

SAVING
LIVES
CHANGING
LIVES



UNHAS
Humanitarian
Air Service



How to make Humanitarian Operations Safer



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At present, one in every 70 people around the world is caught up in crisis and urgently needs humanitarian assistance and protection. Aid workers are often in a race against time to reach communities threatened by violence, hunger and disease.

Most humanitarian emergencies occur in conflict settings, and people most in need of assistance tend to be isolated by damaged or extremely poor infrastructure.

Humanitarian and development organizations must be able to safely and quickly deploy personnel and supplies to some of the world's most challenging settings.

They depend on the air transport services offered by the World Food Programme (WFP).

2019 WFP AVIATION IN NUMBERS

AIRLIFT, AIRFREIGHT AND CHARTER PASSENGER SERVICES

359

PASSENGERS



8,969

MT OF CARGO



2 x UNHCR



1 x UNDSS



DEDICATED AIRCRAFT

AIRDROPS

296

DROPS



8,052

MT OF CARGO



23

DROP ZONES

1

COUNTRY-
SOUTH SUDAN



2019 UNHAS IN NUMBERS

16 
COUNTRIES

264 
DESTINATIONS

192K
PASSENGERS


MT OF
CARGO **2,100**

594
EVACUATIONS



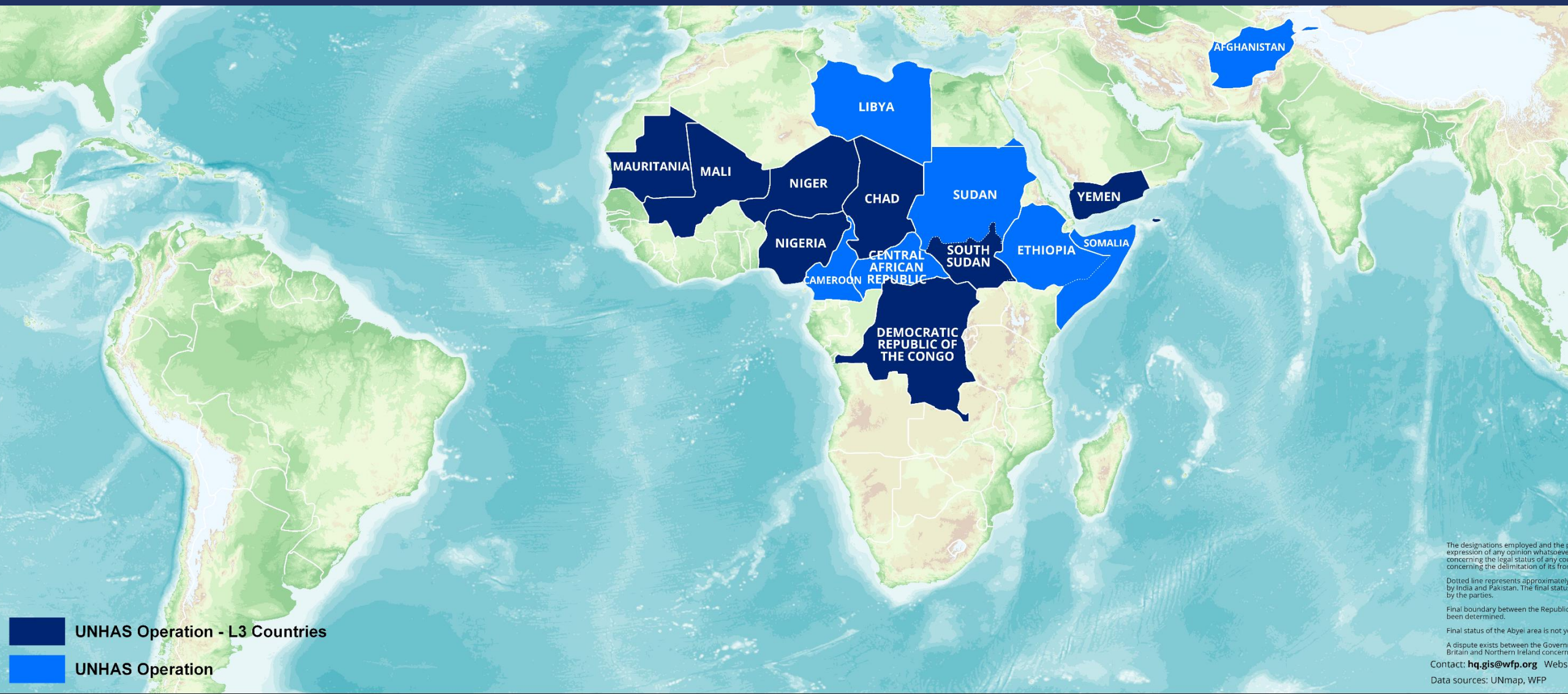
UNHAS USERS BY CATEGORY

56%
NGOs

40%
UN

4%
Donors, diplomats
and others

Global Operations



WFP AVIATION TRAINING

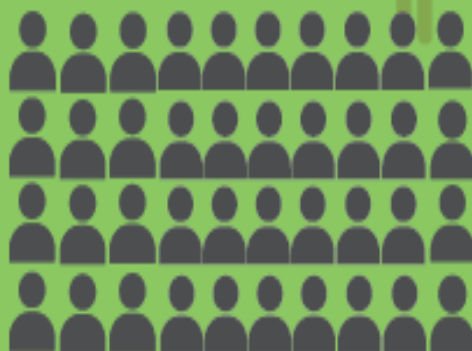
WFP Aviation, in keeping with its strategy, aims to grow an agile workforce by maintaining a culture of continuous learning.

Training delivered during the period under review:

Chief Aviation Transport Officer (CATO) Training
Rome, 25-29 March 2019

Aircraft Turnaround and Loading Supervision Classroom Training
Nairobi, 15-18 April 2019

42



PARTICIPANTS

9

COUNTRIES

Chad, DRC, Kenya, Mali,
Mauritania, Nigeria, Somalia,
South Sudan, Sudan

*Thanks to the following donors for
their contributions in 2019*



Canada



European Union Civil
Protection and
Humanitarian Aid



France



Germany



Japan



Republic of Korea



Luxembourg



The Netherlands



Norway



Sweden



Switzerland



United Kingdom



United States of
America



UN Common Funds

WFP Aviation Evolution (Before and After 2000)

1. Kosovo Accident 12Nov99
2. Birth of UNAvStads 27Dec02
3. Creation of ASU and OSCA structure as known today 23Jun03
4. First GHAC (Formely GASC) 18Feb09
5. WFP Aviation Today 2019

Mission Air Safety NEWS DIGEST

Newsletter from the 1st Global
Aviation Safety Conference for
Humanitarian Air Operations

Day 2, Thursday February 19, 2009

SAFETY FIRST FOR FLAGS OF CONVENIENCE

Flag of convenience carriers do not always pose a safety problem and are a reality in today's aviation environment, Mitchell Fox, Chief of Flight Safety for ICAO said yesterday.

"It can be conducted safely if the regulators do their job," he told delegates. "Where we do run into a problem is when you fail to combine two things.

"You have to have a safe operator and you have to have a regulator that makes sure that the operator operates in accordance with the certificate."

Fox said that the regulatory environment world-wide had grown more complex with aircraft registered in one country, the operator based in another state and operations conducted in another part of the world.

He said that ICAO is developing tools that will enable better monitoring of flag of convenience aircraft.

These include the beta testing of programmes that will enable regulators to check information about an aircraft, including its ownership and to see what aircraft are on a given state's registry.



Mitchell Fox, Chief of Flight Safety for ICAO says flag of convenience carriers "can be managed".

Fox said that the ICAO safety oversight audits had been improved. Where regulatory problems are identified a review board can recommend measures to help the state, such as linking it to another country able to help.

He acknowledged that in the past when significant safety concerns were raised, it could take anything up to eight months before the board could do anything.

"We now have the mechanism to do something about it much quicker."

Turning to the ICAO Global Aviation Safety Plan (GASP), Fox said it was a new approach that sought to get away from the old "adversarial" model, paying more attention to cooperation between states and with far greater sharing of information.

"Using the old model with its adversarial relationships will not give us the safety gains that we need," he said. "We need a global strategy that can work anywhere in the world but which can be adapted in any part of the world."

The GASP approach had brought countries together in regional groupings to share resources in order to faster implement safety improvements.

"Africa has definitely embraced this roadmap and in each one of the focus areas (GASP has 12) they have established goals not only for the development of plans but for their implementation."

He added: "Our aim is to avoid duplication of effort, share information and encourage closer industry-government cooperation."



WELCOME TO INAUGURAL SAFETY CONFERENCE

It is appropriate that the first Global Aviation Safety Conference for Humanitarian Air Operations should be held in the UAE, which has a strong track record on help in disaster operations. HE Sal Al Suwaidi, Director General of the UAE GCAA told yesterday's opening session.

In his opening remarks Al Suwaidi outlined the role that the UAE has played in supporting international relief efforts in different areas of the world, and gave a warm welcome to the 300 delegates attending the launch event.

Challenges to Humanitarian Aviation Operations

1. Adequate Management
 1. Funding
 2. Staffing
2. Weather
3. Near Air Misses (NAM/NMAC)
4. Runway
 1. Conditions
 2. Incursions/Excursions
5. Technical
6. Wildlife



Proposed Alternatives...

Efficiency

Performance Management Tools

Dashboards

Staffing

Training (technical/management)

Succession planning

SMS management of change

Safety Culture

Innovation



Summary

1. Evolution of WFP Aviation
2. Challenges to Humanitarian Aviation Operations
3. Proposed Alternatives

