize and enhance the customer experience.

Mr. Kumarasingam joined P&WC in 1995 as a mechanical design engineer following his graduation. He assumed positions of increasing responsibility in the Engineering, Quality, Operations, Marketing and Customer Service organizations.

Mr. Kumarasingam earned a bachelor's degree in mechanical engineering from McGill University in 1995.

**Sören Al-Roubaie**

Psychologist and bodylanguage trainer, author and elected vice-chairman of German psychology association -Saarland

Mr. Sören is a german psychologist and bodylanguage trainer & author and elected vice-chairman of german psychology association in saarland. Born in germany in 1991, the german-iraqian psychologist researches the effectiveness of nonverbal communication and behavioral analysis in high stake situations like mass-events and airport security context. The goal is not only to spot and prevent malicious behaviour but also to increase the perceptive awareness and attentiveness.

Speakers

**Thomas R. Anthony**

Director of the USC Aviation Safety and Security Program

In addition to his previous work as a staff instructor for the U.S.C Safety and Security Program, Thomas Anthony has been appointed as a director of the USC Aviation Safety and Security Program since 2007. Thomas is also an instructor in Aviation Safety Management Systems, Aircraft Accident Investigations, SMS for Managers, and Aviation Security courses. Moreover,

Thomas is an Aviation Consultant to DMJM H&N, AECOM Technology Corporation and serves as a consultant for the International Civil Aviation Organization (ICAO) in Aviation Security.



Provide quality services that exceeds the expectations of our esteemed customers

Created in 2014, **Abakan Air** owns and operates both rotary and fixed wing aircraft—IL-76T and IL-76TD aircraft; and MI-8T, MI-8MTV, MI-26T and AS-350B3 helicopters. The MI-26T has no competition in the world as a large heavy lift helicopter. Abakan Air performs both standard and unique special operations with a wide range of complexity involved. We serve different agencies and industries and we have experience in operating a variety of special equipment installed on our airplanes and helicopters. All aircraft comply with ICAO and Russian CAA requirements for international flights.



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www.748airservices.com

WFP Strategic Plan (2017-2021)

1

Strategic Objective 1

End hunger by protecting access to food

2

Strategic Objective 2

Improve nutrition

3

Strategic Objective 3

Achieve food security

4

Strategic Objective 4

Support SDG implementation

5

Strategic Objective 5

Partner for SDG results



World Food Programme



A WORLD WITH ZERO HUNGER NEEDS

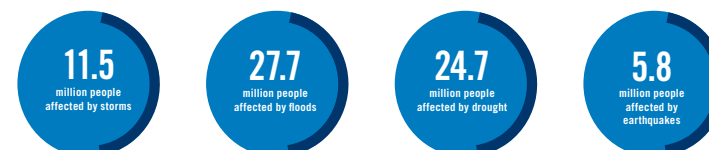
DISASTER RISK REDUCTION



WFP DISASTER RISK REDUCTION:



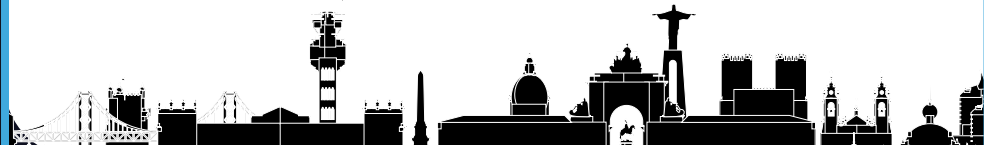
IN 2014, WFP ASSISTED...



EXHIBITORS



الهيئة العامة للطيران المدني
GENERAL CIVIL AVIATION AUTHORITY



WFP/Rain Skullend



ONE FUTURE #ZEROHUNGER

This is a goal to achieve together.
Join us in our efforts at WFP.org/ZeroHunger

World leaders have set an ambitious Global Goal of zero hunger by 2030.
With it, kids like **Anne-Sophie** will have a better chance of unlocking
their full potential.



World Food Programme

Each year, WFP provides some 80 million people with
food assistance in around 80 countries.

List Of Registered Companies



- # 748 Air Services Limited
- A Abakan Air
- ABERDAIR AVIATION GROUP
- Abyssinian Flight Services
- Aero-Pioneer Group
- Afghanistan Civil Aviation Authority
- African Aviation Management
- Air Europa
- Air Serv Limited
- AIR TOTAL INTERNATIONAL
- Airbus
- AIRBUS HELICOPTERS
- Aircare Aero Services
- Aircraft Finance Corporation (Pty) Ltd
- Aircraft Leasing Corporation (Pty) Ltd
- Airpeace Nigeria Limited
- Airserv Limited
- Airships Arabia
- Air-Tec Global
- Airwork Africa PTY Ltd
- Airwork NZ
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- Aviaservice LLC
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- CASR.Co, Civil Aviation Software LDA
- CEIIA
- CGE Risk Management Solutions
- Civil Aviation & Meteorology Authority
- Clydewood
- Constana Airlines
- COPAC
- Crabtree Capital
- D DAC Aviation International/DAC Aviation (EA)
- Delta World Charter
- DFS
- DG ECHO
- DOLPHIN AIR
- Dynami Aviation
- E EASA
- Elix Aviation Capital
- Emirates Airline
- F Federal Aviation Administration
- FlyAwesome (Pty) Ltd
- Freelance Consultant
- FSF
- G Guardian Helicopter
- Gates Aviation
- Global Helicopter Service GmbH
- Groundforce Portugal
- H Heli Air Services
- Horizon Air/ Alaska Air Group
- Hybrid Air Vehicles Ltd
- Hybrid enterprises

List Of Registered Companies



I ICAO
ICRC
Instituto Superior Técnico
International Helicopter Safety Team (IHST)
ITP

J Jordan Aviation Airline

K Kampala Executive Aviation
Kasas Ltd.
KEA Aviation

L Leonardo Helicopters
LMQ Ltd
Lynden Air Cargo

M Malakut Insurance Brokers
Medavia
Médecins Sans Frontières

N National Airways

O OGMA

P PANH Helicopters
PBS Aviation
PBS Aviation SA
Phoenix Aviation Ltd
Pilotos do Mundo
Platinum Aviation Support Services LTD
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Psylogia Academy
Psylux Sàrl, Neuroacademy Luxembourg

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S Safair Operations PTY Ltd.
Safety Line
Sharjah Department of Civil Aviation
Shree Airlines
SIASA/FlyMex (Mexico)
SKOL Airline, LLC
Sky Partners
Sky Relief
Solenta Aviation (Pty) Ltd
Spanish Airline Pilots' Association (SEPLA)
STOL Air Solutions

T The Diplomat Group
Transafrik
Transaviaexport Airlines
Tunisavia
Turkish Airlines
Turkish Airlines ACS
Turkish Airlines Inc.

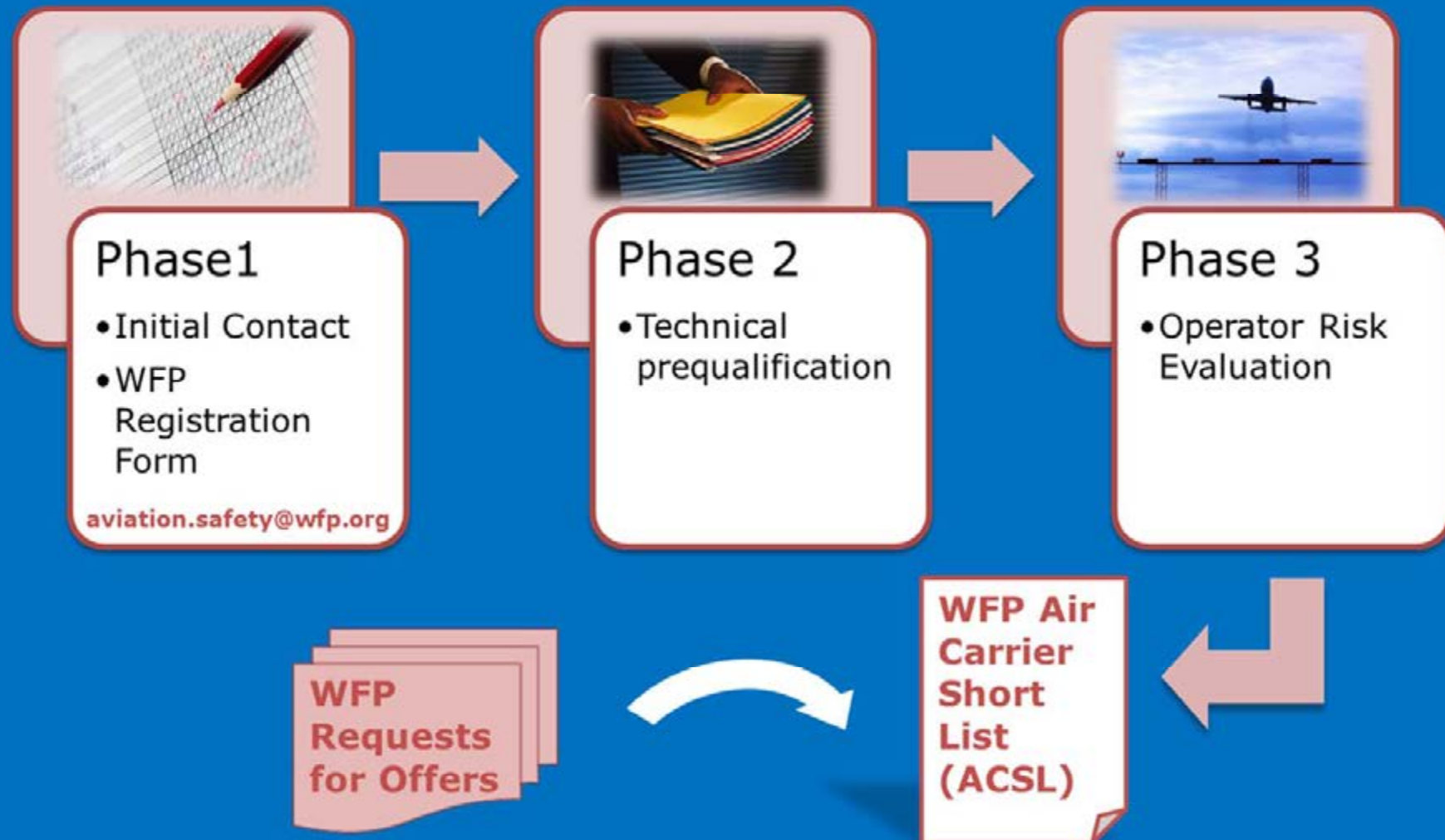
U UNDSS
USAID/OFDA
USC
UTair - Helicopter Services

V Valan International Cargo Charter
VIEIRA DE ALMEIDA
Voyageur Airways Limited

W Westwind Aviation Ltd
World Food Programme

Z Zemen Flying Service
Zimex (and MAF)

AOC Holder Registration





Notes:

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Notes:

Lined area for notes on page 61.



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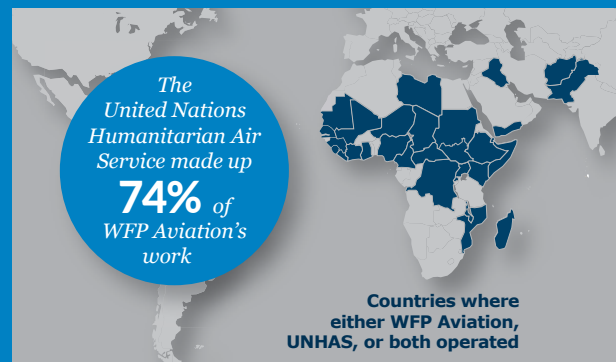
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2016 WFP Aviation at a Glance

UNHAS and Other Activities



UNHAS
Humanitarian Air Service



Afghanistan	Fiji	Niger
Algeria	Guinea	Nigeria
Bangladesh	Haiti	Papua New Guinea
Burundi	Indonesia	Paraguay
Cameroon	Côte d'Ivoire	Rwanda
Central African Republic	Jordan	Somalia
Chad	Kenya	South Sudan
Cuba	Libya	Sudan
Democratic Republic of the Congo	Madagascar	Tanzania
Djibouti	Mali	Uganda
Ecuador	Mauritania	Syria
Ethiopia	Nepal	Yemen

UNHAS Operations



269
regular destinations



x540

282,552
passengers
- more than 540 times the capacity of a large jetliner



1,406
people evacuated



3,068 mt
of light humanitarian cargo
which weighs as much as
557 adult elephants

UNHAS as a COMMON SERVICE is equally accessible to NGOs and UN agencies

UNHAS Top-3 NGO
& Top-3 UN users



Save the Children



UNHCR
The UN Refugee Agency



UNHAS Donors*



* The UN logo indicates Pooled Fund contributions (Common Funds). This includes the Common Humanitarian Fund (CHF)

Other Activities

Airlift, Airfreight and Passenger Services (excluding UNHAS)



16,804 mt
of cargo



935 flights



29 countries

Airdrops



2,228
airdrops



56,500 mt
of cargo

Dedicated Services



1 aircraft



2 aircraft

WFP Aviation offers long-term aircraft charters to support NGOs' and UN agencies' interventions.

The designations employed and the presentation of material in the map(s) do not imply the expression of any opinion on the part of WFP concerning the legal or constitutional status of any country, territory, city or sea, or concerning the delimitation of its frontiers or boundaries.

WFP



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