

WFP Aviation in 2015



World Food Programme

2015 WFP Aviation at a Glance



UNHAS
Humanitarian Air Service

UNHAS and Other Activities

The United Nations Humanitarian Air Service made up **70%** of WFP Aviation's work

Countries where either WFP Aviation, UNHAS, or both operated

- | | | |
|----------------------------------|-------------|--------------|
| Afghanistan | Ivory Coast | Pakistan |
| Bangladesh | Kenya | Rwanda |
| Cameroon | Liberia | Senegal |
| Central African Republic | Libya | Sierra Leone |
| Chad | Madagascar | Somalia |
| Democratic Republic of the Congo | Malawi | South Sudan |
| Djibouti | Mali | Sudan |
| Ethiopia | Mauritania | Uganda |
| Ghana | Mozambique | Vanuatu |
| Guinea | Nepal | Yemen |
| Iraq | Niger | |
| | Nigeria | |

UNHAS Operations



x550

287,106 passengers
— more than 550 times the capacity of a large jetliner



1,831
people evacuated

317
regular destinations

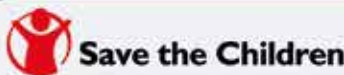
5,868 mt

of light humanitarian cargo which weighs as much as 1,065 adult elephants



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

UNHAS Top-3 NGO & Top-3 UN users



UNHAS Donors*



* Donors to the UNHAS component of the SO in response to the Ebola outbreak are not included.

Other Activities

Airlift, Airfreight and Passenger Services (excl. UNHAS)



17,380 mt
of cargo

1,852
passengers

Airdrops



1,636
airdrops



45,203 mt
of food

Dedicated Services



2 aircraft



3 aircraft

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

Foreword

In 2015, the WFP-managed United Nations Humanitarian Air Service (UNHAS) again proved its ability to respond promptly to crises. These included natural disasters, such as the earthquake in Nepal, and conflicts such as those in South Sudan and Yemen. When the violent insurgency in north-eastern Nigeria escalated and took on a more regional dimension, UNHAS operations were established in Nigeria and Cameroon to facilitate a humanitarian response.

The service was also essential to many recovery, development and resilience-building operations. All told, UNHAS passenger services enabled 287,000 humanitarian workers to provide assistance in 19 countries, in locations that could be reached only by air. At 52 percent, non-governmental organizations made up the biggest share of UNHAS users.

Where possible, UNHAS helps to strengthen the aviation industry in countries of operation by chartering aircraft for domestic use from local air carriers. This was the case in Ethiopia, Kenya, Mali and Nepal. The use of in-country private sector partners advances knowledge and skills transfer; as a result, it invests in local communities and economies.

Aviation services are a vital tool in the supply chain architecture. They allow the humanitarian community and relief

supplies to reach the most remote and challenging areas, often connecting networks of warehouses and distant water, road and porter transport services.

WFP's role as a provider of supply chain services to the humanitarian community continues to be of critical importance. Responses to floods in Malawi, Cyclone Pam in Vanuatu, and the Ebola Virus Disease outbreak in the West African countries of Guinea, Liberia and Sierra Leone all required air freight transport. WFP Aviation provided specialized aviation solutions for several organizations, including the United Nations Children's Fund (UNICEF) and the World Health Organization (WHO), delivering 62,500 metric tons of food and non-food items using a combination of airlifts, airfreights and airdrops.

WFP Aviation exists to facilitate humanitarian assistance to the world's most vulnerable people. Looking forward, it will continue — in its own right and through UNHAS — to do its utmost to provide shared services that support effective and cost-efficient collective humanitarian response.



Corinne Fleischer
Director, Supply Chain Division
World Food Programme

*Aid workers board an
UNHAS plane in Far North
Province, Cameroon.
WFP/Marco Frattini*



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UNHAS helping humanitarian reach vulnerable people in Kitchanga, North Kivu Province, the Democratic Republic of the Congo. WFP/Leonora Baumann

WFP Aviation

2015 was characterized by a high number of complex emergencies, and donor resources were stretched by the sheer level of need. The humanitarian community articulated concerns about sustainability, prompting renewed efforts to engage deeply and cooperatively in averting disasters through local capacity- and resilience-building.

Against this backdrop, WFP Aviation pursued ever-greater efficiency. It continued to provide the common aviation services that enable non-governmental organizations (NGOs), United Nations agencies and other humanitarian actors to deliver and monitor life-saving and life-changing relief in remote, dangerous and difficult-to-reach locations. It also redoubled its efforts to strengthen local aviation capacity in developing countries where distance, terrain and poor infrastructure hamper both national and international emergency response mechanisms.

In 2015, WFP Aviation facilitated responses to emergencies that included devastating floods in Malawi, Cyclone Pam in Vanuatu, the earthquake in Nepal, the Ebola crisis in West Africa, and conflicts in Iraq, South Sudan and Yemen. Using airlifts, airfreights and airdrops, it delivered 62,500 metric tons of food and non-food items.

The activities of the United Nations Humanitarian Air Service (UNHAS), which are managed by WFP Aviation and consist of passenger and light cargo services for the humanitarian community, are covered in detail in the next section. However, it is important to note here that the environment in which UNHAS operates has become increasingly demanding and hazardous.

Mitigating risks to UNHAS passengers was and remains a top priority. WFP Aviation further strengthened its risk management culture, reinforcing processes and procedures to ensure safety compliance on all aircraft and among its air carriers and crew. It monitored UNHAS operations continuously. It also maintained a non-punitive aviation safety reporting system

aimed at identifying and mitigating hazards and preventing escalation.

During the year, security threats affecting the commercial aviation industry evolved, posing a major challenge also to humanitarian aviation. To enhance security coordination and information sharing, all UNHAS operations worked closely with WFP Field Security, the United Nations Department of Safety and Security (UNDSS), NGO focal points at destinations, regional aviation bodies, civil aviation authorities, and the International Civil Aviation Organization (ICAO). In the Democratic Republic of the Congo and in Sudan, 60 UNHAS staff, NGO focal points at destinations and staff from civil aviation authorities received Aviation Security training. In Afghanistan, the Democratic Republic of the Congo, Nigeria and Somalia, UNHAS Aviation Security Officers also conducted security assessments at field level.

Significant progress was made with WFP Aviation's Performance Management Tool (PMT). Mid-July saw the launch of version 2.0, which has an improved user interface, as well as optimized and new functionalities. Towards the end of the year WFP Aviation, in cooperation with industry experts, finalized preparations for three training workshops to induct 60 air operations staff on how to use PMT to optimize fleet, schedule-planning and aircraft utilization in their respective operations. The sessions, which will be conducted at the beginning of 2016, are aimed at instilling in all staff a mindset in which decision making is more data-driven. The objectives are better-managed operations, greater value-for-money, and a more effective and efficient service for the humanitarian community.

WFP Aviation implemented several training initiatives. It invested in enhancing customer service by offering UNHAS staff customized training sessions, in Rome and Nairobi, provided in conjunction with the International Air Transport Association (IATA). To ensure the safe handling and processing of dangerous goods for carriage by air,

it also organized an online course for 50 field staff on Dangerous Goods Regulations.

Partnerships play an important role in WFP Aviation activities, enhancing cooperation on aviation activities and improving passenger safety. Existing partnerships were maintained with key entities, such as civil aviation authorities, other humanitarian air service providers including the International Committee of the Red Cross (ICRC), the Economic

Community of West African States (ECOWAS) and the European Commission's Humanitarian Aid and Civil Protection department (ECHO). WFP Aviation's long-standing partnership with Aviation Sans Frontières France (ASF-F) further enhanced access to people in need. As of December, a joint implementation arrangement between UNHAS and ASF-F enabled humanitarians to reach eight more locations in the Central African Republic, with flight frequency increased to some existing destinations.

WFP Aviation Financial Overview

In 2015, the total cost of WFP Aviation air operations exceeded US\$343 million. This represents a year-on-year increase of eight percent.

Table 1. Cost breakdown in 2015

WFP Air Services	Total costs (US\$)
Regular UNHAS operations*	186,074,633
UNHAS operations in response to emergencies**	55,959,229
Short-term aviation services for WFP and external clients	93,558,057
Dedicated aviation services	3,474,152
Overall management and support costs***	4,568,536
Total expenditure in 2015	343,634,607

* Includes costs of air services provided in partnership with ASF-F in the Central African Republic.

** Refers to the Ebola response in West Africa and the earthquake in Nepal.

*** Includes costs for overall management, contract management and payments, funds management, quality assurance, information management, training and safety, etc.

Services provided by WFP Aviation

UNHAS: provision of passenger and light cargo air services on behalf of the humanitarian community upon request of the Humanitarian Coordinator or the Humanitarian Country Team in a specific country.

Short-term aviation services for WFP and external clients: provision of airlifts and airdrops for food deliveries during emergency operations; airfreight services (charter of cargo space on scheduled commercial aircraft); and the air transportation of passengers outside UNHAS operations.

Dedicated services: WFP Aviation provides dedicated air services to a number of external clients to support specific organizational needs. These services are fully funded by the requesting partner. In 2015, WFP Aviation chartered aircraft for UNDSS in Somalia and Kenya and in South Sudan, and for the United Nations High Commissioner for Refugees (UNHCR) in the Democratic Republic of the Congo, Ethiopia and Tanzania.

United Nations Humanitarian Air Service

In accordance with its mandate, UNHAS played a vital role in enabling NGOs, United Nations agencies, donor representatives, the diplomatic community and humanitarian implementing partners to reach populations in need. Communities in Afghanistan were isolated by insecurity, in Chad by long distances, in Mauritania by treacherous road conditions, and in Yemen by an absence of safe commercial air operators. UNHAS connected aid workers to these and other remote communities, and in doing so it allowed numerous life-saving humanitarian interventions to be implemented and monitored.

Excluding staging areas and hubs, such as Senegal and Ghana, in 2015 UNHAS operated in 19 countries. These were: Afghanistan, Cameroon, the Central

African Republic, Chad, the Democratic Republic of the Congo, Ethiopia, Mali, Mauritania, Niger, Nigeria, Somalia and Kenya, South Sudan, Sudan, and Yemen; Nepal, in response to the earthquake; and Guinea, Liberia and Sierra Leone, in response to the Ebola Virus Disease (EVD) outbreak. Overall, UNHAS transported 287,000 passengers for NGOs, UN agencies and humanitarian implementing partners, as well as diplomats and donor representatives.

During the second half of the year, humanitarian access by land along the Nigeria-Cameroon border was severely restricted by insecurity due to insurgent activities. UNHAS established new operations in both countries.



A passenger aboard an UNHAS helicopter in the Democratic Republic of the Congo admires the rolling countryside of Kiwanja, north-east of Goma, the provincial capital of North Kivu Province. WFP/Olivier Le Blanc

Table 2. Performance overview of UNHAS activities in 2015

Country of operation	Average fleet size*	Hours flown	Passengers transported **	Cargo (kg) **	Evacuations (medical and security) ***	Number of regular destinations	Number of user organizations ****
Afghanistan	3	2,361	19,577	49,770	284	25	154
Cameroon	1	96	320	2,107	0	5	23
Central African Republic	3	3,461	18,000	214,219	379	22	124
Chad	4	3,597	21,463	82,635	82	20	102
Democratic Republic of the Congo	6	5,183	30,422	650,127	105	37	265
Ethiopia	3	1,938	5,085	33,218	87	7	46
Mali	2	1,741	7,581	18,829	10	7	120
Mauritania	1	730	1,926	9,304	11	6	42
Nepal	7	2,461	3,632	2,699,400	14	*****155	140
Niger	2	1,905	8,414	23,085	8	7	127
Nigeria	1	294	1,692	6,221	0	5	34
Somalia and Kenya	6	5,655	38,023	868,140	27	13	150
South Sudan	16	15,270	81,203	1,015,323	688	77	248
Sudan	6	4,247	22,115	100,857	24	44	119
West African Countries*****	10	4,717	24,987	85,751	68	40	157
Yemen	1	241	2,666	9,902	44	2	44
Total	72	53,897	287,106	5,868,888	1,831	317	N/A

* Fleet size varied according to operational demands, and figures given here represent the average.

** Figures in these columns refer to the number of passengers and the amount of cargo transported, and do not take transits into account.

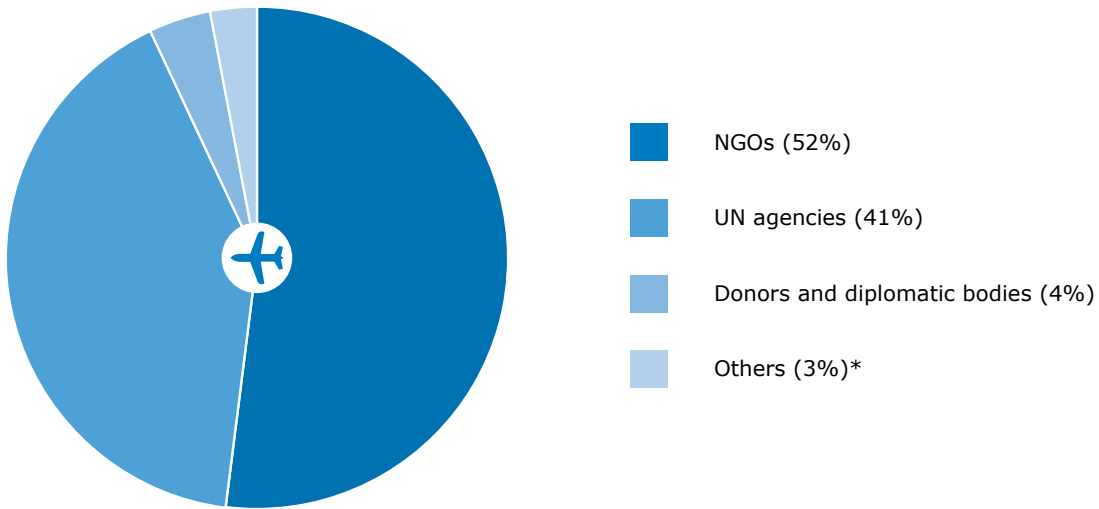
*** This refers to the number of people evacuated.

**** The same user organization may have used UNHAS in more than one country, which is why no total is given in this column.

***** This refers to landing zones. Nepal landing zones have been omitted from the total number of regular destinations.

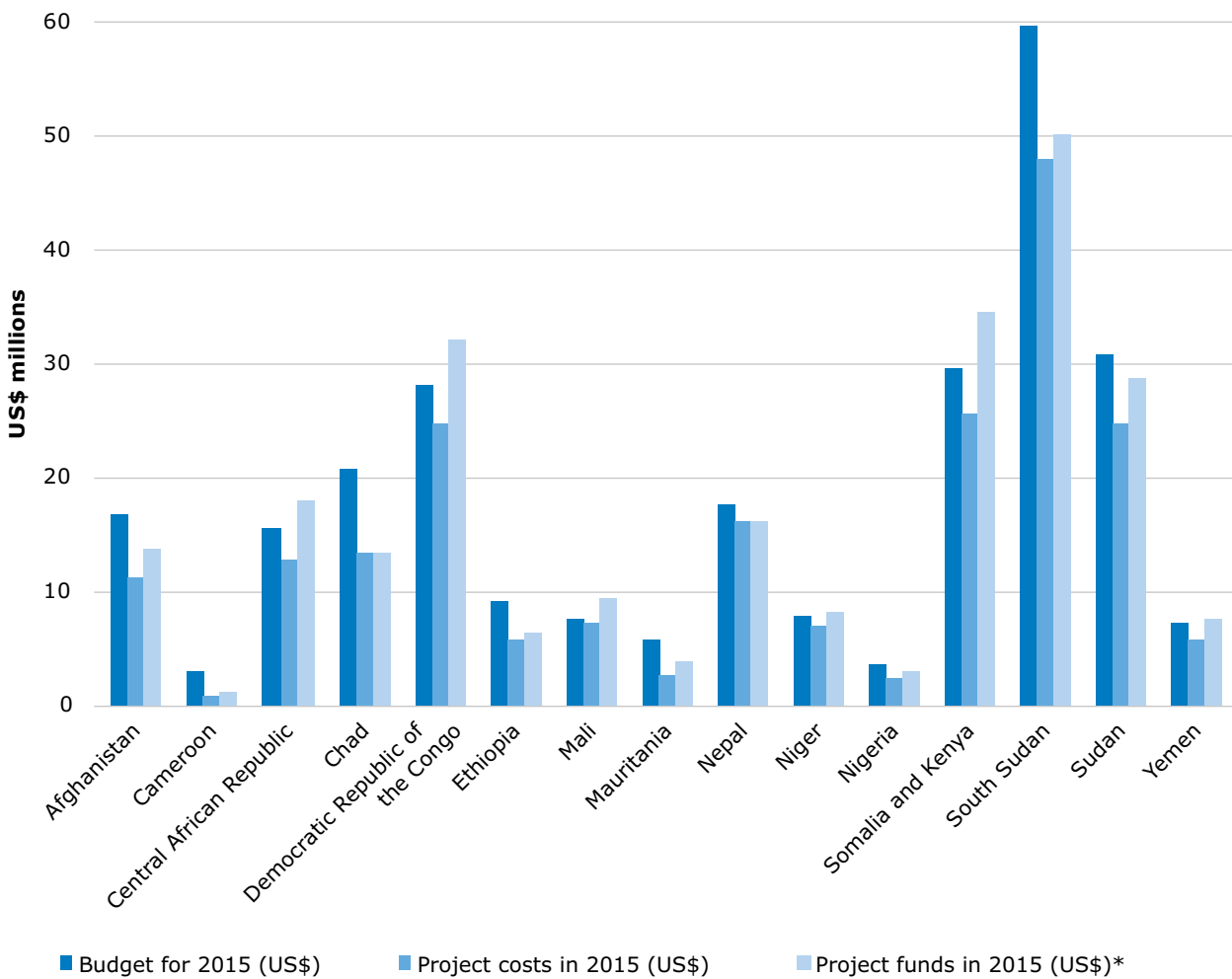
***** West African Countries denotes Guinea, Liberia and Sierra Leone — the countries served by the EVD outbreak response.

Figure 1. Breakdown of UNHAS passengers by category



* Others includes entities such as host government representatives and the media.

Figure 2. Regular UNHAS operations — 2015 budget, project costs and project funds



* Project funds in 2015 included: funds carried over from the previous reporting period; contributions registered in 2015; and cost recovery funds received in 2015.

UNHAS operations were implemented thanks to contributions from donors, as well as funds generated from partial cost recovery schemes. Funds carried over from 2014 were also essential to sustaining operations into 2015, and enabled longer-term engagements with air operators.

Intermittent gaps in funding resulted in some UNHAS operations not implementing all activities as planned. In some cases, operational flexibility and reliability were affected.

For example, in May, UNHAS Mauritania had to reduce the frequency of flights due to a shortage of

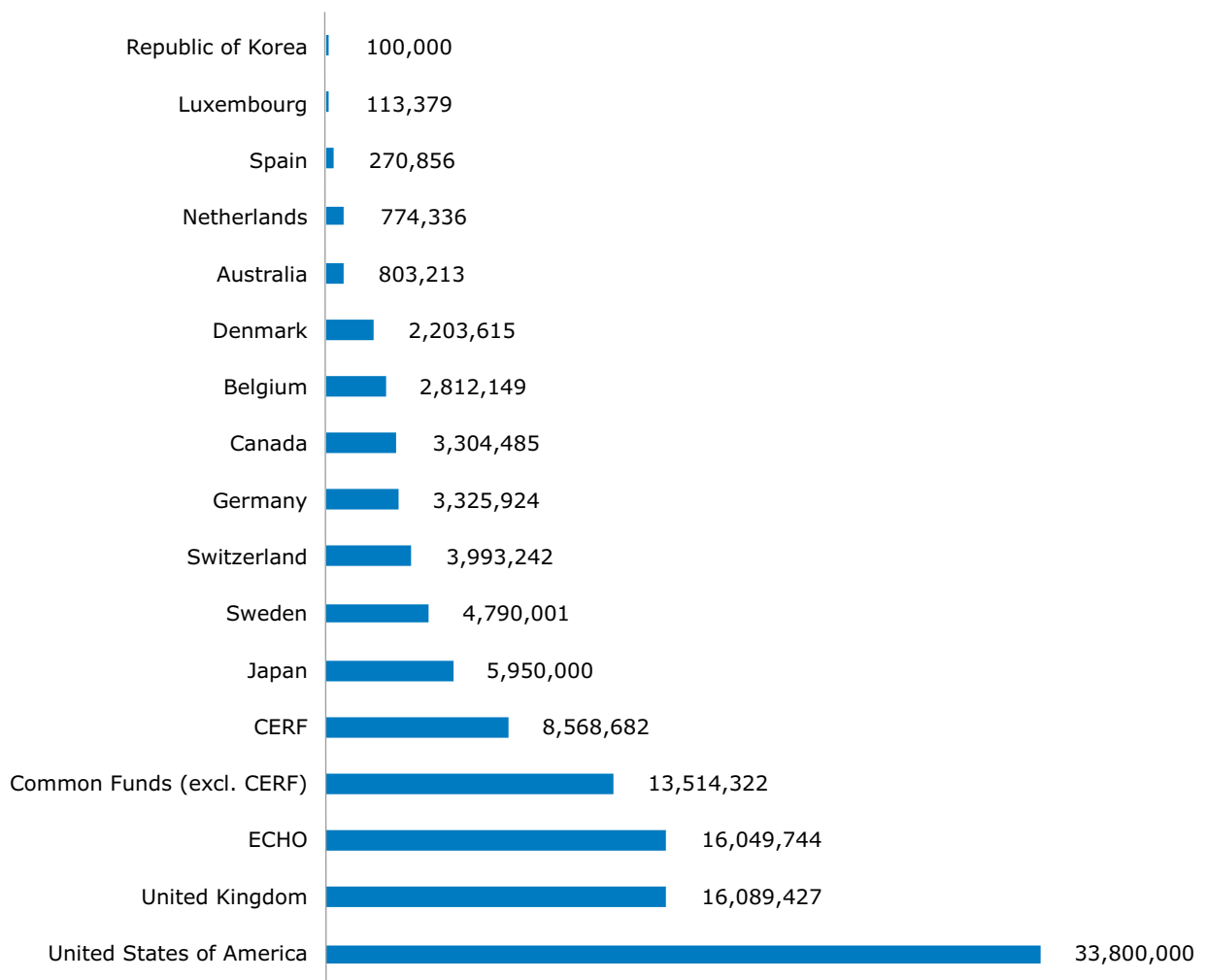
funds. Thanks to donors' support, normal services were restored in Mauritania in early June.

Donor Support

Contributions from donors totalled US\$117,153,960. A breakdown is shown in Figure 3 below.

Please note that contributions to Special Operation 200773 (response to the EVD outbreak in West Africa) are not included in the chart. Please see page 15 for a list of donors supporting that particular operation.

Figure 3. Overview of donor contributions in 2015*



* In addition to the above-listed donors, UNHCR, one of WFP Aviation's primary partners, contributed US\$200,000 to the common service. Also, private donors, including IATA, contributed US\$490,586 to the UNHAS operation in Nepal.

Special Operations

Response to Emergencies

When disaster struck, UNHAS was at the forefront of humanitarian response, providing a gateway for assistance to crisis-hit areas.

As movement restrictions continued in Ebola-affected West Africa, and when remote communities in Nepal were shattered by earthquakes in

April and May, UNHAS enabled humanitarian staff to reach affected populations.

The service in response to the EVD outbreak was wound down in Liberia at the end of 2015, but in Guinea and Sierra Leone it was extended into 2016 in support of the Ebola Response Phase 3, which aims at achieving and sustaining a 'resilient zero'. The Nepal service ended in December.



An UNHAS helicopter delivers relief supplies to a distribution point in Gorkha District, Nepal. At the landing area, villagers assisted with offloading tents and High Energy Biscuits for onward distribution to beneficiaries. WFP/Angeli Mendoza

Maps legend



Operational base



Helicopter destination



Regular destination



Ad-hoc helicopter destination



Ad-hoc destination



UNHAS route

Sudden-Onset Emergency



UNHAS Nepal: SO 200849
Humanitarian Air Service

Performance overview

Average fleet size	7
Passengers transported	3,632
Cargo (kg)	2,699,400
Landing zones	155
Medical evacuations	14
Security evacuations	0
User organizations served	140

On 25 April, a 7.8-magnitude earthquake struck near Nepal's capital Kathmandu. It was followed by numerous aftershocks and, on 12 May, by another devastating earthquake. Humanitarian access was hampered by mountainous terrain, inclement weather, landslides and avalanches. Roads were blocked and infrastructure damaged. Air transport was critical.

In recent years, WFP Aviation has been working to minimise lead-time for deployments to emergency locations. As part of this endeavour, it has invested in expanding its roster of pre-evaluated and registered service providers to include local operators in Asia. As a result, four days after the first earthquake hit, UNHAS was able to start flying humanitarian workers and relief supplies to inaccessible communities in Nepal's mountains. For the next eight months, UNHAS used four Mi-8 and two AS350 helicopters to support relief operations. By the end of the year road access had improved, and air services were terminated on 31 December.

Transporting relief supplies

'We are deeply touched and grateful to you for unconditionally and tirelessly helping our nation and the people. Particularly, we would like to thank you sincerely for transporting earthquake relief aid of our organization to a remote valley of Gorkha, Nepal.' — Sangay Rabten Gurung, Chairman, Bodhisattva Foundation, Nepal, 2015

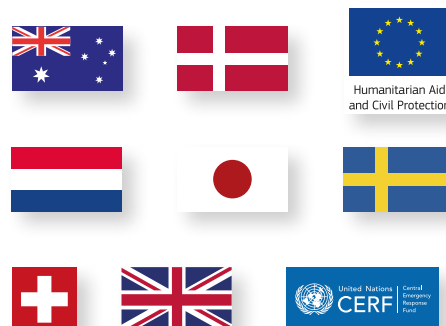


Landing in Dovan, Gorkha district, Nepal, to deliver High Energy Biscuits and tarpaulins for shelter for 93 families. The helicopter flew up the narrow valley in order to reach the village. WFP/Zoie Jones

Top 10 users

ACTED	Oxfam
IOM	PHASE Nepal
NepalShare	Solidarités International
NRCS	WFP
OCHA	WHO

Thanks to the following donors for their support to the Nepal earthquake response:*



* Private donors, including IATA, also provided contributions.

Health Emergency



UNHAS Ebola Virus Disease

Outbreak Response: SO 200773

Performance overview	
Average fleet size	10
Passengers transported	24,987
Cargo (kg)	85,751
User organizations served	157
Regular destinations	40
Medical evacuations	68
Security evacuations	0

One of UNHAS' main roles in the EVD outbreak response was to support efforts by medical staff to contain the epidemic. Operating a fleet of fixed-wing aircraft and helicopters, UNHAS facilitated the rapid deployment of humanitarian staff and the delivery of light cargo.

UNHAS was flexible to the evolving needs on the ground. As the national and specialized health agencies in charge of the response refined their strategies, UNHAS adapted and tailored its services to support them.

In the midst of the outbreak, any humanitarian staff who became ill with symptoms suggestive of EVD had to be referred for testing. Using three specially equipped helicopters, UNHAS evacuated 68 humanitarian personnel on medical grounds, transporting them from remote areas to the capitals. Fortunately, all were found to be negative for the virus.

New collaborative arrangements were forged to optimize aviation resources. UNHAS worked closely with the UN Mission for Ebola Emergency Response (UNMEER) and the UN Mission in Liberia (UNMIL) to develop joint flight schedules. These were regularly reviewed so as to maintain coordination and the flexibility needed to support emergency surge efforts.

To enable movement of humanitarian personnel between the EVD-affected countries, and with the permission of the Government of Senegal, WFP constructed a Humanitarian Terminal (Terminal H) located at Léopold Sédar Senghor International



Airport in Dakar. On 27 February, Terminal H was officially opened by the Prime Minister of Senegal, and has since been handed over to the Government.

Evacuating staff in need of medical treatment

'Thank you for the evacuation today. We really appreciated your help.' — Bérénice Lombart, HR DM Administrator, French Red Cross, 2015

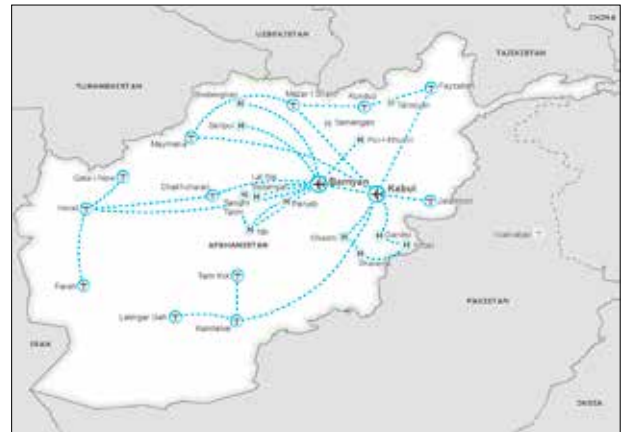
Top 10 users

- | | |
|--------------------|--------|
| French Red Cross | UNDP |
| IFRC | UNICEF |
| PIH | UNMEER |
| Plan International | WFP |
| SC | WHO |

Thanks to the following donors for their support to the EVD outbreak response:



Performance overview	
Average fleet size	3
Passengers transported	19,577
Cargo (kg)	49,770
User organizations served	154
Regular destinations	25
Medical evacuations	14
Security evacuations	270



The security situation deteriorated in most parts of the country, necessitating the largest relocation of aid workers and their family members by UNHAS since the operation's establishment.

- In April, UNHAS relocated 11 Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) staff members from the provincial city of Kunduz to Kabul.
- In early September, UNHAS relocated 70 personnel and their dependents for two NGOs, Norwegian Afghanistan Committee and Concern, from Yawan district in Badakhshan province to Faizabad.
- Following coordinated militant attacks in Kunduz and Maimana that displaced thousands of families throughout the north-east, in late September and during October UNHAS evacuated 186 staff and their families from Kunduz to Kabul, and from Maimana to Mazar-i-Sharif.

In May, a deadly landslide occurred in the village of Jerow-Bala in Badakhshan province. UNHAS operated three flights for the humanitarian responders. Roads into the village were blocked by snow, and UNHAS was the only viable means to quickly reach those affected.

Relief for the evacuated

I truly appreciate the true spirit of partnership and coordination between NGOs and the UN humanitarian actors. It is a big relief that already



An UNHAS helicopter brings assistance to a remote village high in Afghanistan's mountains. WFP/Faruk Guso

most of our staff are out, and soon the entire team will be out.' — Janardhan Rao, Country Director, Concern, Afghanistan, 2015

Top 10 users

- | | |
|----------------------|--------|
| ACF | ICRC |
| Aga Khan Foundation/ | UNDP |
| Aga Khan Development | UNHCR |
| Network | UNICEF |
| CRS | WFP |
| GIZ | WHO |

Thanks to the following donors for their contributions:



Performance overview	
Average fleet size	1
Passengers transported	320
Cargo (kg)	2,107
User organizations served	23
Regular destinations	5
Medical evacuations	0
Security evacuations	0



UNHAS commenced activities in Cameroon in mid-November. During the first month and a half of operation it conducted three flights a week from the capital Yaoundé to Garoua, Maroua and Ngaoundéré.

In the north of the country, in areas such as Chari and Logone, humanitarian need was high due to insurgent activities. Responders needed to scale up their presence. To support them, the service joined with UNHAS Chad to provide a same-day connection on the N'djamena-Maroua-N'djamena route at the beginning and end of the working week.



An early start for humanitarian personnel boarding a flight to work. WFP/Mohammad Gendoo

Supporting field visits

On 16 December, a mission composed of heads of diplomatic missions, donors and representatives of UN agencies conducted a field visit to the Far North region. They were led by the Minister of Youth Affairs and Civic Education Mr Foutsou Mounouna and the Humanitarian Coordinator/ UN Resident Coordinator/Resident Representative of UNDP Ms Najat Rochdi. After the mission, UNHAS received the following testimonial:

‘Thank you so much for all the support from the UNHAS team in Yaoundé and Maroua for the preparation and conduct of the high-level visit to the Far North, and for their professionalism.’ – Najat Rochdi, Humanitarian Coordinator/ UN Resident Coordinator/Resident Representative of UNDP, Cameroon, 2015

Top 10 users

CARE International	MSF
ICRC	OCHA
IEDA Relief	UNHCR
IMC	UNICEF
IOM	WFP

Thanks to the following donors for their contributions:



Humanitarian Aid and Civil Protection



Performance overview	
Average fleet size	3
Passengers transported	18,000
Cargo (kg)	214,219
User organizations served	124
Regular destinations	22
Medical evacuations	24
Security evacuations	355

Following renewed violence and attacks on humanitarian premises in the capital, Bangui, UNHAS provided vital support in safely relocating humanitarian staff. In September and October, it evacuated 192 NGO and donor organization staff from Bangui to Yaoundé, Cameroon.

Between August and September, UNHAS assisted UNHCR in the voluntary repatriation of refugees to the neighbouring Democratic Republic of the Congo. Eight hundred people who had been residing in Zemio in south-eastern Central African Republic were transported home to Ango, Bas-Uele district, in the north-east province of Orientale.

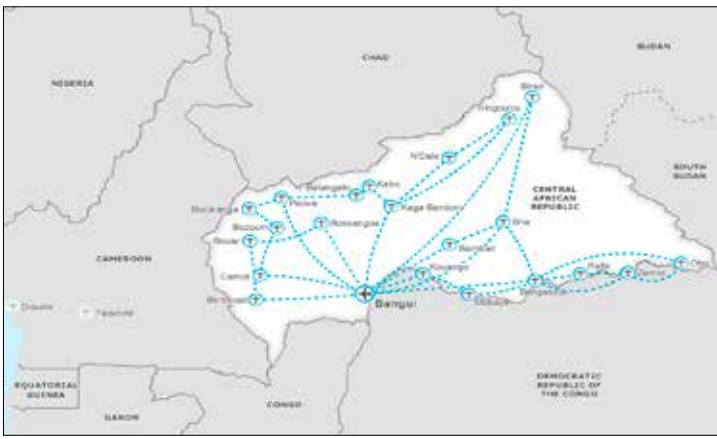
The newly-established partnership with ASF-F enabled humanitarians to reach a further eight in-country locations, and to increase the frequency of flights to several existing destinations.

The operation was able to achieve considerable cost-savings in 2015 when the supply of JET A1 fuel into the country improved. Previously, UNHAS had had to procure aviation fuel in drums from Cameroon, but in May it became possible to purchase supplies locally.

Critical medical evacuation

In September, UNHAS Central African Republic facilitated the medical evacuation of a Caritas staff member from Kaga-Bandoro to Bangui. Caritas wrote to express its appreciation:

‘Caritas Central African Republic would like to thank UNHAS and its staff immensely for having mobilized the team on Friday, 23 September 2015 for the medical evacuation from Kaga-Bandoro to Bangui of one of our own who had been involved in an accident that day. By this gesture a human



The UNHAS team with partners from Aviation Sans Frontières France and Handicap International at Bangui International Airport. Copyright Zeppelin

life was saved.’ – Abbe Elysée Guendjande, National Executive Secretary, Caritas Central African Republic, 2015

Top 10 users

- ACTED
- DRC
- IMC
- MSF-H
- Mercy Corps
- OCHA
- SC
- UNHCR
- UNICEF
- WFP

Thanks to the following donors for their contributions:



Performance overview	
Average fleet size	4
Passengers transported	21,463
Cargo (kg)	82,635
User organizations served	102
Regular destinations	20
Medical evacuations	82
Security evacuations	0



Following an influx of refugees fleeing insurgency attacks in neighbouring Nigeria, the humanitarian community renewed its focus on refugee operations in the Lake Chad region. UNHAS reorganized its fleet and flight schedule to better respond to their needs. In July, it added an aircraft to its fleet to meet increased demand for access to the region. From then on it offered flights three times a week to Bol, Mao and Moussoro.

From March, UNHAS facilitated visits by various high-level delegations to the Lake Chad region and neighbouring countries. Dignitaries included Mr António Guterres, the former UN High Commissioner for Refugees, and Mr Toby Lanzer, the United Nations Assistant Secretary-General and Regional Humanitarian Coordinator for the Sahel.

A partnership between WFP, the Swedish Civil Contingencies Agency (MSB) and the Government of Chad resulted in the rehabilitation of Goz Beida airstrip, the busiest UNHAS destination in the Dar Sila region. This ensured continued access for humanitarians into key destinations in the country's south-east.

Top 10 users

- | | |
|-------|--------|
| ADES | JRS |
| AIRD | MSF-H |
| ATAHS | UNHCR |
| IOM | UNICEF |
| IRC | WFP |



Crew and UNHAS staff go through the pre-flight routine at Abéché airport in the Ouaddaï Region. Many refugees from Darfur live in this part of Chad. WFP/Alexis Masciarelli

Thanks to the following donors for their contributions:





UNHAS Democratic Republic of the Congo: SO 200789

Performance overview*	
Average fleet size	6
Passengers transported	30,422
Cargo (kg)	650,127
User organizations served	265
Regular destinations	37
Medical evacuations	48
Security evacuations	57

* Figures for passengers and cargo transported differ slightly from figures reported in-country.

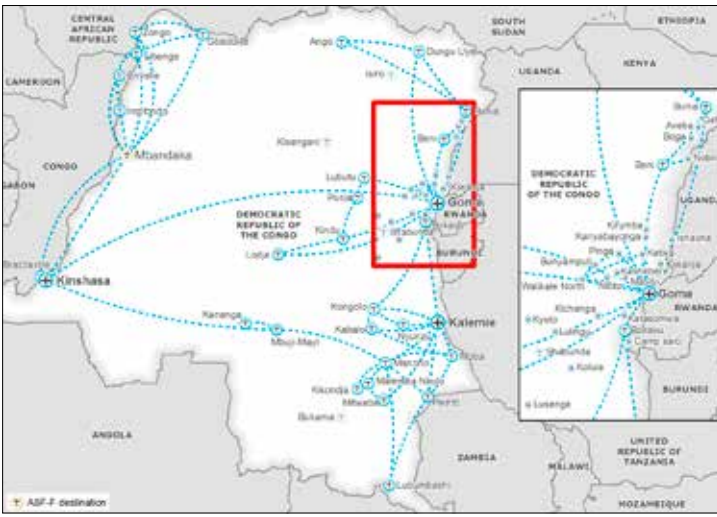
In February, UNHAS coordinated with its partner ASF-F to establish additional regular scheduled flights to Equateur Province. For three months, these flights supported humanitarian assistance to refugees from the Central African Republic.

During the first quarter of the year, UNHAS merged its Customer Care Offices, previously located in three aircraft bases, into a centralized Customer Service Centre in Goma, the epicentre of humanitarian activities in the Democratic Republic of the Congo.

An appreciated service

In September, UNHAS provided a helicopter flight for a 20-member delegation composed of representatives of the South Kivu provincial government, traditional authorities and civil society leaders. Transported to the high plateau of Kalehe, they were able to reach the remote village of Katasomwa. The Swiss Embassy sent a message of appreciation:

'None of this would have been possible without UNHAS. Our thanks go to you and to your team for having helped us realize this challenge, but equally so for your patience with us, for having gone out of your way to be supportive, and for having shown us and our partners your very considerable kindness.' — Katharina R. Vogeli, Human Security Advisor, Swiss Embassy, 2015



Humanitarian workers disembark in North Kivu Province from an UNHAS Mi-8 helicopter. WFP/Olivier Le Blanc

Top 10 users

- | | |
|------|--------|
| CRS | Oxfam |
| IRC | SC |
| MSF | UNHCR |
| NRC | UNICEF |
| OCHA | WFP |

Thanks to the following donors for their contributions:



Performance overview	
Average fleet size	3
Passengers transported	5,085
Cargo (kg)	33,218
User organizations served	46
Regular destinations	7
Medical evacuations	87
Security evacuations	0



As severe drought affected Ethiopia once again, UNHAS facilitated various high delegation visits. In February, Crown Princess Mary of Denmark was in the country on a humanitarian mission, and UNHAS flew her to western areas so that she could meet with South Sudanese refugees. In October, UNHAS conducted a round-trip flight between Addis Ababa and Jijiga, in the Somali Region, for the Swiss President Simonetta Sommaruga and her delegation. The President was in Ethiopia on a three-day official visit.



The country's geographical location is strategically important for humanitarian responses throughout the Horn of Africa. During the year, UNHAS provided coordination for emergency operations in neighbouring countries, most notably South Sudan where WFP's life-saving relief supplies must be delivered to isolated communities via airdrops.

Swiss President Simonetta Sommaruga disembarks from an UNHAS aircraft at Bole International Airport, in Addis Ababa. The President was in Ethiopia on a three-day official visit, and UNHAS facilitated a round trip from Addis Ababa to Jijiga to enable her visit of refugee sites. Embassy of Switzerland/Teshome Bekele Tulu

Top 10 users

- | | |
|------|-------|
| ARRA | MSF |
| DRC | NRC |
| IMC | SCI |
| IOM | UNHCR |
| IRC | WFP |

Thanks to the following donors for their contributions:





Performance overview	
Average fleet size	2
Passengers transported	7,581
Cargo (kg)	18,829
User organizations served	120
Regular destinations	7
Medical evacuations	9
Security evacuations	1



In mid-February, at the request of the humanitarian community, a short take-off and landing (STOL) aircraft was added to the Mali fleet. Based in Mopti, it provided access to more remote areas, including Ansongo, Douentza, Goundam, Menaka and Niafunke. By mid-July, however, demand for flights to secondary airstrips had tapered off, and the aircraft was released.

In April, fighting in Itendeni, 40 km north of Menaka, prompted the evacuation from Menaka of 16 staff working for the Agency for Technical Cooperation and Development (ACTED), IEDA Relief, International Rescue Committee and Médecins du Monde. UNHAS safely relocated them to Gao.

A WFP Mali cash-for-work programme, carried out with cooperating partner ACTED, rehabilitated Menaka airstrip. This allowed UNHAS to continue providing flights two times a week to the destination, despite the release of the STOL plane.



Rehabilitation of Menaka airstrip in the Gao region of northern Mali, completed through a joint WFP Mali and ACTED programme, has allowed UNHAS to continue transporting humanitarian staff. ACTED/Photolibary

Good collaboration with other humanitarian actors

In February, Mr Christos Stylianides, European Union Commissioner for Humanitarian Aid and Crisis Management visited the Sahel region. UNHAS flew him from Mopti to Gao and Bamako.

‘I would like to thank you warmly on behalf of our visitors and the ECHO office for your support, assistance and flexibility, which have helped us to make the Commissioner’s visit to Mali a success.’ – Patrick Barbier, Head of Office Mali, European Commission Humanitarian Aid and Civil Protection, 2015

Top 10 users

- | | |
|------------------------|--------|
| ALIMA | NRC |
| DRC | Oxfam |
| Handicap International | UNHCR |
| IMC | UNICEF |
| MSF | WFP |

Thanks to the following donors for their contributions:



Performance overview	
Average fleet size	1
Passengers transported	1,926
Cargo (kg)	9,304
User organizations served	42
Regular destinations	6
Medical evacuations	11
Security evacuations	0



In 2015, 95 percent of passengers travelled to and from Bassikounou. It is the closest airstrip to the centre of humanitarian activities in Mauritania, M’bera Refugee Camp where Malian refugees are living. UNHAS’ flight schedule was designed to ensure that the location could be readily reached.

In October, one of those passengers was Ms Ertharin Cousin, Executive Director of the World Food Programme. UNHAS conducted a round trip from Nouakchott to Bassikounou to facilitate her field visit to M’bera camp.



An UNHAS aircraft lands at Bassikounou airstrip, the gateway for humanitarians travelling to M’bera camp in the border region of Hodh Ech Chargui where some 50,000 Malian refugees reside. WFP/Agron Dragaj

Satisfied users

‘We would like to thank you very much for the air service provided to us during 2015. You contributed greatly to the accomplishment of our activities in support of the Malian refugees [...] in the Hodh Chargui region and more particularly in the city of Bassikounou.’ – Souleymane Diabate, UNICEF Representative in Mauritania, 2015

‘We are fully satisfied with the service rendered to our staff travelling from Nouakchott to Bassikounou. As we don’t have any other alternative means of transport, we solicit donor support for the survival of this shuttle in 2016.’ – Baliou Diagana, Head of Human Resources of The Lutheran World Federation/Department of World Service in Mauritania, 2015

Top 10 users

- | | |
|----------|--------|
| ACF | MSF-B |
| FLM | UNDP |
| ICRC | UNHCR |
| IOM | UNICEF |
| Intersos | WFP |

Thanks to the following donors for their contributions:



Performance overview*	
Average fleet size	2
Passengers transported	8,414
Cargo (kg)	23,085
User organizations served	127
Regular destinations	7
Medical evacuations	8
Security evacuations	0

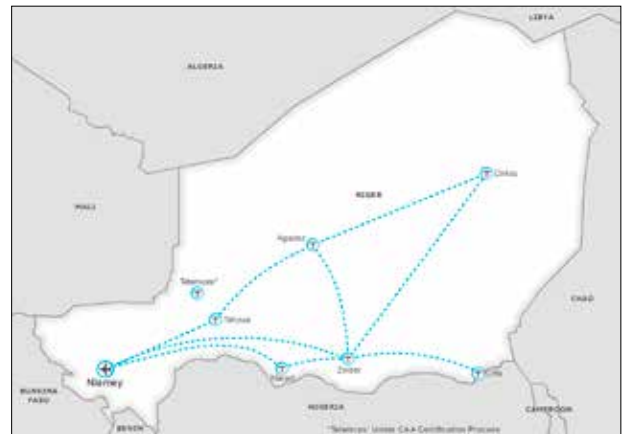
* Figures for passengers and cargo transported differ slightly from figures reported in-country.

Between June and early December, Maradi airport was closed for maintenance. As soon as it reopened, UNHAS resumed flights to this destination out of Niamey, once again serving all six locations in Niger: Agadez, Diffa, Dirkou, Maradi, Tahoua and Zinder.

UNHAS facilitated several high-level delegation visits:

- In April, it conducted a dedicated flight to Agadez to transport the Prime Minister of the Republic of Niger His Excellency Brigi Rafini during his mission to visit various humanitarian projects in the region.
- In June, UNHAS facilitated a joint mission for the Bureau of Population, Refugees, and Migration (BPRM) and UNHCR to Agadez and Tahoua to visit Malian refugees.
- In September, the United Nations Assistant Secretary-General and Regional Humanitarian Coordinator for the Sahel, Mr Toby Lanzer used UNHAS to reach Agadez and Diffa.

‘The Humanitarian Coordinator, Mr Fodé Ndiaye asked me to convey to the whole UNHAS team, including drivers, his sincere thanks and deep gratitude for their flexibility, understanding, and especially their professionalism. All this enabled a very smooth conduct of the mission of the Regional Humanitarian Coordinator for the Sahel, Mr Toby Lanzer in Niger, including his visits to Diffa and Agadez.’ – Dieudonné Bamouni, Head of Office, OCHA, Niger, 2015



In 2015, Niger hosted 100,000 refugees and 50,000 internally displaced persons. Thousands of aid workers flew with UNHAS; the service also delivered vital supplies. WFP/Hamza Abdalla

Top 10 users

- | | |
|------------------|--------|
| Concern | OCHA |
| French Red Cross | SCI |
| ICRC | UNHCR |
| IOM | UNICEF |
| MSF | WFP |

Thanks to the following donors for their contributions:



Performance overview	
Average fleet size	1
Passengers transported	1,692
Cargo (kg)	6,221
User organizations served	34
Regular destinations	5
Medical evacuations	0
Security evacuations	0



After receiving all necessary approvals from the Government, UNHAS Nigeria conducted its maiden flight in mid-August. Based in the capital, Abuja, the service provided access to Yola, Bauchi, Gombe and Maiduguri in the conflict-affected north-east region. The introduction of these flights enabled humanitarian organizations to scale up their responses and reach more people in need.

Challenges affecting the operation included extreme weather conditions: the rainy season between July and September, and the Harmattan – dust-laden Saharan winds that smother Nigeria between November and March. Despite these constraints, UNHAS was able to successfully fulfil 95 percent of all requests during 2015.

UNHAS facilitated various high-level delegation visits to the northeast region, including those by Mr David Miliband, President and CEO of IRC; Mr Toby Lanzer, United Nations Assistant Secretary-General and Regional Humanitarian Coordinator for the Sahel; and Ms Liz Ahua, UNHCR Regional Representative for West Africa.

A welcomed service

‘We have welcomed UNHAS deployment and appreciate having been consulted regarding our appreciation and needs for humanitarian flight services. Road travel between Damaturu and Maiduguri town is still extremely difficult as our vulnerability is high on this road. UNHAS deployment has allowed [us] to reduce the frequency of road travel on this road, significantly reducing our exposure for our



UNHAS was a lifeline for humanitarian activities, flying aid workers to Nigeria’s north-east three times a week. WFP/Betim Bekteshi

operations in Borno State.’ – Yannick Pouchalan, Country Director, Action Against Hunger, Nigeria, 2015.

Top 10 users

- | | |
|------|--------|
| ACF | NRC |
| DRC | OCHA |
| ICRC | SC |
| IOM | UNICEF |
| IRC | WFP |

Thanks to the following donors for their contributions:





Performance overview	
Average fleet size	6
Passengers transported	38,023
Cargo (kg)	868,140
User organizations served	150
Regular destinations	13
Medical evacuations	27
Security evacuations	0



Between August and December, UNHAS assisted UNHCR in the voluntary repatriation of 1,350 refugees from Dadaab Refugee Camp in Kenya to Somalia. Repatriation flights were also conducted from Massawa, Eritrea to Somalia for 33 refugees.

The ongoing conflict in South Sudan led to large-scale displacement into Kenya and humanitarian demand for air transport to Kakuma Refugee Camp increased. UNHAS provided 24 percent more scheduled flights in 2015 than in 2014.



UNHAS staff and crew load baggage before take-off at Bosaso Puntland Maritime Police Force airfield, in Bari Province. Bosaso is one of the 13 regular destinations UNHAS serves in Somalia. WFP/Elfi Klabunde

Between January and December, Bosaso airport was closed to passenger services due to extensive rehabilitation works. UNHAS was granted special permission to operate flights to and from the Puntland Maritime Police Force airfield nearby.

In December, Garowe airport closed for a reconstruction programme that is expected to take a year. In collaboration with local authorities and UNDSS, UNHAS opened an old airfield 30 km from Garowe as an alternative, thereby maintaining its scheduled weekly services.

Top 10 users

- | | |
|----------------------------|--------|
| British Office for Somalia | UNICEF |
| IOM | UNOPS |
| IRC | UNSOM |
| UNDP | WFP |
| UNHCR | WHO |

Thanks to the following donors for their contributions:



Performance overview	
Average fleet size	16
Passengers transported	81,203
Cargo (kg)	1,015,323
User organizations served	248
Regular destinations	77
Medical evacuations	285
Security evacuations	403



UNHAS South Sudan is currently WFP’s largest air operation. Due to the unpredictable situation on the ground, flexibility is built into the service’s weekly schedule to allow it to accommodate urgent requests for new locations, including remote and isolated ones. By the end of 2015 it provided regular services to 77 destinations. Of these, 31 were new locations, most of them being in the three states most affected by the conflict: Jonglei, Unity and Upper Nile. A peace agreement signed in August enabled the service to resume flights to some locations, including Wau Shilluk in Unity State where humanitarian need was especially high.

UNHAS maintained capacity for medical evacuation and security relocation, providing the necessary assurance that humanitarian staff could be brought to safety at short notice. For these reasons it provided many flights out of Maban, Paloich, Pochalla, Rubkona, Ulang and Wau Shilluk, all in the Greater Upper Nile region.

UNHAS collaborated with stakeholders to develop three key procedures aimed at: preventing abduction of UNHAS passengers at transit locations; ensuring prioritization of inter-agency assessment and rapid response missions; and accelerating medical and security evacuations, especially from remote locations. All procedures are fully operational and have received positive feedback from users.

Critical security relocation

In July violence flared in Pochalla, prompting several humanitarian organizations to request evacuations. UNHAS relocated 16 staff by helicopter to Juba.

‘Please accept our grateful thanks and appreciation for all your assistance, support, consideration, and the rapid assistance to CRS and to our NGO colleagues today. We are so very thankful and relieved that the mission was a success!’ – Sebastian Jayasuriya, Deputy Country Representative, Operations, CRS, South Sudan, 2015

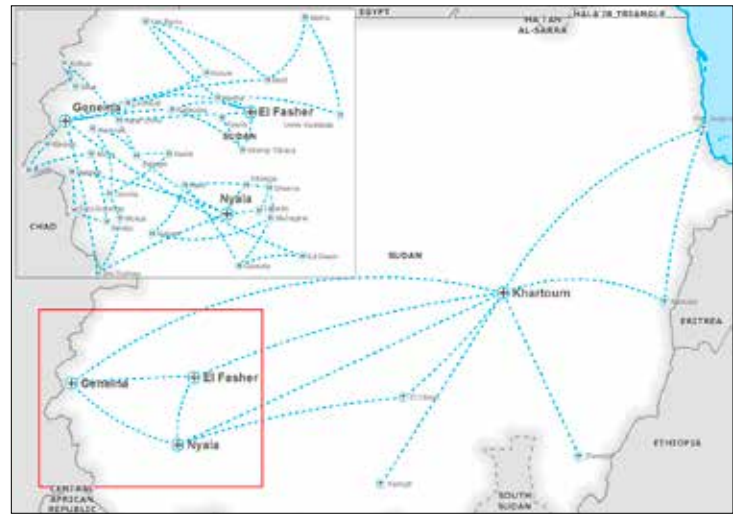
Top 10 users

- | | |
|-------|--------|
| IMC | SC |
| IOM | UNHCR |
| IRC | UNICEF |
| MSF | WFP |
| Oxfam | WVI |

Thanks to the following donors for their contributions:



Performance overview	
Average fleet size	6
Passengers transported	22,115
Cargo (kg)	108,857
User organizations served	119
Regular destinations	44
Medical evacuations	10
Security evacuations	14



UNHAS facilitated dedicated flights for various high-level delegations, humanitarian emergency response missions, needs assessment missions and donor missions to some hard-to-reach locations. For example:

- Mr John Ging, Director of the Operational Division at the UN Office for the Coordination of Humanitarian Affairs (OCHA), travelled with UNHAS from Khartoum, in the Republic of Sudan to El Fasher and other locations in Darfur; Damazine in Blue Nile State; and Juba in South Sudan.
- Ambassadors from European Union member countries based in Khartoum flew to Damazine, and to Kassala in eastern Sudan.

Sudan experienced country-wide fuel shortages that affected the availability of aviation fuel. Thanks to UNHAS' contingency arrangements, which include fuel reserves that it maintains in Darfur's state capitals, air access for the humanitarian community to affected populations continued uninterrupted.

Exemplary support

'Good morning UNHAS dream team. I can't thank all of you enough for your efficiency and amazing efforts and for the exemplary support to our agency. Much appreciated.' – Sally Arabi, British Embassy, Khartoum, Sudan, 2015

Top 10 users

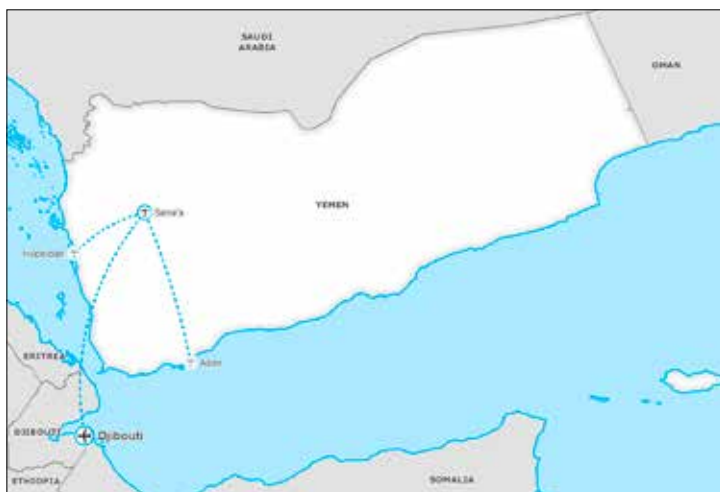
- | | |
|------|----------|
| CRS | Tearfund |
| ICRC | UNAMID |
| IMC | UNDP |
| MSF | UNHCR |
| OCHA | WFP |

Thanks to the following donors for their contributions:



Performance overview*	
Average fleet size	1
Passengers transported	2,666
Cargo (kg)	9,902
User organizations served	44
Regular destinations	2
Medical evacuations	9
Security evacuations	35

* Figures for passengers and cargo transported differ slightly from figures reported in-country.



In late March, Yemen’s political transition turned violent as armed conflict erupted between Houthis and government forces. International airlines suspended flights into the country for several months. Between 28 and 31 March, WFP Aviation evacuated 428 aid workers from Sana’a when a severe deterioration in the security situation prompted the UN, NGOs, donor organizations and diplomatic missions to withdraw staff.

Until April, when fighting intensified, humanitarian needs in Yemen were served by internal flights between Aden, Sa’ada and Sana’a provided by WFP’s Yemen Air Passenger Service. Thereafter, UNHAS established regular flights three times a week from Djibouti to Sana’a.

A life-saving service

‘Without you guys we would not be in Yemen! Thanks for all your hard work.’ – Filippo Tarakinikini, Chief Security Advisor, United Nations Department of Safety and Security, Yemen, 2015

Top 10 users

- | | |
|-------|--------|
| IOM | UNDSS |
| OCHA | UNHCR |
| Oxfam | UNICEF |
| SC | WFP |
| UNDP | WHO |



Ready for take-off – aid workers board an UNHAS flight for Sana’a, Yemen. Following the outbreak of violence, UNHAS was the only common air service providing reliable access into and out of the war-torn country. WFP Photo Archive

Thanks to the following donors for their contributions:



Strategic Airlifts, Airfreights, Airdrops and Passenger Services

In addition to managing UNHAS operations, WFP Aviation provides services for WFP and external clients to transport food, non-food items and passengers.

In 2015, it coordinated delivery of 62,500 metric tons of cargo by airlift, airfreight and airdrop for WFP and partners such as UNICEF and WHO. It facilitated responses to several emergencies, including floods in Malawi and Mozambique, Cyclone Pam in Vanuatu, the earthquake in Nepal, conflict in Iraq, South Sudan and Yemen, and the Ebola crisis in West Africa.

Airlifts in response to the earthquake in Nepal

Both WFP Aviation and UNHAS were involved in the response to the earthquake in Nepal. UNHAS transported light cargo as well as humanitarian passengers to the affected regions. Over a 19-day period, WFP Aviation performed airlifts and airfreights to deliver 645 mt of specialized nutritious foods, and humanitarian relief items from various origins into Kathmandu, the Nepalese capital. Cargo included forklifts, mobile toilets, kitchen sets and tents.

Ebola Virus Disease Outbreak Response

Between October 2014 and December 2015, WFP Aviation facilitated 28 strategic airlifts. Of these, nine were performed in 2015. On behalf of 37 organizations, it transported 770 mt of cargo from Cologne Bonn Airport where a Europe Staging Area had been set up by the Logistics Cluster in cooperation with WFP Aviation and UNICEF.

Airlifts into Yemen

Following an escalation of violence in March, humanitarian needs increased significantly due to insecurity, extensive population displacement, and the collapse of social services. Between April and December, WFP Aviation airlifted 230 mt of humanitarian cargo — medical supplies, health kits, mosquito nets and sleeping mats — to Sana'a, Socotra and other locations.

Across the Gulf of Aden, it also transported 80 mt of fuel and personal protective equipment to Djibouti during an acute fuel shortage.

Seventh Global Humanitarian Aviation Conference and Exhibition

In October 2015, WFP Aviation service providers, civil aviation authorities and other humanitarian aviation industry professionals and experts gathered in Geneva, Switzerland at the WFP-organized Global Humanitarian Aviation Conference (GHAC). This annual event aims to strengthen good working relationships, which are essential to successful aviation interventions and to ensuring the highest level of safety in humanitarian air services.

Since its launch in 2009 the GHAC has become a landmark event in the humanitarian aviation industry. It brings together elite aviation innovators, decision-makers and senior managers to discuss emerging trends in the aviation sector and a broad spectrum of aviation safety concerns that affect humanitarian air operations.



UNHAS South Sudan's pioneering airdrop of vegetable oil by parachute. WFP/George Fominyen

Airlifts and airdrops into South Sudan

The ongoing conflict, coupled with the rainy season which brought torrential downpours and flooding, caused immense difficulties for humanitarian entities, which struggled to provide essential relief items to populations in need. Using airlifts and airdrops, WFP Aviation moved food and nutrition

supplies to conflict-affected populations in Jonglei, Unity and Upper Nile states and other hard-to-reach locations. As a last resort, WFP Aviation delivered 45,203 mt of food for WFP through 1,636 airdrops to communities inaccessible by any other means. In May, WFP Aviation carried out its first successful airdrop of vegetable oil, which it delivered by parachute to thousands displaced around the town of Ganyiel.

Reducing emissions amid increasing humanitarian need

WFP Aviation is very mindful that fuel combustion by the aviation industry is contributing to man-made climate change, and that climate change is increasingly driving poverty, hunger and conflict. It therefore finds itself in a paradoxical situation: it must reduce its environmental impact; yet its services are crucial to delivering life-saving assistance to those affected by disasters, including climate-related ones.

In 2015 WFP Aviation's activity increased due to the number and nature of complex emergencies. Nonetheless, the division continued to strive to optimize every aspect of operations in order to drive down its emissions. Its Performance Management Tool is already proving a major asset. The PMT also helps plan for the possibility that the current trend of multiple, concurrent large-scale emergencies may continue, requiring ever greater ingenuity and efficiency in humanitarian aviation.

WFP Aviation Safety Unit

The WFP Aviation Safety Unit (ASU) was established in 2003. Headquartered in Rome, Italy, it has three regional offices: Johannesburg, South Africa; Nairobi, Kenya; and Sharjah, United Arab Emirates. ASU evaluates and supports UNHAS operations and contracted air operators that hold an Air Operator's Certificate (AOC). Its job is to assure an acceptable level of safety in all WFP Aviation field operations.

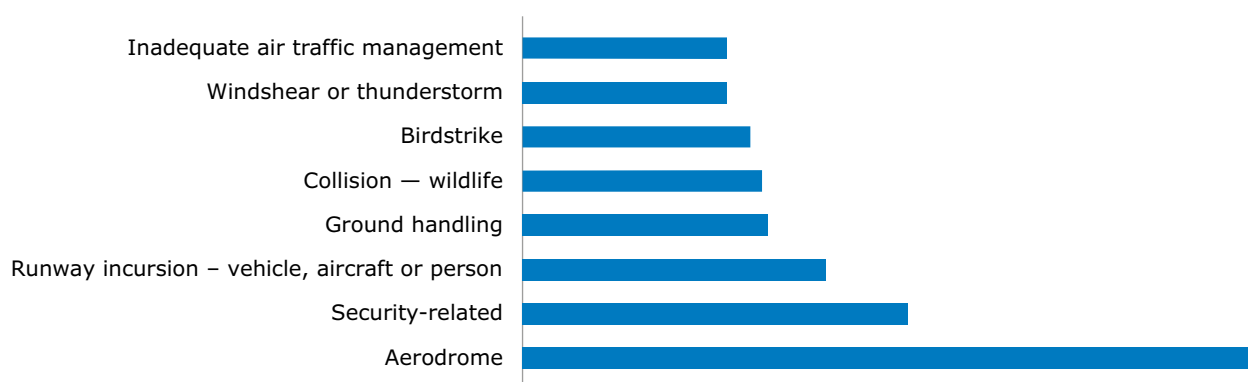
WFP Aviation transports passengers for the whole humanitarian community in some of the world's most challenging and risk-prone environments in which ground and air traffic infrastructure are weak or non-existent. Despite these challenges, thanks to a strong aviation safety culture and safety organization within WFP, safety performance is in line with that of most regional airline operations in the developed world.

During 2015, ASU performed 155 evaluations of AOC-holder air operators in 25 countries, both in field bases and at their headquarters, and provided safety support to 14 WFP air operations. Most of the operator evaluations performed during the reporting period took place in Africa and Asia.

The main hazards for WFP Aviation are aerodrome- and security-related. Others include runway incursions, collision with birds and other wildlife, ground-handling- and weather-related issues, and air traffic management errors that can result in near-misses.

Close cooperation and partnerships with other aviation stakeholders are essential to achieving WFP's objective of providing safe air transport for humanitarian staff. During 2015 ASU continued its cooperation with the Colegio Oficial de Pilotos de la Aviación Comercial (COPAC), the Department of Field Security (DFS), the European Aviation Safety Agency (EASA), the Flight Safety Foundation (FSF), the International Civil Aviation Organization (ICAO), and the University of Southern California (USC). Throughout the year it continued to build strong partnerships with the Middle East Business Aviation Association (MEBAA) through a programme called 'Fly and Feed', and with the Al Aroud Group through a new initiative, 'Eat and Feed'.

Figure 5. The main hazards identified in 2015



The WFP Aviation Safety Unit's Mission

The WFP Aviation Safety Unit's mission is to enable, maintain and support the continuous improvement of aviation safety standards in WFP air operations. It does this by providing WFP Aviation and its stakeholders with guidance on identified safety concerns, monitoring the effectiveness of the implementation process, and performing evaluations of AOC holders and aviation field operations.

Flags and Logos



Australia



Republic of Korea



Belgium



Spain



Canada



Sweden



Denmark



Switzerland



European Commission
Humanitarian Aid and Civil
Protection (ECHO)



United Kingdom



Finland



United Nations¹



Germany



Central Emergency
Response Fund (UN CERF)



Japan



Office of the United Nations
High Commissioner for
Refugees



Luxembourg



United States of America



Netherlands



World Bank



Norway



World Health Organization

¹ The UN logo indicates Pooled Fund contributions (Common Funds). These include the Common Humanitarian Fund (CHF), the Humanitarian Response Fund (HRF) and the Yemen Humanitarian Pooled Fund (YHPPF).

Acronyms

ACF	Action contre la Faim (Action Against Hunger)	FLM	La Fédération luthérienne mondiale (The Lutheran World Federation)
ACTED	Agence d'Aide à la Coopération Technique et au Développement (Agency for Technical Cooperation and Development)	GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit (German Agency for International Cooperation)
ADES	Agence de Développement Economique et Social (Agency for Economic and Social Development)	IATA	International Air Transport Association
AIRD	African Initiatives for Relief & Development	ICRC	International Committee of the Red Cross
ALIMA	The Alliance for International Medical Action	IEDA Relief	International Emergency and Development Aid Relief
AOC	Air Operator's Certificate	IFRC	International Federation of Red Cross and Red Crescent Societies
ARRA	Ethiopian Administration for Refugee and Returnee Affairs	IMC	International Medical Corps
ASF-F	Aviation Sans Frontières France	IOM	International Organization for Migration
ASU	WFP Aviation Safety Unit	IRC	International Rescue Committee
ATAHS	Association Tchadienne pour l'Action Humanitaire et Sociale (Chadian Association for Humanitarian and Social Action)	JRS	Jesuit Refugee Service
CRS	Catholic Relief Services	MSF	Médecins Sans Frontières (Doctors Without Borders)
DRC	Danish Refugee Council	MSF-B	MSF Belgium
ECHO	European Commission Humanitarian Aid and Civil Protection	MSF-H	MSF Holland
EVD	Ebola Virus Disease	NGO	Non-governmental organization
		NRC	Norwegian Refugee Council
		NRCS	Nepal Red Cross Society

OCHA	United Nations Office for the Coordination of Humanitarian Affairs	UNDSS	United Nations Department of Safety and Security
PHASE Nepal	Practical Help Achieving Self-Empowerment	UNHAS	United Nations Humanitarian Air Service
PIH	Partners in Health	UNHCR	Office of the United Nations High Commissioner for Refugees
PMT	Performance Management Tool (WFP Aviation)	UNICEF	United Nations Children’s Fund
SC	Save the Children	UNMEER	United Nations Mission for Ebola Emergency Response
SCI	Save the Children International	UNOPS	United Nations Office for Project Services
SO	Special Operation	UNSOM	United Nations Assistance Mission in Somalia
UN	United Nations	WFP	World Food Programme
UNAMID	United Nations-African Union Mission in Darfur	WHO	World Health Organization
UNDP	United Nations Development Programme	WVI	World Vision International

NOTES REGARDING MAPS IN THIS DOCUMENT

The designations employed and the presentation of material in the maps do not imply the expression of any opinion whatsoever of WFP concerning the legal or constitutional status of any country, territory or sea area, or concerning the delimitation of frontiers.

The final boundary between the Republic of South Sudan and the Republic of Sudan has not yet been determined.

IMAGE CREDITS

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Back cover: WFP/Ricci Shryock, Guinea. Maps: WFP, OSEP, GIS.



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