

Topic 3: Disaster and Emergency Preparedness



UNHAS Field Challenges

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Discussion Topics:

1. WFP Aviation at the Frontline of Emergencies
 - a) Public Health
 - b) Climate Related Events
 - c) Man made Disasters
2. UNHAS Emergencies/Challenges
 1. ICAO Significant Safety Concerns
 2. Lack of Aviation Infrastructures
 3. Aviation Security Constraints
 4. Continuous Evolving Context of Operations
3. Managing the Risk to ALARP levels



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WFP at the Frontline of Emergencies

**Public health emergencies**

Ebola response in West Africa 2014 to 2016

UNHAS connected over 90 humanitarian organizations to 40 critical destinations from Dakar, Senegal to primarily affected countries (Guinea, Liberia and Sierra Leone).

COVID-19 response

As borders closed and commercial flights halted, aid organizations struggled to reach those in need. From May 2020 to May 2022, **UNHAS connected aid workers from 452 organizations and delivered 48.3 metric tons of relief items** to people in need across 68 countries.

**Climate related disasters**

Haiti earthquake in 2010

In response, UNHAS launched a critical operation to transport humanitarian personnel, food, medicines and other relief items to areas cut off from ground access.



Indian Ocean earthquake and tsunami in 2004

**Conflict induced crisis**

Ensuring access to vulnerable people who need life-saving assistance during an emergency can be challenging. Over the past years, an already complex situation as regards humanitarian access has become increasingly difficult.

Despite access constraints caused by conflict and insecurity, the **humanitarian and development communities were able to continue delivering assistance thanks to the air transport services** provided by WFP in **Burkina Faso, Democratic Republic of the Congo, Sudan, South Sudan and Yemen.**

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UNHAS Challenges



ICAO SIGNIFICANT SAFETY CONCERN

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.



LACK OF AVIATION INFRASTRUCTURES

WFP Aviation Service is looking at opportunities for **sustainable runway rehabilitation** to improve operational sustainability, environmental efficiency, flexibility in assets diversification, have a positive impact on the community and support emergency preparedness.



AVIATION SECURITY CONSTRAINTS

UNHAS prioritizes the management of aviation security risks in all field operations and provides assessments in areas where new air operations are needed, with a view to mitigating risks and putting in place **processes and systems that reduce exposure to security-related incidents.**



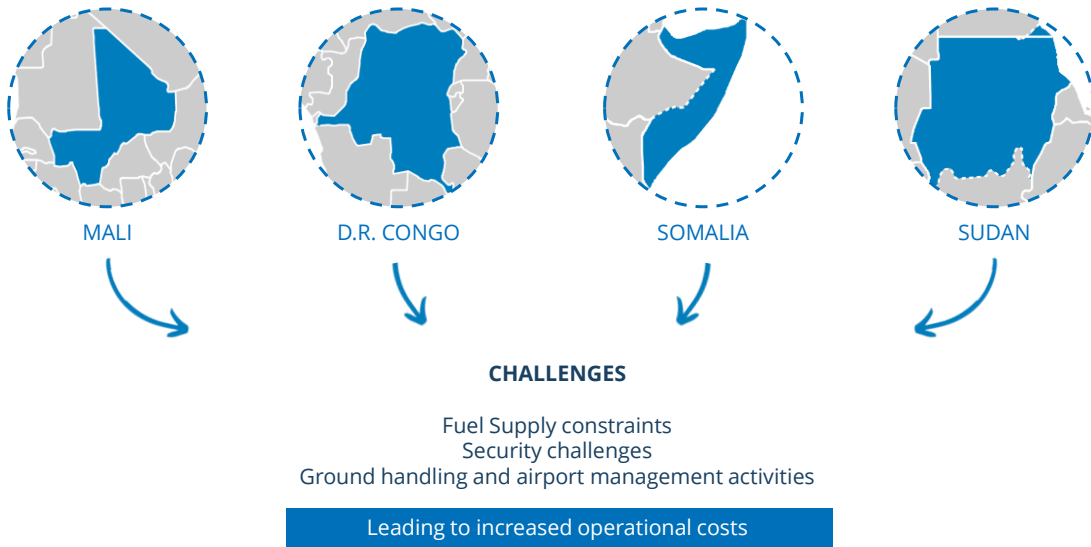
CONTINUOUS EVOLVING CONTEXTS OF OPERATIONS

WFP Aviation Service responds to the need for **access to the world's most remote and challenging locations**, often under precarious security conditions and in the event of sudden-onset disasters.

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UN Dept. Operational Support Withdrawal/ Drawdown



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Importance of keeping the balance between production and protection...

WFP GOODS & SERVICES PROCUREMENT

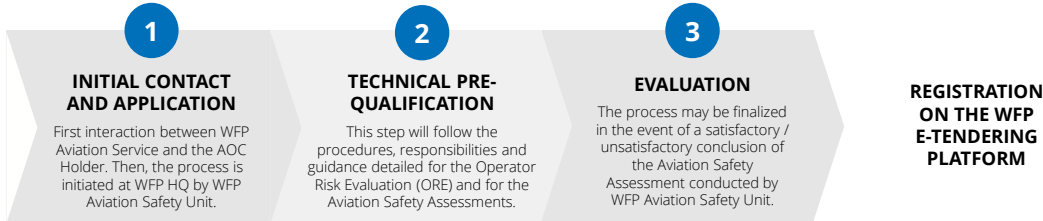
WFP strives to ensure that goods and services are purchased at competitive market prices and delivered in a timely manner. WFP procures goods and services locally, regionally and globally, depending on operational needs.

ROSTER OF SUPPLIERS FOR GOODS & SERVICES

To ensure its quick operational response, WFP maintains extensive lists of registered suppliers grouped in rosters for the wide range of goods and services categories of WFP purchases.

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.



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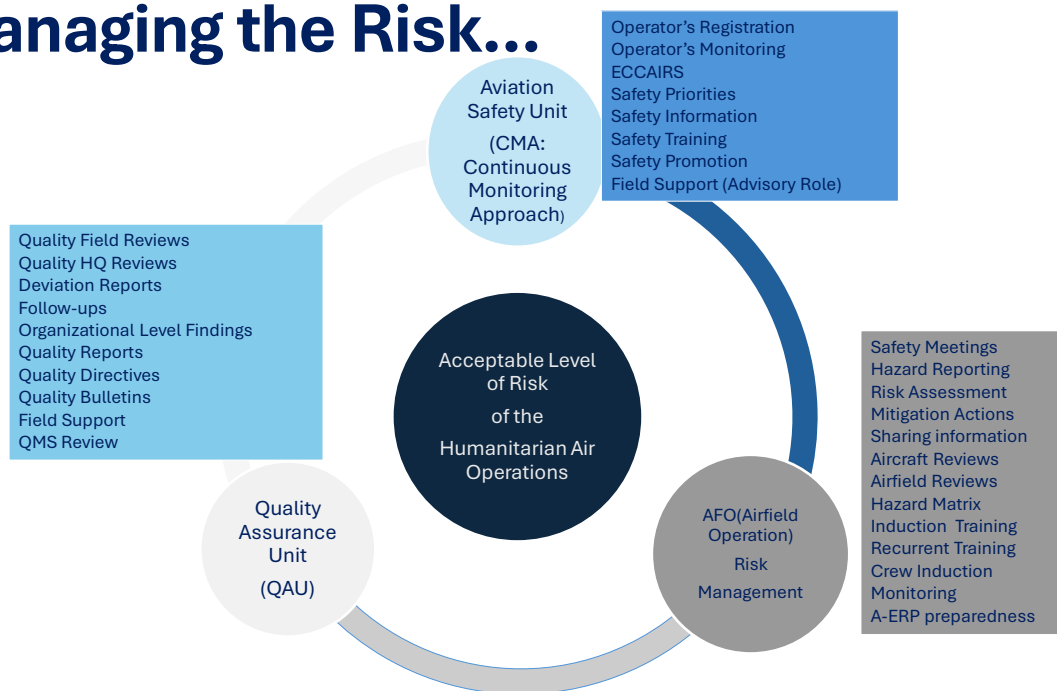
PREPAREDNESS OF THE AOC HOLDER FOR FIELD OPERATION – PFO FORM FOR THE OPERATOR

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 to be shared with field staff prior to deployment. (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

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Managing the Risk...



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SAVING
LIVES
CHANGING
LIVES

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