



WFP Aviation Service

Operations and Challenges

ICAO-WFP Aviation Safety Campaign | 2-3 March 2023 | Neuilly-sur-Seine, France



World Food Programme

SAVING
LIVES
CHANGING
LIVES



World Food
Programme



WHEN DID ALL START?

WFP began its large-scale air operations in the 1980s transporting food and humanitarian workers to countries that included Angola, Ethiopia, Somalia and the Sudan.

Gradually, the WFP Aviation Service shifted the focus of its work from addressing an internal need for food delivery to providing a common service for the overall humanitarian community.



Global presence 2023

Haiti

20 UNHAS operations

UNHAS provides:

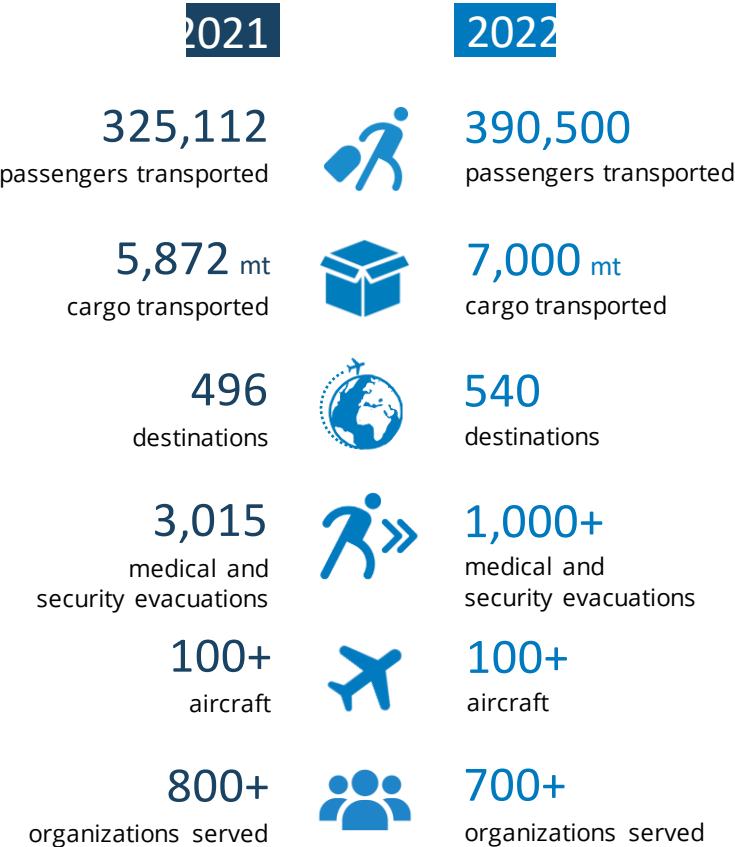
- passenger and light cargo air transport
- capacity for medical and security evacuation
- COVID-19 response
- airport and airfield rehabilitation

*UNHAS Cameroon is currently suspended and pending confirmation for re-activation.



WFP Aviation Service achievements

UNHAS in numbers



WFP-managed EU Humanitarian Aid flight

Active in **DRC, Kenya, and Mali** since 2020, plus in **Burkina Faso** since November 2022 (temporary through February/March 2023). Temporarily activated in **Madagascar** for 2022 cyclone response.



WFP Aviation Service in numbers



RGO AIR-DROPPED IN 2022 in south Sud



Emergency response

WFP Aviation Service quickly adapts to the evolving demands of the humanitarian community and support the scale up of responses to increasing humanitarian needs of crises-affected populations

- Reinforcement of air operations with fleet augmentation and activation of airdrops
- Augmentation of flight frequencies
- Additional destinations served, often otherwise unreachable
- Launch of new dedicated UNHAS operations



COVID-19 response

WFP Global Passenger Air Service

Ensured the continued movement of health and humanitarian personnel and essential cargo into affected countries where safe and reliable commercial air travel options were not available.



34,724
passengers
transported



68
destinations
served



452
organizations
served

United Nations Humanitarian Air Service



56
COVID-19 medical
evacuations



28 mt
medical equipment transported including
COVID-19 samples and vaccines

UN MEDEVAC Service

Ensured that health and humanitarian workers on the frontlines of the response could “stay and deliver”.



330
international
evacuations

We **PRIORITIZE** environmental efficiency

Launched in 2021 to operationalize WFP's commitment to **environmental improvement and reduction of carbon footprint**.

Key achievements to date:

- **Aircraft CO2 emission calculation methodology** with environmental KPIs established
- **Environmental component** integrated into contracting and procurement processes, donor proposals and reports
- **2-phase case study** conducted to assess operational opportunities to minimize aircraft fuel usage and emissions as defined by ICAO:
 - ✓ Decrease of fuel consumed by 2% when implementing ICAO technical measures by selected operators on 50% of WFP fleet
 - ✓ Potential 1 million US\$ per year net savings of fuel purchased if same measures maintained for all aircraft
 - ✓ Environmental Management System (EMS) being implemented as necessary requirement by all WFP-contracted air operators
 - ✓ Extended Emissions Reduction Actions Checklist developed by WFP Aviation will be implemented by all contracted air operators

First **Humanitarian Aviation Environmental Summit** held in March 2022.



We **PRIORITIZE** innovation

The remotely piloted aircraft system and airship technology initiatives take advantage of untapped potential for the “**last-mile**” delivery of food and other life-saving cargo to populations in remote locations, where the use of traditional aircraft is not cost-efficient, or insecurity poses significant security and safety threats to the deployment of air assets.

Since 2021, the WFP Aviation Service worked on intensifying market intelligence and performing test flights of already identified **remotely piloted aircraft systems** aimed at expanding WFP's cargo delivery capabilities in countries with growing needs such as Mozambique and South Sudan, and coordinated with airship companies on a study to **evaluate airship cargo delivery scenarios** for humanitarian operations and validate them in WFP operations.

WFP Aviation Service continues to seek alternative humanitarian transport solutions through the coordination with the private sector of ongoing projects and studies on pioneering the use of **eco-friendly airships and drones in the humanitarian response.**



We **PRIORITIZE** digitalization

Since 2020, WFP Aviation Service has been working on using the **United Nations Booking Hub** to offer a more user-friendly booking process.

Currently, users can book their flights on the web platform; the roll-out of the new booking system for all operations is in progress.



Challenges

Scale up of operations

Humanitarian access continued to deteriorate, while the demand for UNHAS services remained high.

During the year, deteriorating humanitarian and security contexts required the scale up of operations such as in Haiti, Madagascar, and Burkina Faso.

Fundraising to sustain operations

Advocacy efforts are ongoing to secure 2023 funds for the currently 20 active UNHAS.

WFP set up a centralized mechanism for direct multilateral contributions to UNHAS operations, from which funds can be reallocated to country strategic plans using a transparent process approved by the Deputy Executive Director. A Decision MeMo along with a Directive to formalize and implement the mechanism have been submitted to the relevant offices for further approval.

Fuel cost and provision

The conflict in Ukraine posed challenges in terms of supply chain disruptions and fuel costs and provision, which have had an impact on operational costs.

Reconfiguration of the UNHAS helicopter fleet

Following the ICAO significant safety concern in September 2022, WFP Aviation Service had to reconfigure its helicopter fleet in five countries to replace all 16 Russian Federation-registered aircraft, with consequent higher costs for UNHAS operations.

- Adapting the UNHAS rotary wing requirements to the western-built helicopter models required changes in flight schedules and re-designing the Hub-to-Spoke routes, adjusting the planned payloads.
- No immediate availability of medium-size utility helicopters on the charter market for short-term charter to fill the gaps after the removal of the Russian-registered operators.
- Significant cost increase of US\$4 million to replace the Russian-registered helicopters from September until December 2022.
- Need for more operators with cargo airdrop-capable aircraft available to support WFP food airdrops.

Challenges

Aviation infrastructures

Infrastructure rehabilitation works are subject to funds availability and necessary cooperation with National Authorities and the World Bank Group.

WFP Aviation Service is looking at opportunities for sustainable runway rehabilitation to improve:

- Operational sustainability
- Environmental efficiency
- Flexibility in assets diversification
- Positive impact on the community
- Emergency preparedness.

Projects in 2022/2023

UNHAS Burkina Faso: windsock installation

UNHAS DRC: airstrip pavement rehabilitated

UNHAS Guinea: N'Zérékoré runway rehabilitated

UNHAS Haiti: windsock installations

UNHAS Kenya: repairs of airstrip fence at Kakuma Refugee Camp

UNHAS Madagascar: rehabilitation of airstrips in all remote. Airfields and windsock installation at three airfields

UNHAS Mali: rehabilitation of airstrips and windsock installation in remote airfields. Ongoing construction of a new airstrip in collaboration with MINUSMA.

UNHAS Nigeria: construction of UNHAS offices at the Maiduguri airport and new helipad in Northeast Nigeria

UNHAS South Sudan: ongoing Bor airport rehabilitation with runway and parking extension in collaboration with UNMISS – will allow the use of higher seating capacity fixed wing and reduction of helicopter use, resulting in cost and CO2 emission savings.

UNHAS Sudan: Shawa Airport renovated, with offices and check-in areas installed and runway rehabilitated.

Regular **airstrip maintenance** works conducted in all operations.

Challenges

Aviation Security

Operational areas

- Conflict Zone – military & non military actors
- Hostile – Terrorist activity, civil unrest
- Insecure - Crime, kidnap for ransom, other
- Natural disaster zones – Lack infrastructure, WASH
- COVID, Pandemic areas

Resilience Planning

- Flight routes and restriction(s) time on ground
- Crew personnel protection and movement
- Communication and equipment needs
- Assets and Infrastructure protection
- Emergency Plans Flexibility, Dynamic for each location

Main hazards

- Mid-Air Collision
- Bird strike
- Weather related
- Technical issues (Non Powerplant & Powerplant related)
- Runway Incursion
- Ground Handling

To increase the timely awareness about the current hazards in the regions, WFP Aviation Safety Unit has provided access to Aviation Safety Focal Points and Aviation Security Officers for continuous update of the hazards in their area of operations.

This system allows for a real-time access to the centralized safety data related to WFP operations. This data can be accessed from anywhere where there is internet access.



THANK YOU



UNHAS
Humanitarian
Air Service