



AVIATION SAFETY CAMPAIGN SOUTH AMERICA

7-8 DECEMBER 2023
JOSÉ DOS CAMPOS – BRAZIL

COLLABORATORS



AREA 1: "HOW TO BE BETTER PREPARED FOR DISASTERS"

AREA 2: "BUSINESS OPPORTUNITIES IN HUMANITARIAN AVIATION"



Humanitarian Assistance and Disaster Response in Aviation (HADRA) – Guidance Material



Oscar Quesada

South American Regional Deputy Director at The International Civil Aviation Organization



7 December 2023

ANAC- Auditorium
São José dos Campos – Brazil



“Humanitarian Assistance and Disaster Risk Reduction in Aviation (HADRA)”

01

Background

02

What is ICAO doing?

03

Updates

01 Background





- Article 44 of the Convention
- Sendai Declaration and the Sendai Framework for Disaster Risk Reduction 2015–2030
- ICAO's 41st Assembly adopted resolution A41-13: ***Strategy on Disaster Risk Reduction and Response Mechanisms in Aviation***

02

What is ICAO
doing?

HADRA





What is HADRA?

Humanitarian Assistance and Disaster Response in Aviation:

- Chaired by ICAO
- International aviation and humanitarian community (ACI, CANSO, IATA, WFP/GLC, UN OCHA, UNDP, DP-DHL)

A community of interest

Safe, efficient and well coordinated airborne disaster response operations

UN Sustainable Development Goals

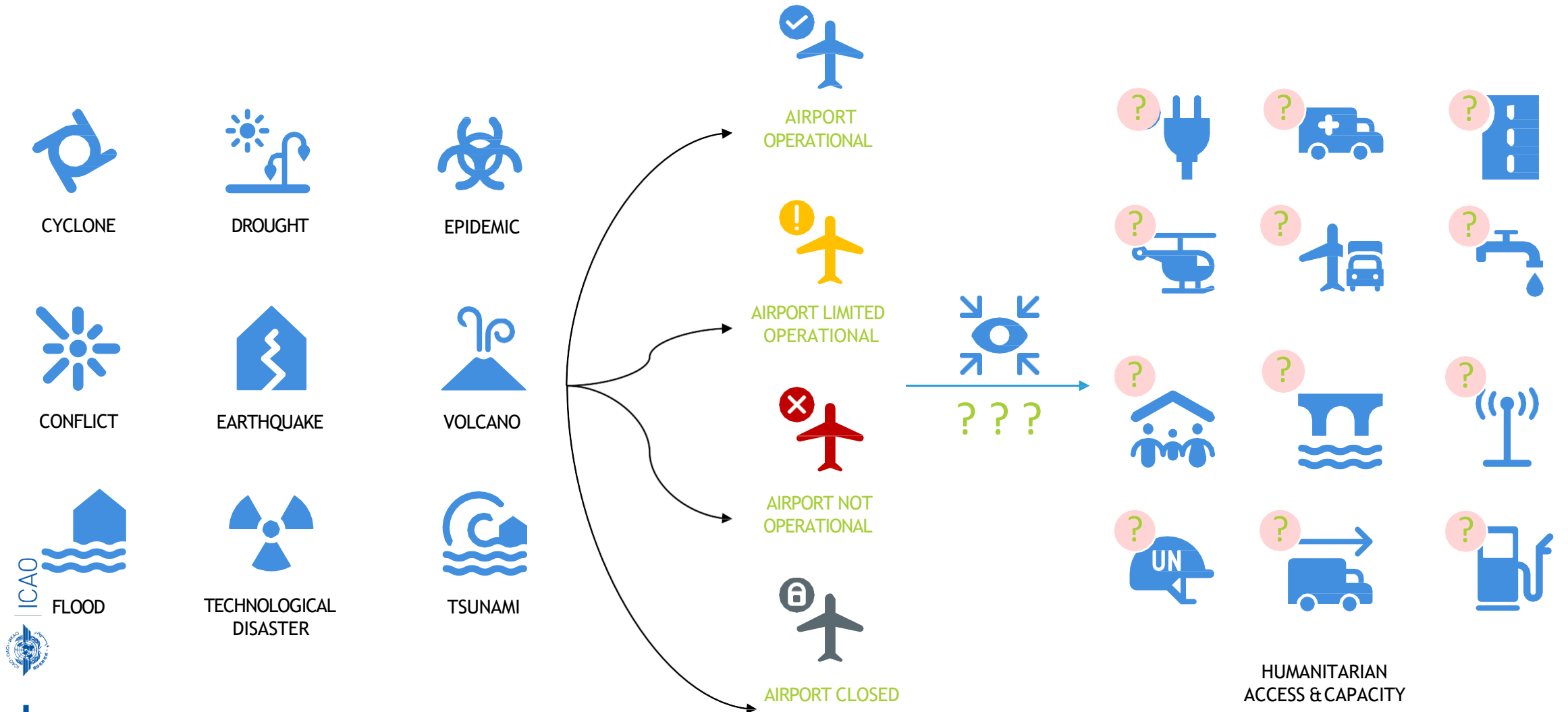
Sendai Framework for Disaster Risk Reduction

Samoa Pathway

Context: UN General Assembly Resolution 46/182

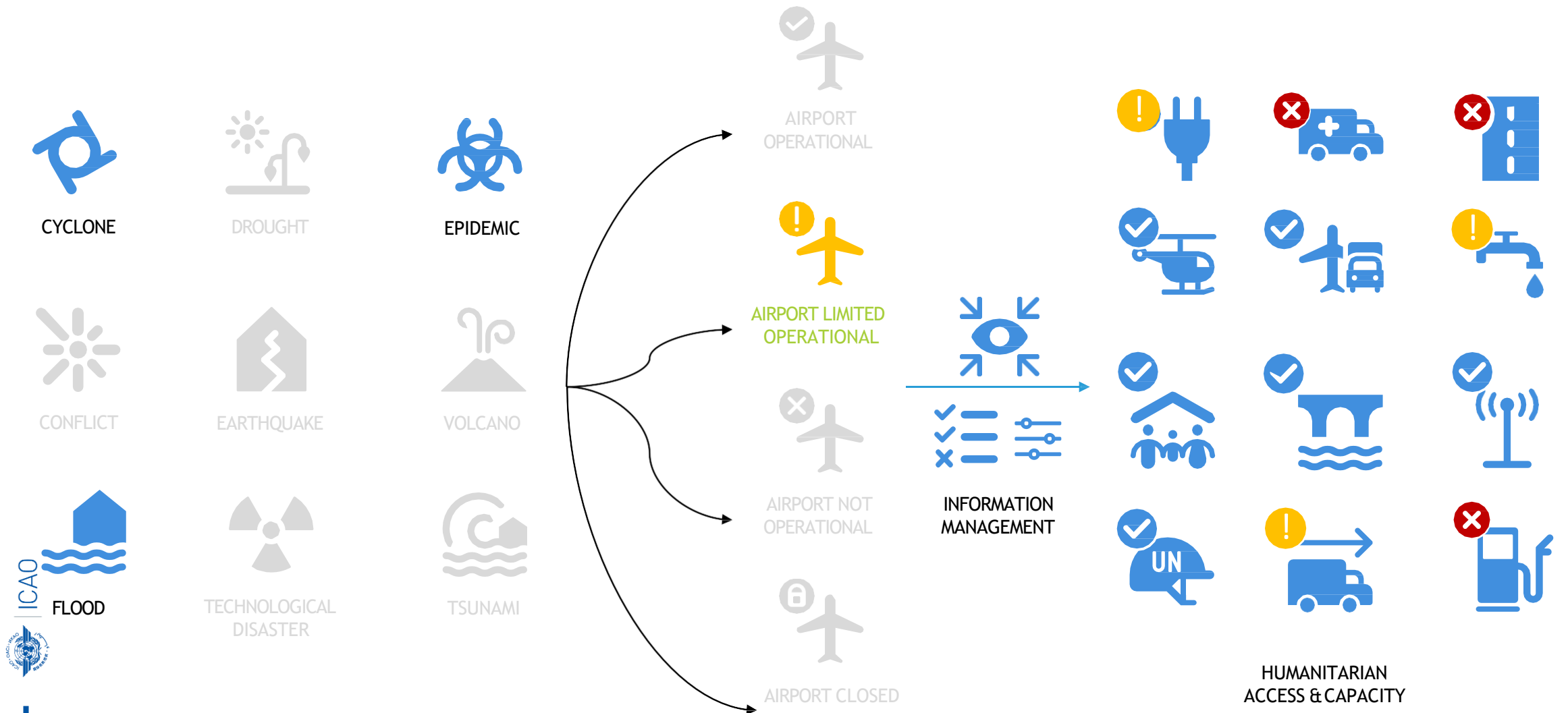
Problem statement

9

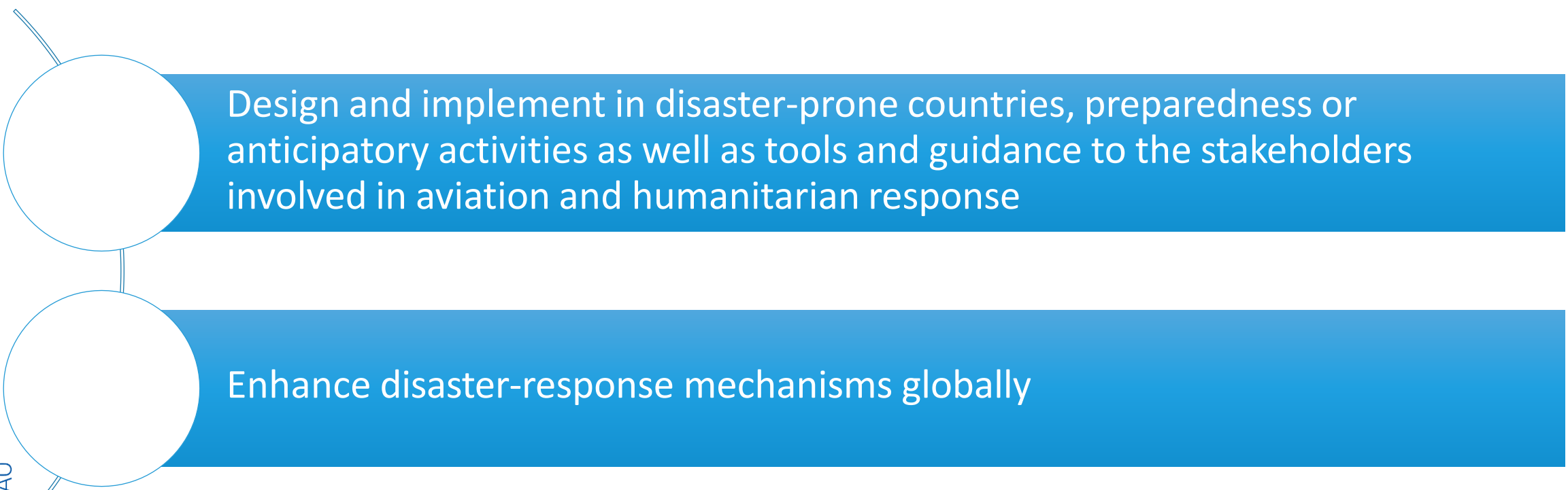


Desired outcome

10



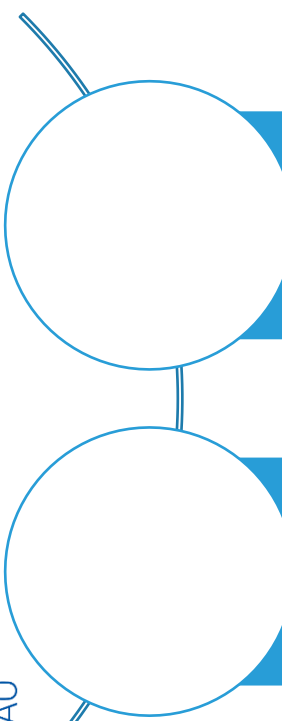
OBJECTIVES



Design and implement in disaster-prone countries, preparedness or anticipatory activities as well as tools and guidance to the stakeholders involved in aviation and humanitarian response

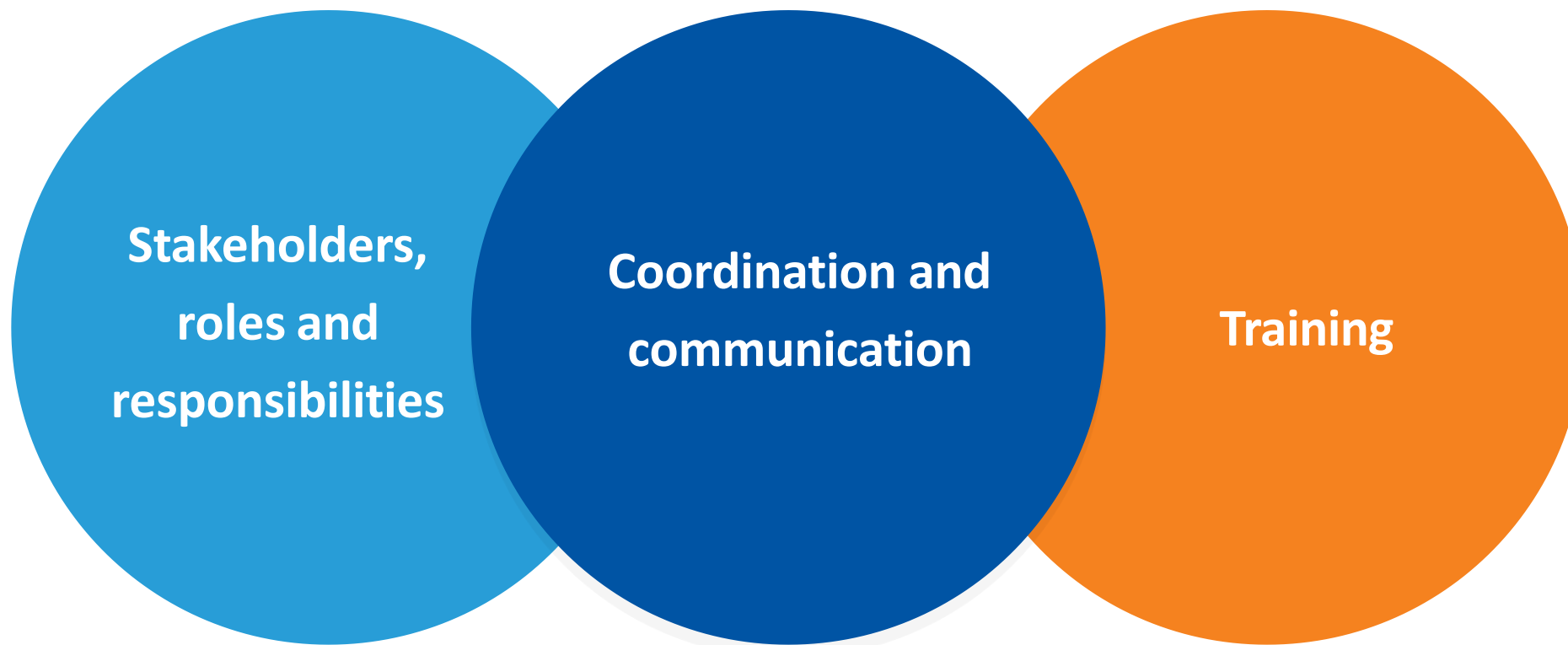
Enhance disaster-response mechanisms globally

DELIVERABLES

- 
- Guidance Document launched on 12 May 2022

- Communications tool based on block chain technology launched in Trinidad & Tobago in July 2022

Guidance Document: a resource for awareness-raising



Reference material

(We do not reinvent the wheel)

ICAO Annexes

- Annex 1 (personnel licensing)
- Annex 9 (Facilitation)
- Annex 11 (Air Traffic Services)
- Annex 14 (Aerodromes, Heliports)
- Annex 17 (Security)

ICAO Documents

- Airport Services Manual, Doc 9137, Part 7
- Doc 9981, PANS Aerodrome

Humanitarian Coordination Methodology

- Strategic level coordination
- Tactical coordination (Reception Departure Centre)

Practical information

What to expect

Which teams?

- USAR, UNDAC, EMTs...
- Composition, specific material

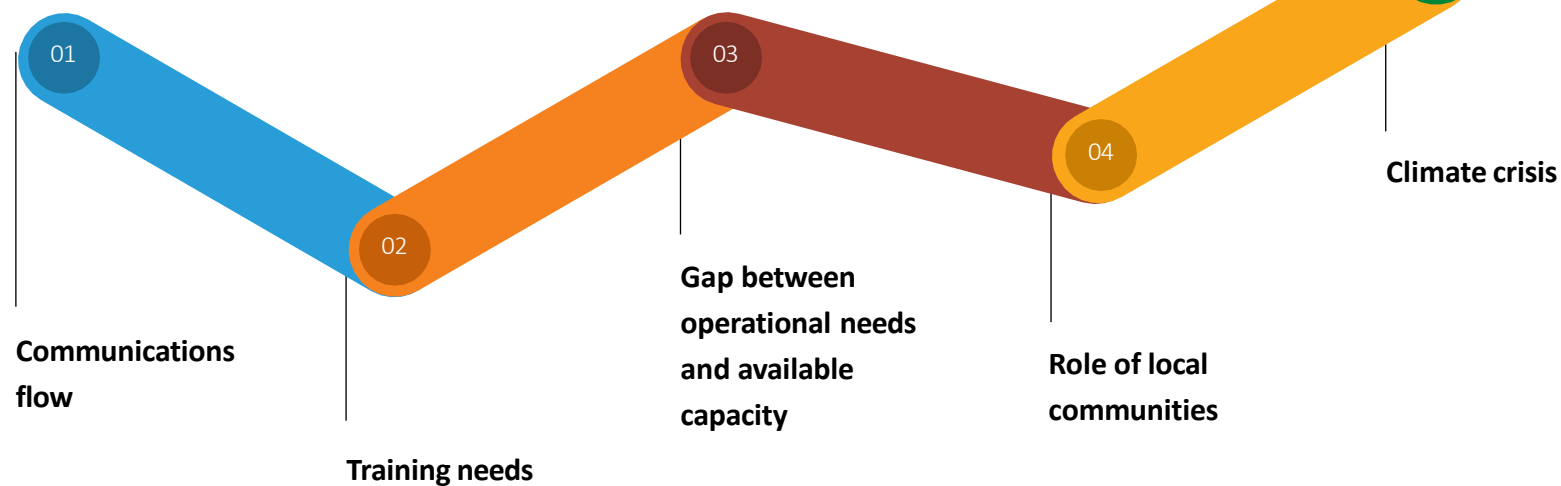
What impacts?

- On aviation operations
- Non-aviation services and facilities

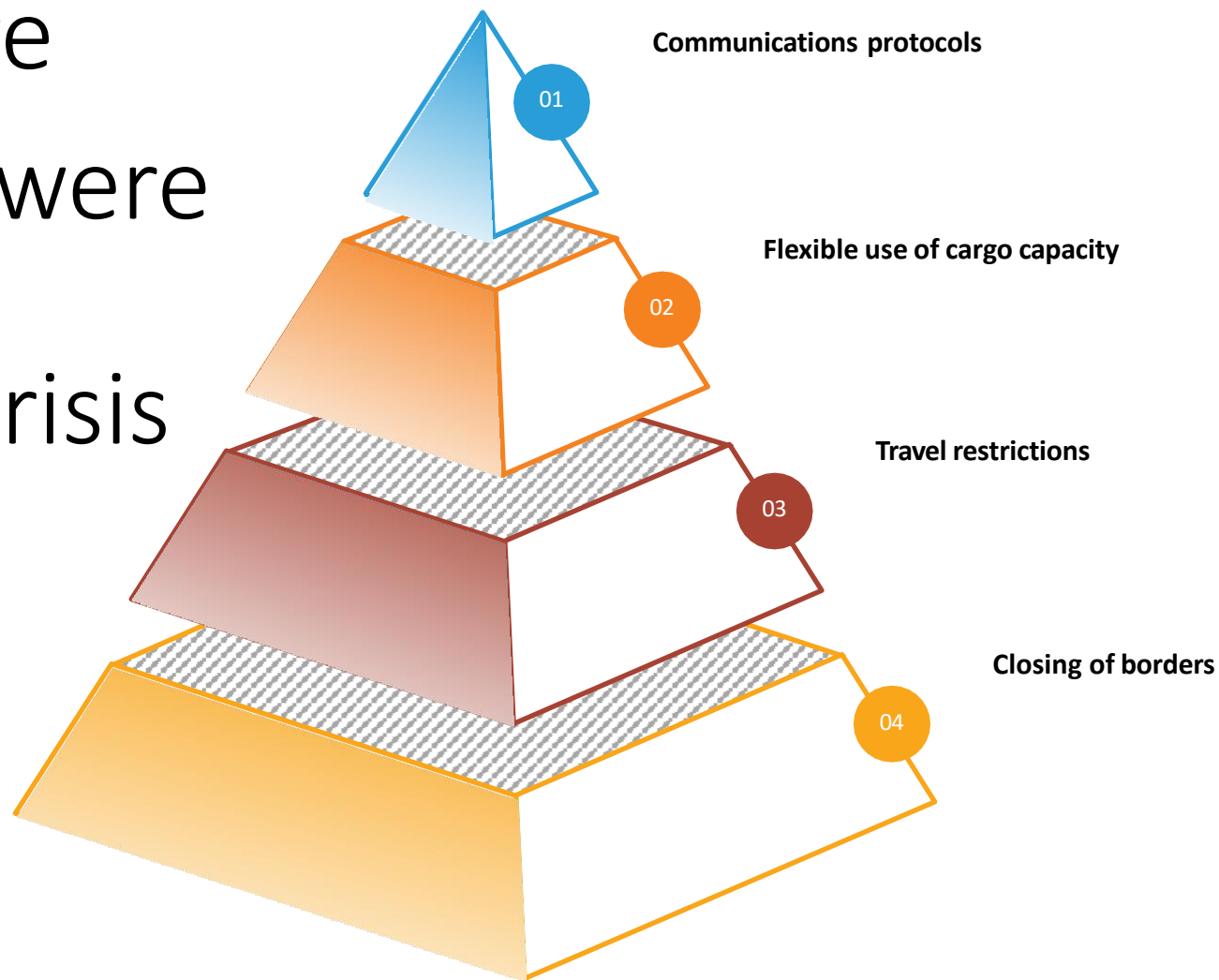
What needs?

- Engagement between the airport and the RDC staff
- Consistent communications

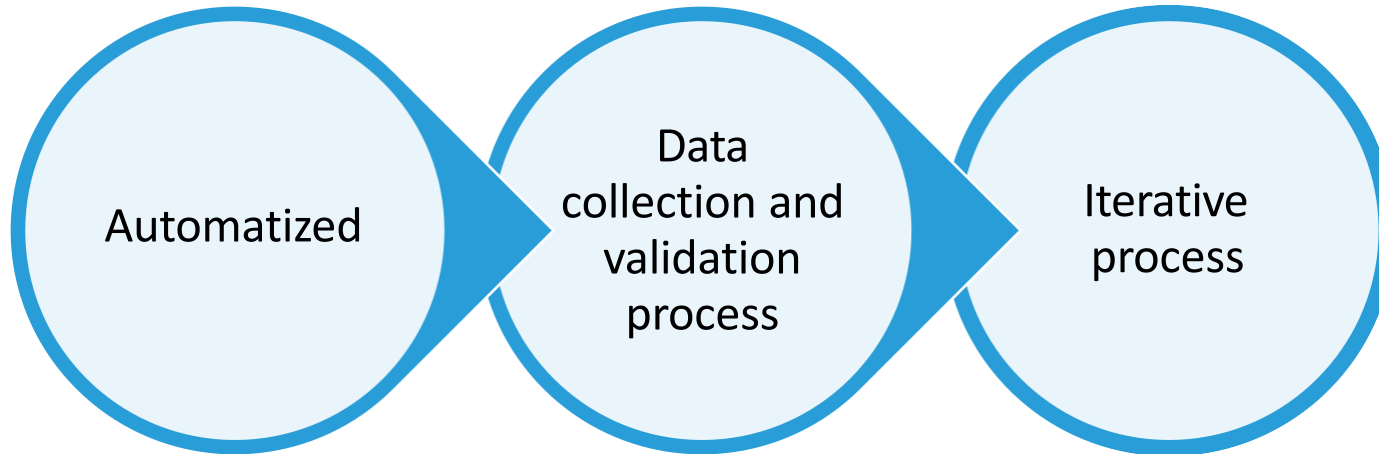
Challenges identified in the Guidance Document



Areas where
additional
challenges were
identified
during the
COVID-19 crisis



Airport Status Information Tool (ASIT)



Asset List > Suvarnabhumi International Airport, Thailand

Search

Civil Airport: VSTB | BKK

Blockchain ID: APT-2308162-68

CAA: Civil Aviation Authority of Thailand

Operator: Airports of Thailand Co. Ltd.

ANSP: AeroTHAI Co. Ltd.

Location: N 13° 41' 9" E 100° 44' 56"

Disaster Threat Status: Active

History

Runway Status: Operational Status - Operational
Sourced from ICAO AI
Fri Nov 22, 2023 08:02:00 GMT
Confirmed By Civil Aviation Authority of Thailand
Fri Nov 22, 2023 08:02:00 GMT

Electricity Status: Operational Status - Limited
Sourced from ICAO AI
Fri Nov 22, 2023 08:02:00 GMT

Status Documents

ATC Status: Just now by Suthachai Thanachontorn (CAAT)

Operational Status: Operational

Status Remarks: Mobile Tower has been installed and restored services to allow normal flight operations.

Live Data Block Chain

Source	Date and Time	Operational Status	Confirmed By
CAAT	Just now	Operational	Suthachai Thanachontorn
CAAT	3 hours ago	Limited	Suthachai Thanachontorn
APAC RIO	3 hours ago	Limited	Dimitri Yasachov
ICAO AI	30 minutes ago	Limited	-
ICAO AI	45 minutes ago	Limited	-
ICAO AI	1 hour ago	Non-Operational	-
ICAO AI	1 hour 15 minute ago	Non-Operational	-
ICAO AI	1 hour 30 minute ago	Non-Operational	-
ICAO AI	1 hour 45 minute ago	Non-Operational	-
ICAO AI	2 hours ago	Non-Operational	-

Last Updated on 28/12/2023 3:00pm

03

Relevant developments



Focus on A41-13 and recommendations of the Office of Internal Oversight

Recommendation 1

- Comprehensive crisis management framework
- Multiple crisis
- Varying durations
- Different geographic scope

Recommendation 2

- High-level mechanisms to strengthen the relationship among aviation, health and other authorities critical for emergency response

Recommendation 6

- Perform a phase-out strategy to ensure the continuity of the objectives and achievements of the COVID-19 response

GUIDANCE MATERIAL ON AIRPORT PREPAREDNESS FOR EFFECTIVE HUMANITARIAN ASSISTANCE AND DISASTER RESPONSE



More information

Contact person:

Ms. Chrystelle Damar

STRATEGIC PLANNING AND REGIONAL COORDINATION OFFICER

ICAO HQ, Montreal

cdamar@icao.int

Website:

<https://www.icao.int/HADRA/Pages/default.aspx>

Guidance:

<https://www.icao.int/HADRA/Documents/HADRA-Guidance-FINAL-May2022.pdf>

Article on HADRA:

<https://unitingaviation.com/news/capacity-efficiency/a-more-coordinated-use-of-aviation-in-disaster-response/>



Thank You!

Crisis Preparedness and Operation Recovery – Regulator Perspective



Claudio Ianelli

Superintendent of the General Inspectorate
National Civil Aviation Agency of Brazil (ANAC)



7 December 2023

ANAC- Auditorium
São José dos Campos – Brazil



FLY BRAZIL

SIMPLIFYING MARKET ACCESS

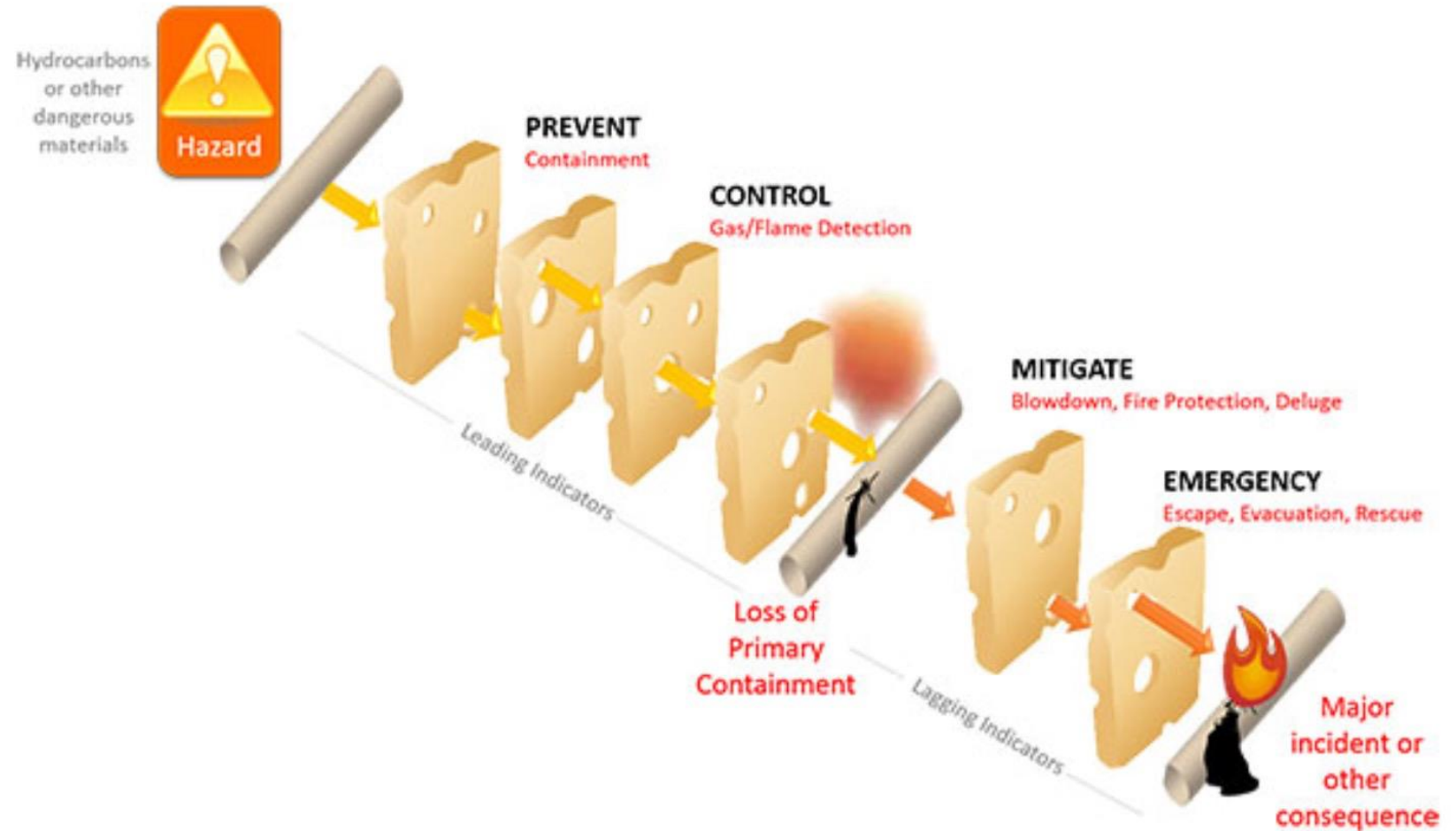
Crisis Preparedness and Operation Recovery – Regulator Perspective

Claudio Beschizza Ianelli

Index

- The Swiss Cheese Model
- Process Management
- Supply Chain
- Crisis Management Policy

The Swiss Cheese Model



Process Management



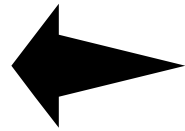
Source: Energy Global Oilfield Technology <http://www.energyglobal.com/upstream/special-reports/23042015/Rallying-against-risk/>

Supply Chain

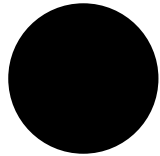


Source: https://www.google.com/url?sa=i&url=https%3A%2F%2Fwww.mavcom.my%2Fen%2Fselected-initiatives%2Fmavcoms-recommendations-for-the-malaysian-civil-aviation-industry%2F&psig=AOvVaw2H2c4A_AR58brZK-CPqghg&ust=1701785969272000&source=images&cd=vfe&opi=89978449&ved=0CA8QjRxqFwoTCJDnoaf99YIDFQAAAAAdAAAAABAJ

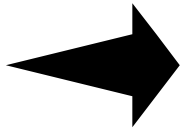
Crisis Management Policy



Pre-Crisis



Crisis



Pos-Crisis

Crisis Management Policy—IN—ANAC-78/2014

- Crisis: a situation characterized by the occurrence of an event or series of events that culminate in the **significant disruption** of normal operations, which may have **serious consequences** for the image of ANAC or Brazilian civil aviation, requiring **extraordinary measures** to restore order, **including** the establishment of a **crisis committee**.
- Critical incident: an event or series of events that may trigger threats to civil aviation safety or to the quality of Brazilian air transportation.

Crisis Management Policy—IN—ANAC-78/2014

Principles and Guidelines

- Involvement of strategic actors in decision-making in crisis situations, in order to align institutional efforts and reinforce the position adopted by the Agency vis-à-vis stakeholders;
- Understanding that crisis management is an ongoing process, and the use of excessive rigidity in relation to crisis plan procedures that prove inadequate or insufficient for the situation is inadvisable;
- Continuous review and evaluation of practices and institutional capacity for crisis management;
- Acting during the crisis in all its stages, from pre-crisis to post-crisis, and not just during the acute phase.

Crisis Management Policy—IN—ANAC-78/2014

Pre - Crisis



Crisis Committee



Crisis Training Actions



Crisis Management Plan



Simulations



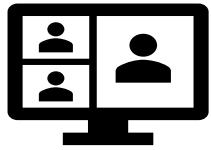
Communication Plan



Crisis knowledge tools

Crisis Management Policy—IN—ANAC-78/2014

Crisis - Crisis Management Instruments



Crisis room
presential or virtual



Apply Protocols



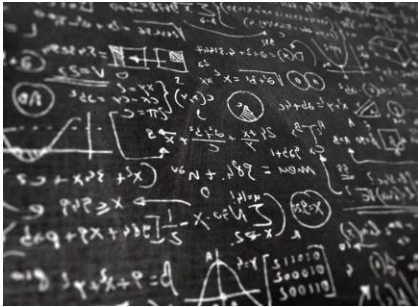
Register decisions



Communication internal and
external

Crisis Management Policy—IN—ANAC-78/2014

Post - Crisis



Lessons Learned



Improve Protocols

A well-managed crisis can be an opportunity to learn, grow, and innovate.



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ACOMPANHE A ANAC NAS REDES SOCIAIS



/oficial**anac**



/company/oficial-**anac**



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Crisis Preparedness and Operation Recovery – Airport Perspective



Ary Rodrigues Bertolino

Director of Relations with the Airport Industry in Brazil
and South America

ACI-LAC



7 December 2023

ANAC- Auditorium
São José dos Campos – Brazil





Disaster Preparedness and Operation Recovery – Airport Perspective

Ary Rodrigues Bertolino

Director of Relations with the Airport Industry in Brazil and South America / ACI-LAC

Disaster Preparedness and Operation Recovery – Airport Perspective

Disaster Management Plan (DMP) means a continuous and integrated process of planning, organising, coordinating and implementing measures which are necessary or expedient. for- 1) Prevention of danger or threat of any disaster. 2) Mitigation or reduction of risk of any disaster or its severity or consequences.

Disaster Preparedness and Operation Recovery – Airport Perspective

The purpose of a DMP is to spell out the procedures for coordinating the response of different agencies and services, both on and off the airport, to cope with various aircraft related and non-aircraft related emergencies anticipated at the airport.

Disaster Preparedness and Operation Recovery – Airport Perspective

Five Steps of DMP

- Prevention,
- Mitigation,
- Preparedness,
- Response and
- Recovery

Disaster Preparedness and Operation Recovery – Airport Perspective

What is the emergency planning at ICAO airport?

The aerodrome emergency plan sets forth the procedures for coordinating the response of different aerodrome agencies (or services) and of those agencies in the surrounding community that could be of assistance in responding to the emergency.

Disaster Preparedness and Operation Recovery – Airport Perspective



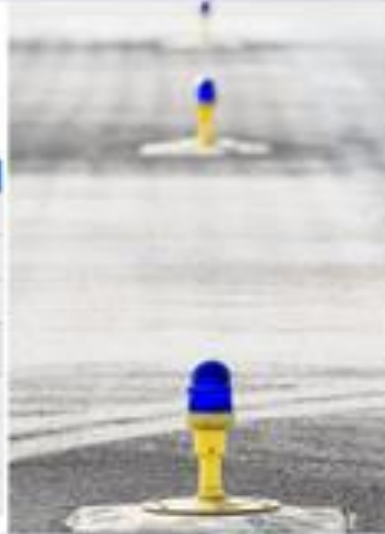
Disaster Preparedness and Operation Recovery – Airport Perspective

Current ICAO Provisions on Emergency Response and Contingency Planning

Several ICAO Annexes address the necessity and importance of emergency response planning and coordination for various stakeholders of the aviation system.

<https://www.icao.int/subsidiary/ICRP/ICRP-ICAO-EMP/annexes.aspx>

ICAO ANNEX	SECTION/CHAPTER
Annex 1 Personnel Licensing	Different parts of the Annex
Annex 9 Facilitation	Chapter 8 Facilitation provisions covering specific subjects
Annex 11 Air Traffic Services	Attachment C Material relating to contingency planning
Annex 14 Volume 1 - Aerodromes	Chapter 9 Aerodrome emergency planning
Annex 14 Volume 2 - Heliports	Chapter 9 Heliport emergency response
Annex 17 Security	Chapter 5 Management of response to acts of unlawful interference
Annex 19 Safety Management	Appendix 2 Framework for a safety management system (SMS)



Annex 14 Volume 1 - Aerodromes



- ✓ Aerodrome emergency planning is the process of preparing an aerodrome to cope with an emergency occurring at the aerodrome or in its vicinity.
- ✓ The object of aerodrome emergency planning is to minimize the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations.
- ✓ The aerodrome emergency plan sets forth the procedures for coordinating the response of different aerodrome agencies (or services) and of those agencies in the surrounding community that could be of assistance in responding to the emergency.
- ✓ The plan shall contain provisions for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness.



Disaster Preparedness and Operation Recovery – Airport Perspective

Ary Rodrigues Bertolino

Director of Relations with the Airport Industry in Brazil and South America / ACI-LAC

A story of Success



Rafael Scantamburlo

IFALPA



7 December 2023

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São José dos Campos – Brazil



The Global Voice of Pilots



IFALPA

DISASTER RESPONSE

HOW BE PREPARED FOR HUMANITARIAN ASSISTANCE



DISASTER RESPONSE

- WHO IS IFALPA
- HOW ICAO IS PREPARED
- HOW INDUSTRY IS PREPARED
- HOW IFALPA CAN ASSIST



IFALPA

The International Federation of Air
Line Pilots' Associations

WHO IS IFALPA



- IFALPA representation
- Mission
- Committees

WHO IS IFALPA



Accident Analysis &
Prevention (AAP)

Aircraft Design &
Operation (ADO)

Aerodrome & Ground
Environment (AGE)

Air Traffic Services
(ATS)

Dangerous Goods
(DG)

Helicopter (HEL)

Human Performance
(HUPER)

Legal (LEG)

Professional &
Government Affairs
(PGA)

Security (SEC)

Administration,
Membership &
Finance (AMF) - in
Abeyance until
further notice



HOW ICAO IS PREPARED

Humanitarian Assistance and Disaster Response in Aviation (HADRA)

The Role of ICAO in Humanitarian Response



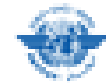
MISSION

The **HADRA Expert Group** aims to improve the overall efficiency and resiliency of airports in the onset of a natural disaster, by enhancing disaster preparedness measures and response capability of the affected airport, so that it could act as a critical hub for humanitarian aid.

HOW ICAO IS PREPARED

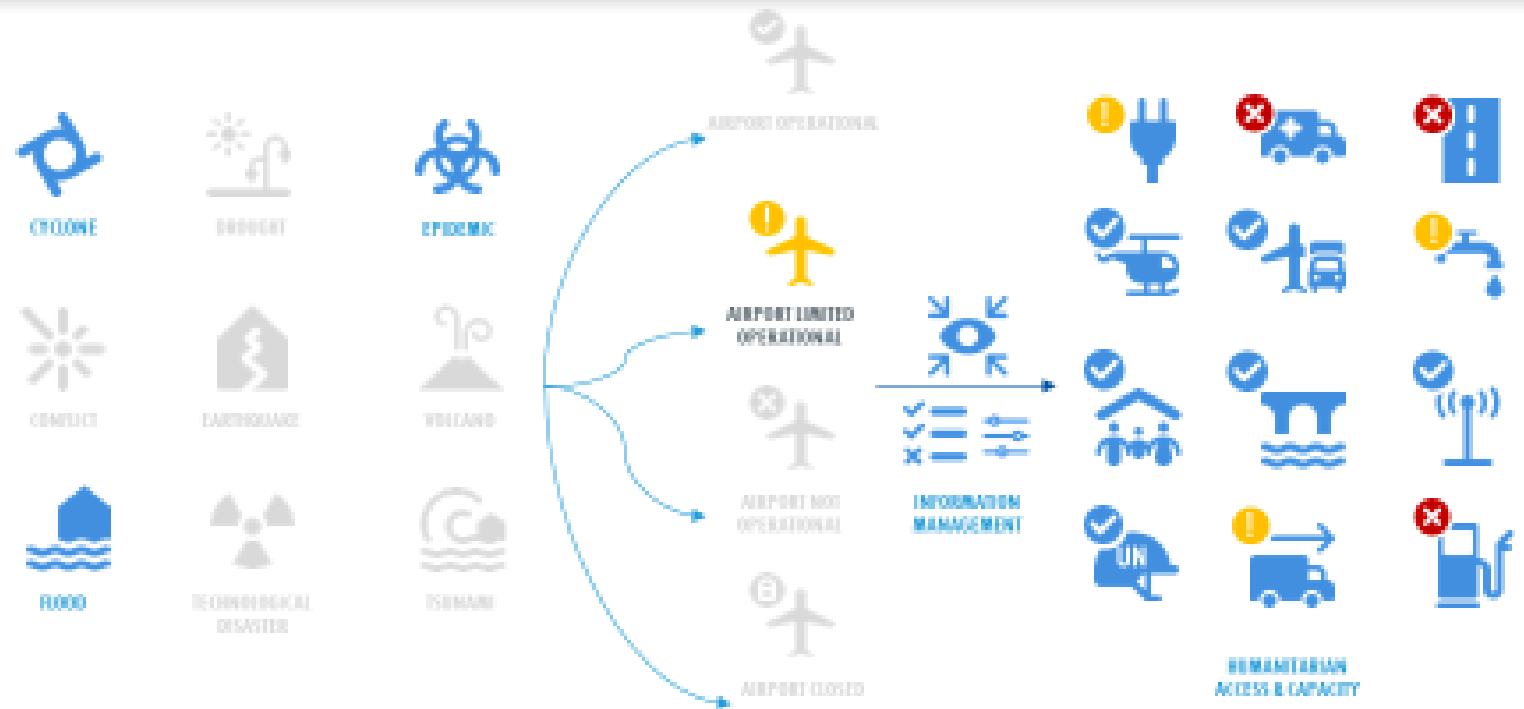


GUIDANCE MATERIAL ON AIRPORT PREPAREDNESS FOR EFFECTIVE HUMANITARIAN ASSISTANCE AND DISASTER RESPONSE



ICAO UNITING AVIATION

Desired Outcome



HOW INDUSTRY IS PREPARED

- National Business Aviation Association (NBAA)
 - AeroAngel (Children)
 - AERObridge (People in general)
 - Air Care **Alliance**
 - Air Serv International (last mile)
 - Airlift Flyers Aviation (underutilized payload)
 - Angel Flight (medical)
 - ...



HOW IFALPA CAN ASSIST

- AAP >>> ERP
 - SNA ERP
- Focus on Pilots
- Local Assistance

ACCIDENT INFORMATION FOR PILOTS

Quick Reference Guide For Flight Crew Involved In Aeronautical Occurrences



SNA RECOMMENDS THAT YOU MAKE NO STATEMENTS UNTIL YOU TALK TO YOUR REPRESENTATIVE

1. Carry out procedures for the preservation of lives, evidences and the aircraft or its wreckage;
2. Care for your individual needs, the crew and passengers;
3. Notify the authorities and you company (if applicable);
4. Contact SNA;
5. Do not make any statements to anyone, including family members;
6. Obtain, if possible, any and all flight information/documentation;
7. Make private notes of the events;
8. Cooperate with the investigation authorities involved in the investigation;
9. Respect the laws in which you are in.

**EMERGENCY
HOTLINE SNA**

+55 11 99958-3153

(24hours, reverse charges accepted)

SNA EMERGENCY TELEPHONE NUMBERS:

SNA MAIN OFFICE (Mon – Fri 8 – 18h) Extension 91: Communicate an accident/incident Extension 1059/1062: Flight Safety Department	+55 11 5090-5100
IFALPA's EMERGENCY HOTLINE (24h)	+44 1202 653 110

or access our website:

www.aeronautas.org.br/index.php/emergencia



Summary

INTRODUCTION

CAPTAIN'S RESPONSIBILITIES.....

WHAT TO DO IF I GET INVOLVED IN AN AERONAUTICAL OCCURRENCE?

CONSIDERATIONS ABOUT THE INVESTIGATIONS IN BRAZIL.....

SAMPLE STATEMENTS OF NOTIFICATION TO
THE AERONAUTICAL AUTHORITY (ENGLISH)

RELATED LINKS

- <https://www.icao.int/HADRA/Pages/default.aspx>
- <https://nbaa.org/aircraft-operations/hero-database/humanitarian-groups/>



PLEASE FOLLOW IFALPA ONLINE



Thank you!



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ifalpa.org

WFP Aviation Response to Disaster in terms of Safety and how to select operators



Mario SIBRIAN

Chief, Aviation Safety Unit
UN World Food Programme



7 December 2023

ANAC- Auditorium
São José dos Campos – Brazil



Safety Unit and the operator's selection process in support of the WFP Aviation response to Disasters...



Third WFP-ICAO South American Safety Campaign



World Food
Programme

SAVING
LIVES
CHANGING
LIVES

Safety Unit and the operators selection process in support of the WFP Aviation response to Disasters

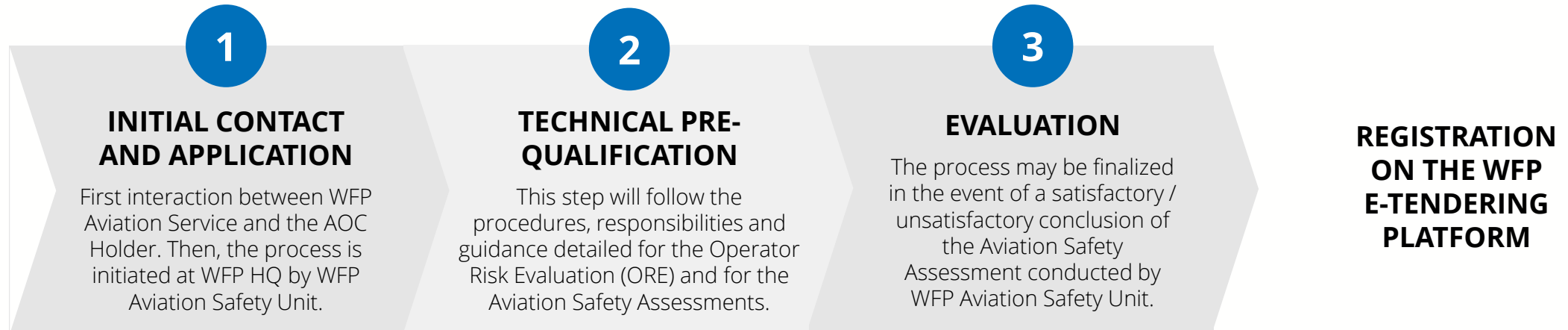
- **WFP Aviation Safety Unit operator's selection process to enable SCOA**
- SCOA After Action Review Analysis:
 - Staffing*
 - Helicopter Operations*
 - Logistics Operations
 - Coordination*
 - Systems, Tools and Equipment



WFP AOC Holders Registration Process

AIR OPERATOR CERTIFICATE (AOC) HOLDER'S REGISTRATION PROCESS

WFP Aviation Service selects an operator of interest (aircraft type, region where it is based, specific capacity and performance, etc) which will be qualified for registration and accepted as a vendor for the organization.

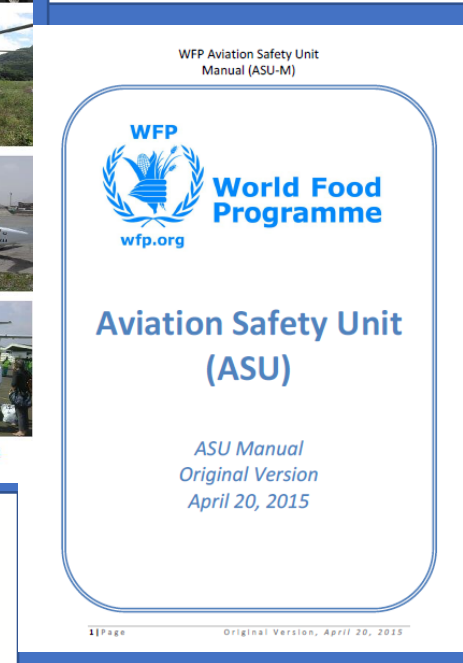
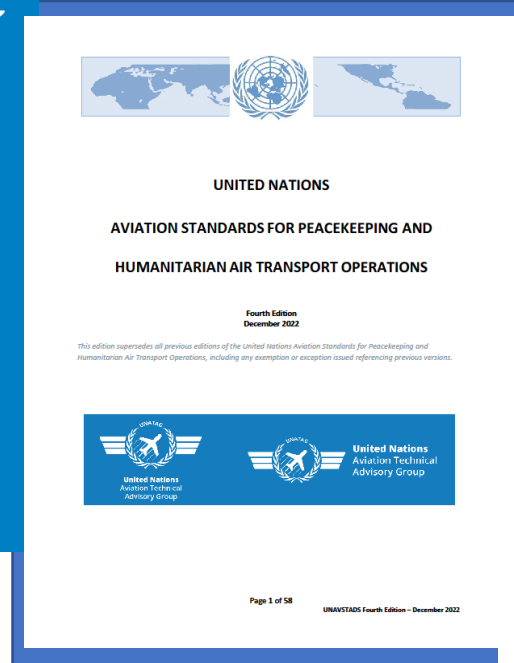
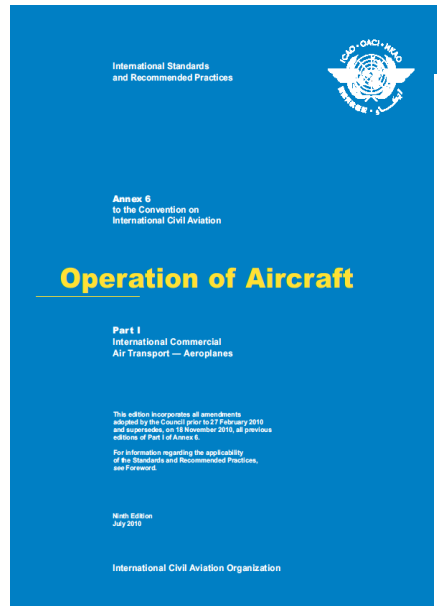


Regulated by...



National CAA Air Regulations

Operator's manuals and
procedures,



Guidance
Documents

Av. Field Ops (AFO) Standard Admin Ops Procedures (SAOP)
AFO Aviation Safety Program,
AFO A-Emergency Response Plan



Process and Results of a Standard Assessment

Areas Covered:

Organization and Administration

Flight and Ground Operation

Maintenance/Airworthiness Aeoronaves

Flight Training & Credentials

Flight Safety Management (SMS)

Unlawful Interference Protection Security Management (AVSEC)

Item reference	ITEM	Comments and Findings	Manual Procedures and reference	Risk Value	Company proposed action (who is responsible, date and action)
	1				
	01.01 Management and CAA Authorizations				
01.01.01	CAA authorization: AOC, including Operation Specifications.			CRITICAL	
01.01.02	CAA Continued Surveillance (Oversight Control), Operation and airworthiness audit reports			MAJOR	
01.01.03	Maintenance Authorization and Arrangement			MINOR	
01.01.04	Aircraft Documents: TCDS, C of A, C of R, Insurance, and CAA accepted Lease Agreements (Ops and Mntc Control)			NF	

PREPAREDNESS OF THE AOC HOLDER FOR FIELD OPERATION – PFO FORM FOR THE OPERATOR

Records and Documents, Flight Operations, Aviation Safety Field Maintenance Arrangement, Aviation Security (Field)

System	Sub-System	Subarea items	Specific Field Requirement	Reference to Existing Company Procedures and Defences to control safety risks	Additional Risk Mitigation Actions for RFO / Evidence to be attached (Yes / No)
		CAA acceptance and surveillance for the area of operation. (State of Registry and States of Operation)	Sample: Notification process to CAA for approval	For example: Approval Letter from CAA and/or process for obtain CAA acceptance.	Example: YES, Attachment 1
		Flight operations documents and control	1. Company Documentation including, Control of Documents and updates with the last revisions and established process for the content of and maintaining the operations documents at the field station. 2. Proof of the policy on the documents package to be shared with field staff prior to deployment. 3. Establishing of documents Electronic and Hardcopy libraries such as(SOP, ERP, ERP contacts, etc.)	For example: References 1. OMA, Section 1, 1.2.3 2. Manual distribution record to the field station (Record number, date of distribution)	Example: 1. YES, Attachment 2 - OMA, Section 1, 1.2.3 2. YES - Attachment 3. Reference to the elibrary and documents kept in the hardcopy library

List Of Registered AOC Holders (LORA)



**LORA Memorandum
2020-01**

To: John Crisci
Director a.i., Supply Chain Division

Date: 16 March, 2020

Through: Jose Odini
Chief Aviation Safety Unit

From: Bako Rakotoniony
Aviation Safety Officer – Registration and
Information

Subject: WFP List of Registered AOC Holder/s (LORA) 2020-01 for review and acceptance

Background:

The List of Registered AOC Holders (LORA) ¹ is issued every four months by WFP Aviation Safety Unit for Aviation Service's (SCOA) utilization and it is valid until the next issue. Interim changes of the status of registered AOC Holders and/or their fleet are communicated through Aviation Safety Unit Memorandums addressed to the Director of Supply Chain Operations and shared with WFP Aviation Service management and with Air Transport Unit.

LORA includes AOC Holders that are registered with WFP in accordance with ASU-M, ASM2 and UNAVSTADS3 established procedures. LORA is to be used by SCOA for initiating tendering process i.e. Request for Offer (RfO), and not for direct chartering.

Air Transport Contracts Committee (ATCC) meetings are held for every aircraft charter contract including extensions⁴ of the existing contracts. ATCC recommendations (minutes of the meetings) are an integral part of all aircraft charter contract memorandums sent to the Director of Supply Chain Division for his approval, including extensions of existing contracts (Ref. to the Minutes of the 12th ASB of 28 July 2009, Action item 8.5.). ASU provides updated technical information and the risk ratings for the AOC Holders during each ATCC meeting. If an AOC Holder fails to demonstrate adherence to the standards, Aviation Safety Unit will propose and will communicate to Aviation Service specific "restrictions" (see para 3.2. below).

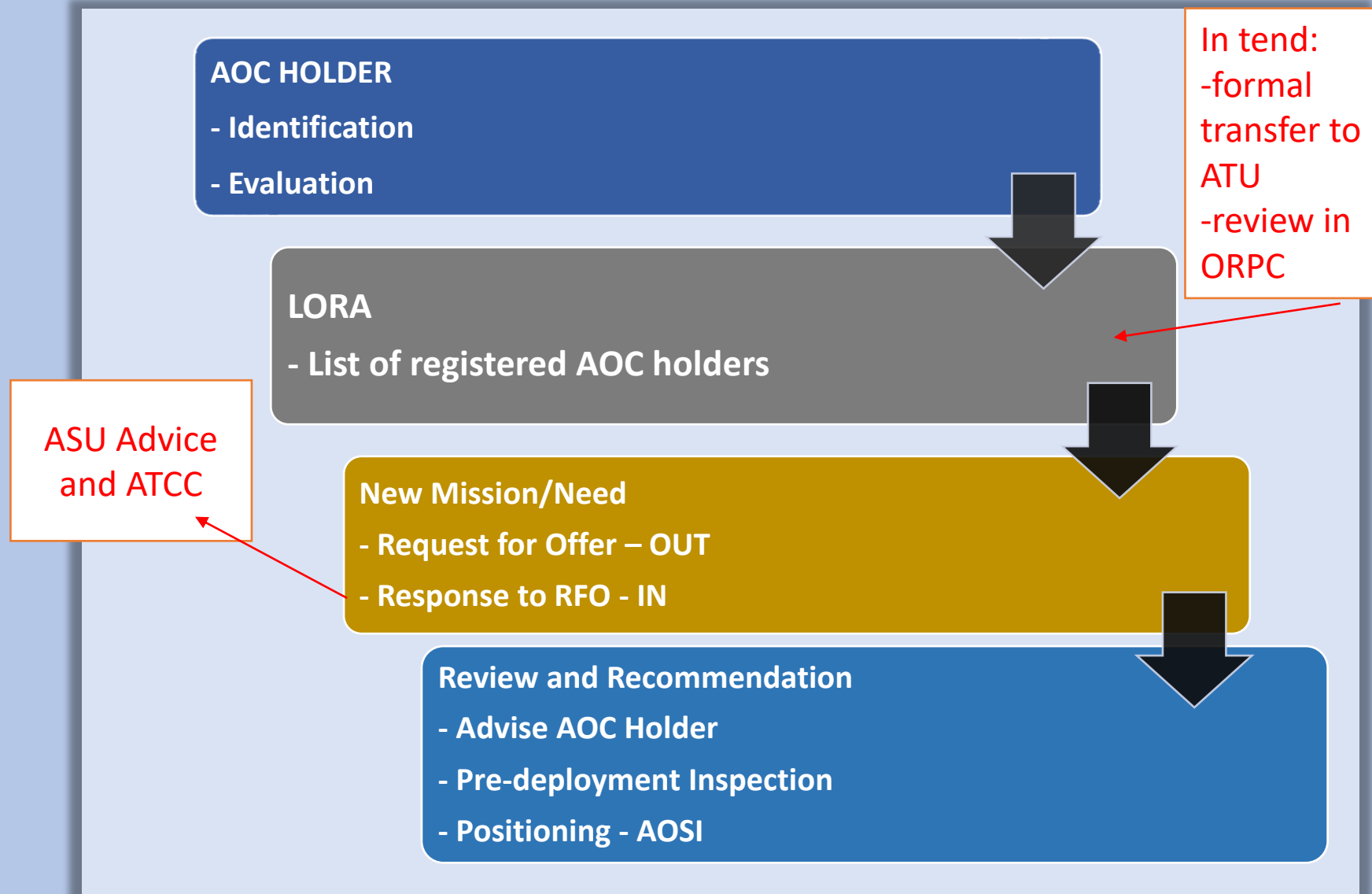
¹ 3.2.1 AOC Holder Eligibility Management, ASU-M, Original Version, April 20, 2015

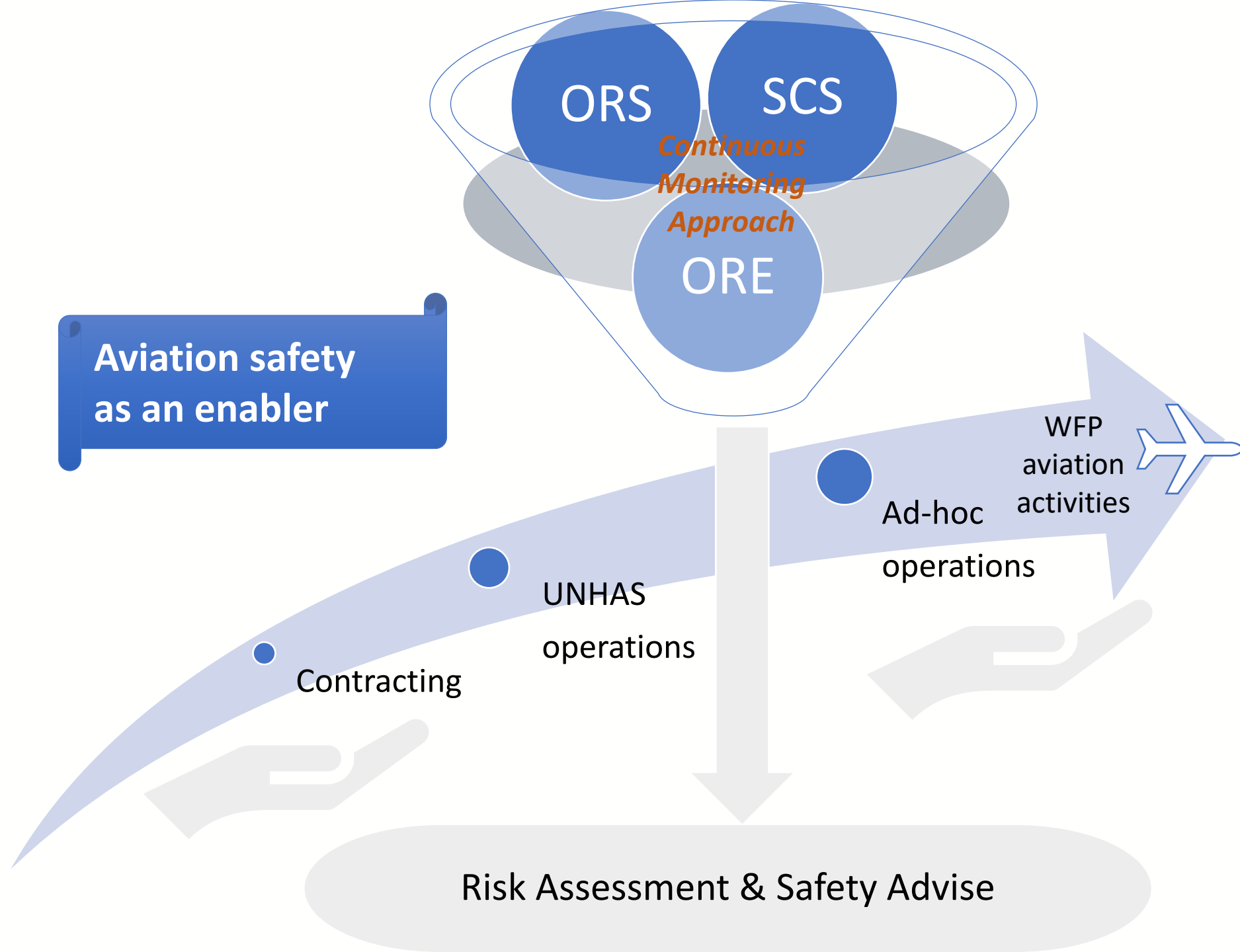
² Aviation Safety Manual, 3rd Edition, Master copy, 2009.06.01

³ United Nations Aviation Standards for Peacekeeping and Humanitarian Air Transport Operations, 3rd Revision, September 2012.

⁴ Agreement for extensions between parties is sufficient by email correspondence

Operator Registration & Chartering Process





Safety Unit and the operators selection process in support of the WFP Aviation response to Disasters

- WFP Aviation Safety Unit operator's selection process to enable SCOA
- **SCOA After Action Review Analysis:**
 - Staffing*
 - Helicopter Operations*
 - Logistics Operations
 - Coordination*
 - Systems, Tools and Equipment





Aviation Services – Emergency Response Unit

After Action Review

Malawi Emergency Response

March-May 2023



Review Areas

1. Staffing: Org. structure, deployment and Admin*
2. Helicopter Operations*
3. Logistics Operations
4. Coordinations with: WFP, Govt., Partners*
5. Systems, Tools and Equipment

STAFFING

What did we expect to happen?

- Clear Aviation needs for the emergency response outlined
- Estimated duration of the emergency response
- Staffing deployment within 72 hours
- Single Aviation staff deployment

What Actually happened?

- Uncertainty on initial funding availability; needs on staffing not clear
- Deployment of one (1) Aviation staff member within 72 hours
- Minor changes in staffing (+1)

What went wrong and why?

- Single staff deployment at inception of emergency response (multiple simultaneous priority tasks)

What went well and why ?

- Coordination with Logistics and other partners
- Dedicated Logistics staff to assess and validate location of landing sites geo. Coordinates
- Coordination with Airport Management

Actions

- Suggested future actions:
 - Standardize deployment of 2 staff at inception of Ops
 - Staffing review may occur 2 weeks within the Emerg. deployment

HELICOPTER OPERATIONS

What did we expect to happen?

- Mixed fleet at emergency response inception: Bell 430 & MI-8, Assessment and Light Cargo Ops

What Actually happened?

- One MI-8 AMT deployment only, closely followed by deployment of another MI-8 MTV helicopter
- Cargo Ops mainly, with ad-hoc passenger and MEDEVAC flights
- Virtually no assessment flights conducted

What went wrong and why?

- Inaccurate forecasting of aerial tasks required during emergency response, which resulted in initial fleet not fully suitable for actual needs
- Temporary Jet A-1 fuel shortages due to provider's initial lack of flexibility to cater for increased need of fuel due to emergency ops surge

What went well and why?

- Actual deployment of MI-8 Helicopters, as they maximized the transportation of food and non-food items from diverse partners
- Fuel provider adapted to surge in air ops after Aviation Officer & CD visited Country Fuel Provider Director
- Ground Handling Services-setup

Actions

- Suggested actions:
 - To conduct an accurate forecast of aerial tasks required during emergency response, aimed to streamline aircraft types required for actual needs and to achieve them efficiently.
 - ERU Staff to assess best way on how ground support must be provided: either via Ground Handling or labor/loaders
 - Once Operation stabilizes, payload can be reviewed, when not operating from runways

COORDINATIONS WITH WFP, GOVT., PARTNERS

**What
did we expect to
happen?**

- Firm support of International Community
- Continuous support from National Department of Disaster Management Affairs-DoDMA
- Smooth coordination with WFP CO & HQ

**What
Actually happened?**

- Intl. Community contributed with funds for the emergency response, including helicopter operation
- DoDMA actively benefitted from aerial assets for distribution of its food and NF items
- Coordination with WFP were effective and easy flow

**What
went wrong and
why?**

- Initial expectation from DoDMA to request cargo movement at the last minute, without a plan. Lack of planning from their side, then Emerg. Avn. Ops Center was established; WFP explained the process, then DoDMA complied.
- WFP Head of Supply Chain assigned a staff to coordinate requests from external partners

**What
went well and why ?**

- Expectations from several external entities were managed by the WFP Focal Point (Head of Logistics) as he consolidated and prioritized all requests (cargo & pax)

Actions

- Continue replicating the filters by WFP for processing requests of external entities
- WFP COs must continue assuring support in terms of provision of staff temporarily deploying to emergencies

Summary:

- The operators selection process for WFP Aviation response to Disasters is a team effort between the Aviation Services (Operational Side of the house) and the Aviation Safety Unit
- WFP Aviation Safety Unit operator's selection process acts as an enabler support to SCOA who in turn translates it into the different operational tasks
- SCOA After Action Review Analysis is a good practice and useful tool to assess and bring up lessons learnt:
 - Staffing*
 - Helicopter Operations*
 - Coordination*





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Q&A