

SAVING
LIVES
CHANGING
LIVES



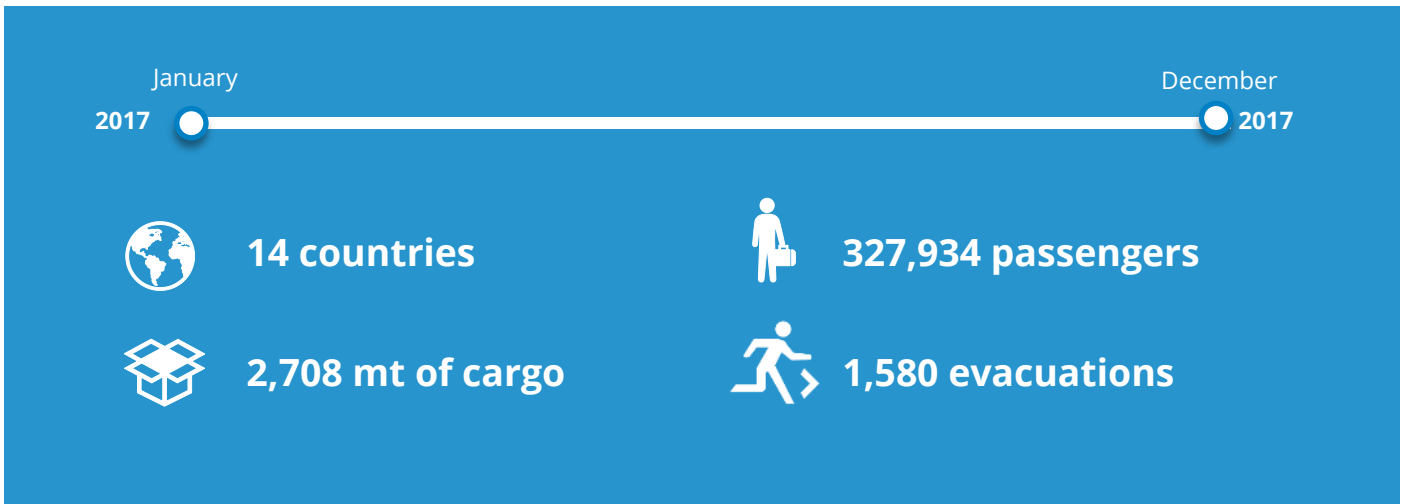
WFP Aviation

Annual Review 2017

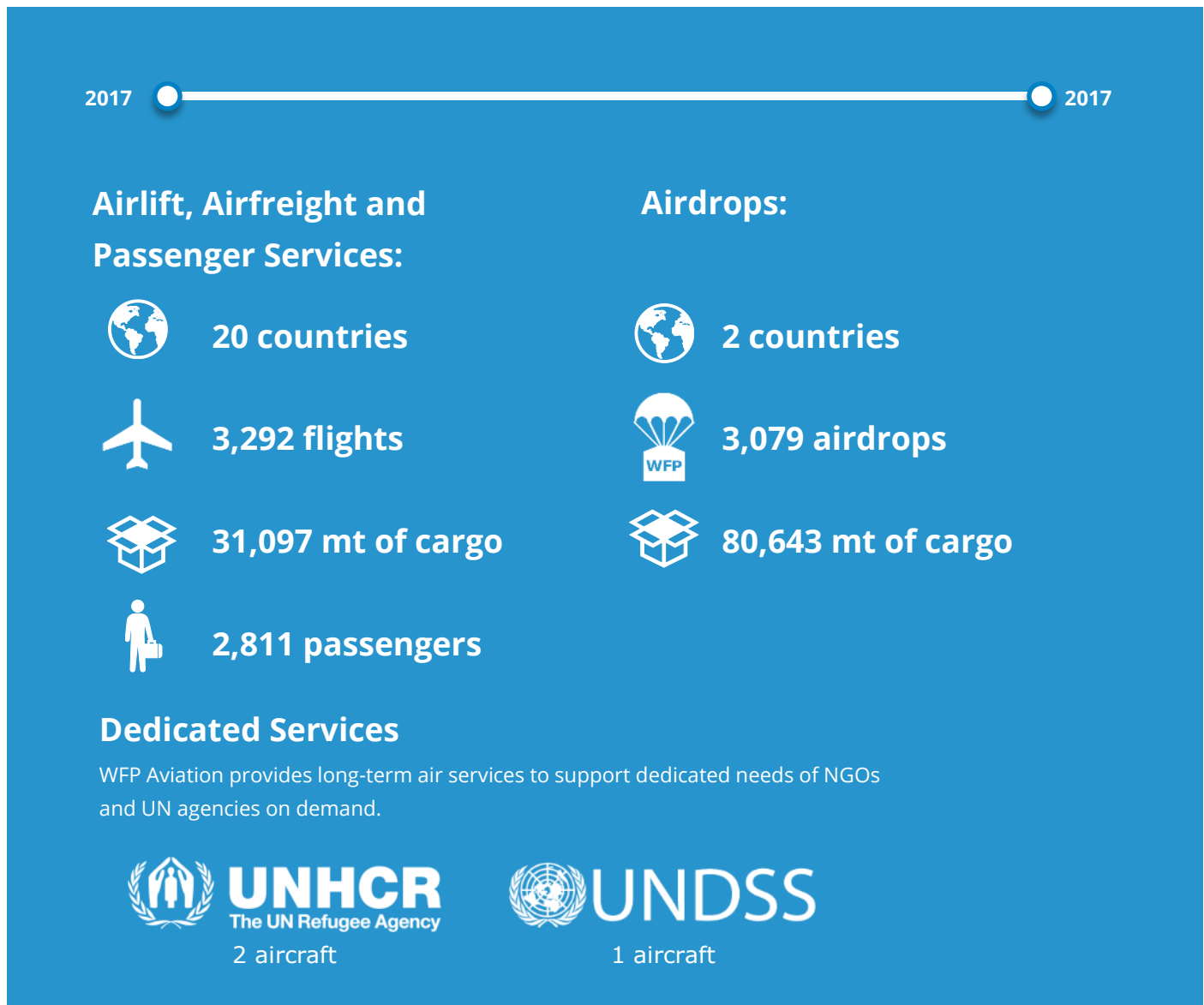


March 2018

United Nations Humanitarian Air Service (UNHAS)



WFP Aviation



WFP Aviation

Response to Corporate Emergencies

January - December 2017

Level 3 Emergency

- Bangladesh** The Rohingya refugee crisis was one of the year's major emergencies, provoking a large-scale humanitarian response. At the initial phase of the response, WFP Aviation conducted four flights with relief items to facilitate timely delivery of assistance to displaced populations.
- Caribbean** In 2017, two devastating storms, Hurricanes Irma and Maria, hit the Caribbean Islands. Within 24 hours, WFP Aviation deployed a helicopter, and a few days later, added two more aircraft, to provide the humanitarian community with UNHAS services to the affected islands of Antigua, Barbuda, Dominican Republic and others in the region. Prior to these hurricanes, WFP Aviation had supported Haiti with a fleet of three aircraft in response to Hurricane Matthew in 2016, an operation which continued until February 2017.
- Democratic Republic of Congo** In response to the Ebola outbreak and escalation of violence and insecurity in the Kasai region, aid workers relied on UNHAS to reach affected locations and transport relief items to the people in need. Six new locations in Kasai region were added to the regular schedule to bring the total destinations served in the region to eight. Two additional aircraft, one STOL-capable light aircraft and one medium-size helicopter, were strategically stationed in Kananga to enhance access to hitherto cut-off locations.
- South Sudan** Large-scale airdrop remained a key component of WFP's response to the complex emergency in South Sudan. This enabled delivery of food to beneficiaries in hard-to-reach locations.
- Syria** WFP's innovative high-altitude airdrops in Syria continued in 2017. Life-saving relief materials including food and non-food items were airdropped for WFP, World Health Organization (WHO), United Nations Children's Fund (UNICEF) and International Committee of the Red Cross (ICRC). The airdrops remained a lifeline for more than 90,000 Syrians trapped in the besieged city of Deir Ezzor. In September, when road access was restored, WFP discontinued the airdrop operation in favour of surface transport – a more cost-efficient modality.
- Yemen** Commercial flights into Yemen remained suspended during the year. WFP continued in its role as the only viable air transport option to get medical supplies and other relief items into the country following the cholera outbreak.

Level 2 Emergency

- Central Africa Republic (CAR)** As part of the emergency response to the Ouka region in Eastern CAR, WFP Aviation facilitated airlifts of high energy biscuits (HEBs).
- Iraq** WFP Aviation facilitated airlifts in response to the Iraq earthquake on behalf of the United Nations Humanitarian Response Depot (UNHRD) and the Italian Government.

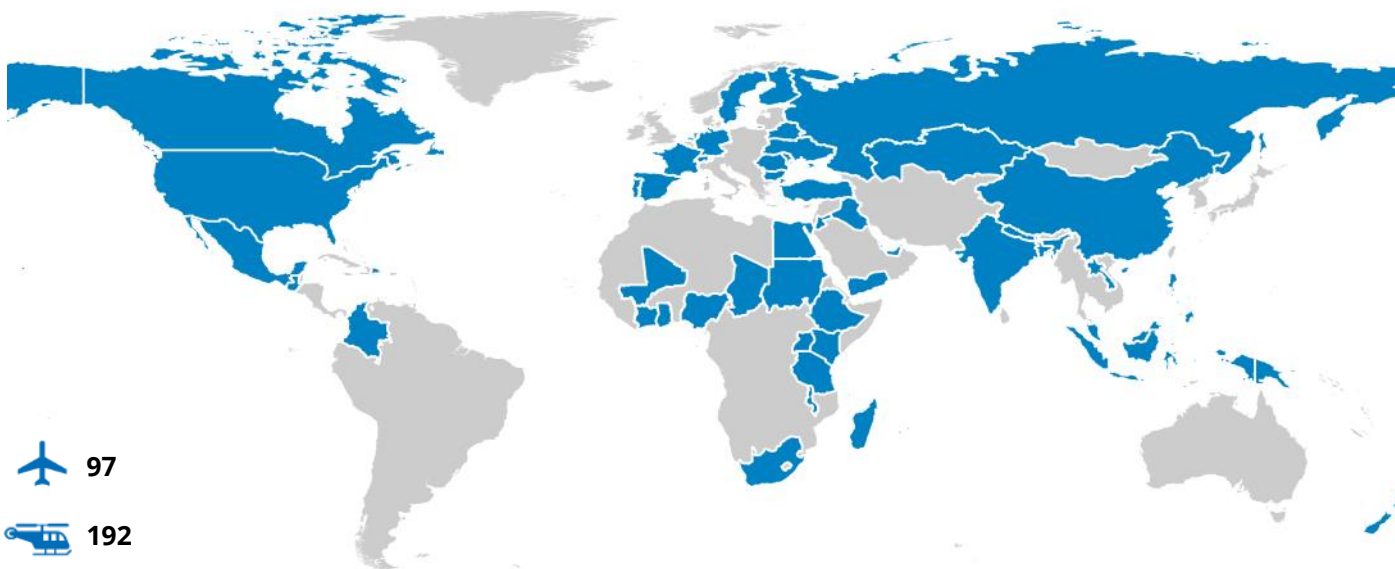
WFP Aviation

Emergency Preparedness and Response

We deploy in 24-72 hours

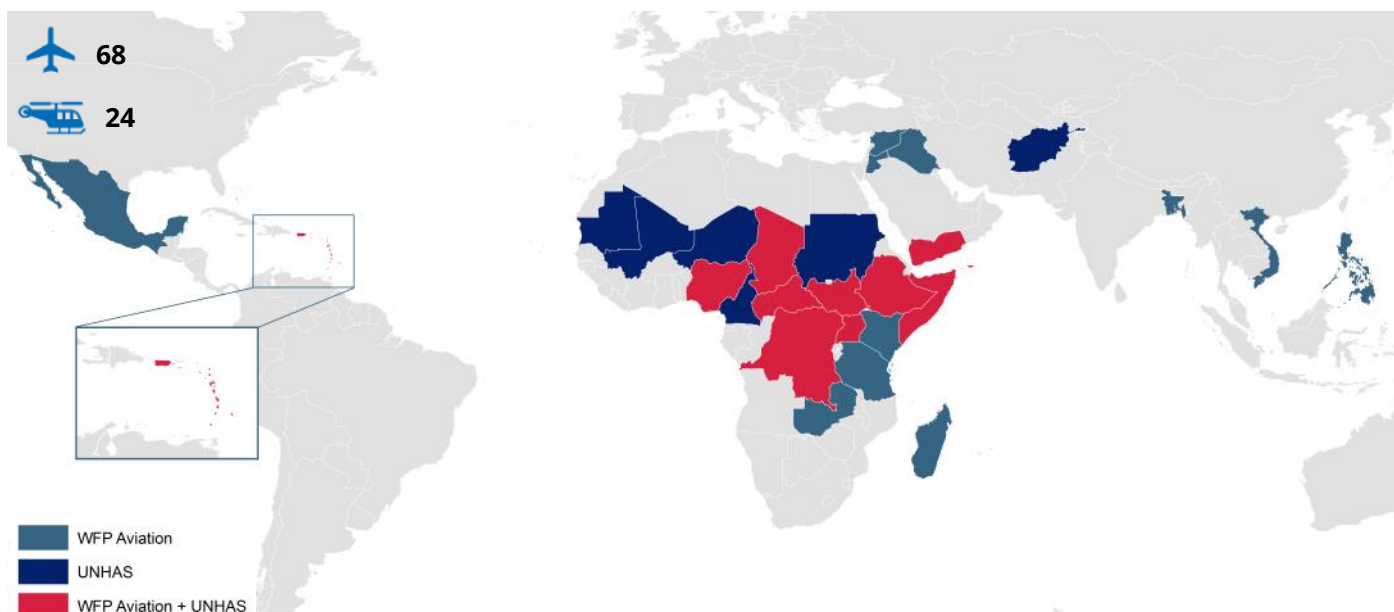
Emergency Preparedness: Fleet Capacity

The map indicates geographical areas where WFP Aviation maintains operators and aircraft capacity for use in case of emergency. Over the years, WFP Aviation has engaged with the commercial aviation industry to evaluate several air operators in order to reduce deployment lead times and escalation of costs when emergency strikes. For example, during the earthquake in Haiti in 2010, helicopters were deployed from Ukraine which proved costly and time-consuming. However, while responding to Hurricane Matthew in 2016, helicopters were sourced from within Haiti and from elsewhere in North America. This did not only reduce lead time but saved significant deployment costs (approximately a reduction of 90 percent compared to 2010).



Emergency Response: Current Fleet

The map indicates where WFP Aviation and UNHAS currently have operations and aircraft capacity in place.



WFP carries out UNHAS and other aviation operations in a wide range of contexts and operational environments. From the deserts in the Sahel to snow-covered mountains in Afghanistan, each operation has a fleet that adapts to the specific context. With pre-approved operators providing a range of helicopters and fixed wing aircraft, we stand ready to respond to all emergency scenarios by providing agile, safe and effective options to the humanitarian community, irrespective of the geographical region.

WFP Aviation

Emergency Preparedness

We deploy in 24-72 hours

Our Key Success Factors:

Leading in Emergencies

WFP has been at the forefront of humanitarian emergency response since the 1960s. While our core mandate is to fight hunger, we also provide logistics services including air services to the wider humanitarian community in emergency settings. With a ground presence in over 80 countries, we have first-hand knowledge of the local contexts where we operate, a clear advantage to be able to navigate in some of the most remote and hard-to-reach places around the world. Over the years, WFP has strengthened its capacity, expertise and agility to conduct air operations and rapidly airlift relief items to populations in need when emergencies strike, as first responders. WFP Aviation has established preparedness measures, including maintaining and expanding the list of qualified air operators across the globe to ensure rapid deployment within 24 to 72 hours after an emergency is declared.

Safe and Reliable Air services

Ensuring the safety and security of passengers and staff is at the core of WFP Aviation's mission. WFP has staff around the world dedicated to ensuring that all operations are in accordance with required standards: the United Nations Aviation Standards for Peacekeeping and Humanitarian Air Transport Operations (UNAVSTADS); the International Civil Aviation Organization's Standards and Recommended Practices (ICAO SARPS); and various national aviation regulations. In addition, WFP Aviation has increased its capacity to manage risks related to Aviation Security (AVSEC), by recruiting AVSEC professionals and conducting basic awareness training for more than 370 persons across all operations.

Partnerships

Partnerships are vital for implementing our operations, and contribute significantly to the continuous improvement of the quality of service we offer to the wider humanitarian community.

Global Level: The International Civil Aviation Organization (ICAO) is a specialized UN agency which creates regulations for the aviation industry and a vital partner to WFP Aviation. Through various platforms such as the Global Humanitarian Aviation Conference & Exhibition (GHAC) and Air Shows, WFP Aviation seeks to strengthen humanitarian aviation and keep abreast of new technologies and best practices. In 2017, WFP organized the ninth annual GHAC in Lisbon, Portugal. Participants included commercial and humanitarian air operators from around the world, regulatory institutions, Civil Aviation representatives and other key stakeholders in aviation.

Country Level: Civil Aviation Authorities facilitate our operations by providing required clearances and operational support. As part of WFP's contributions towards the Sustainable Development Goals (SDG), we strengthen the capacities of these local aviation authorities through various safety initiatives including trainings, safety campaigns and symposiums. In countries where other humanitarian aviation service providers such as European Civil Protection and Humanitarian Aid Operations (ECHO) flight and ICRC operate alongside UNHAS, we coordinate to harmonize activities as much as possible in order to provide optimum services that serve the best interests to all users. On a routine basis, we work with contracted air operators and other technical partners to ensure the highest quality of service.

Donors: Our donors are critical partners for the provision of continuous services through UNHAS to facilitate delivery of humanitarian assistance in various countries .

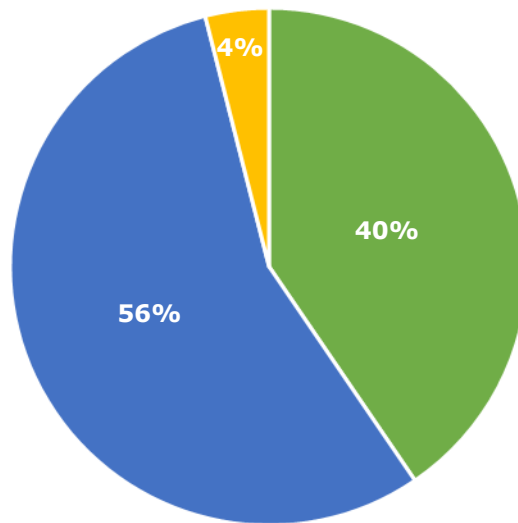
Humanitarian Community: The humanitarian community are our end customers and we cooperate closely with them to understand their needs and to provide the best service possible to enable them to reach their beneficiaries. As a common service, UNHAS contributes to the Sustainable Development Goals (SDG 17) by providing access and enabling other humanitarian organizations to contribute to different Sustainable Development Goals.

United Nations Humanitarian Air Service (UNHAS)

UNHAS provides air services to all humanitarian actors in some of the world's most remote and challenging locations. In doing so, it facilitates the implementation and monitoring of humanitarian interventions across sectors. When no other means of reaching isolated communities are available, aid workers can rely on UNHAS to provide safe access.

UNHAS provides services to ALL humanitarian actors, including but not limited to these sectors:

-  Food Security
-  Health
-  Nutrition
-  Protection
-  Shelter
-  WASH



UNHAS user categories
January - December 2017:

- UN
- NGO
- Donors, diplomats and others

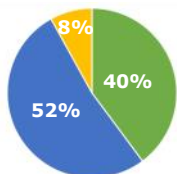


UNHAS

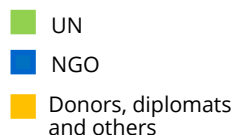
Aviation Field Operations

Afghanistan

CAPACITY



USERS



PERFORMANCE (Jan - Dec)

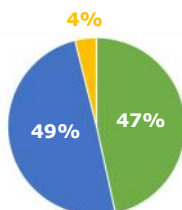
| | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 158 | 157 |
| Regular destinations | 25 | 25 |
| Passengers transported | 21,864 | 18,667 |
| Cargo (MT) | 42 | 47 |
| Medical evacuations | 11 | 21 |
| Security evacuations | 34 | 2 |

HIGHLIGHTS:

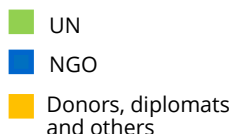
- Despite increased security incidents in 2017, UNHAS provided air services in the same capacity as in 2016 in terms of destinations and fleet size. This is mainly due to rigorous aviation security measures and procedures which were continuously reviewed and adjusted to ensure safe and secure travels.
- To meet the needs of the humanitarian community, four new destinations were opened or re-opened, while an additional helicopter-landing zone was assessed and rehabilitated for operations.
- During the period under review, UNHAS strengthened its cooperation with the UN such as United Nations Assistance Mission in Afghanistan (UNAMA), and other humanitarian air-services such as the International Committee of the Red Cross (ICRC).

Cameroon

CAPACITY



USERS



PERFORMANCE (Jan - Dec)

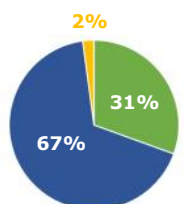
| | 2016 | 2017 |
|---------------------------|-------|--------------|
| User organizations served | 39 | 48 |
| Regular destinations | 5 | 4 |
| Passengers transported | 4,073 | 7,467 |
| Cargo (MT) | 12 | 24 |
| Medical evacuations | 7 | 8 |
| Security evacuations | 0 | 0 |

HIGHLIGHTS:

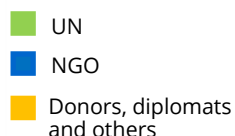
- A regional connection was established between Cameroon and Chad providing a more direct access to beneficiaries located in the Lake Chad Basin area, as well as reducing operational cost in both countries.
- UNHAS Cameroon significantly increased the number of passengers and cargo transported in 2017 in response to increased humanitarian needs following the crisis in neighbouring Nigeria and Central African Republic (CAR).

Central African Republic (CAR)

CAPACITY



USERS



PERFORMANCE (Jan - Dec)

| | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 113 | 155 |
| Regular destinations | 27 | 23 |
| Passengers transported | 21,293 | 20,005 |
| Cargo (MT) | 248 | 249 |
| Medical evacuations | 35 | 31 |
| Security evacuations | 182 | 297 |

HIGHLIGHTS:

- The intensified conflict not only caused further displacement and increased humanitarian needs, but it also caused further damage to infrastructure, resulting in an almost total collapse of the transport sector. This rendered UNHAS services more relevant than ever and resulted in a significant increase (37 percent) in the number of user organizations in 2017 over 2016.
- In addition to air services, UNHAS continued to work with partners such as the World Bank and Handicap International on airstrip maintenance to ensure access to all locations as requested by the humanitarian community.

UNHAS

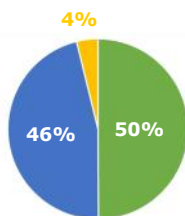
Aviation Field Operations

Chad

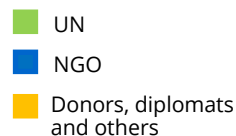
CAPACITY



4



USERS



| PERFORMANCE (Jan - Dec) | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 106 | 91 |
| Regular destinations | 19 | 19 |
| Passengers transported | 20,662 | 19,338 |
| Cargo (MT) | 66 | 76 |
| Medical evacuations | 68 | 78 |
| Security evacuations | 1 | 1 |

HIGHLIGHTS:

- Some cost reduction measures were established in Chad. The fleet was adjusted, with one aircraft providing regional connection between Chad and Cameroon, frequency of flights was reduced and additional needs of the humanitarian community were addressed through ad hoc requests.
- UNHAS undertook joint technical assessment missions and obtained all government approvals to commence rehabilitation of the Baga Sola airstrip at the request of the humanitarian community. Once funding is secured for this activity, hopefully in 2018, UNHAS will commence scheduled flights to address access to the region, which is inaccessible by surface transport due to insecurity.

Democratic Republic of Congo (DRC)

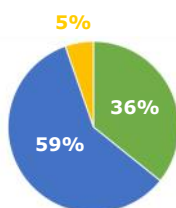
CAPACITY



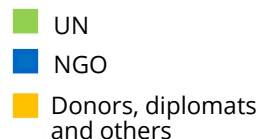
6



2



USERS



| PERFORMANCE (Jan - Dec) | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 189 | 229 |
| Regular destinations | 42 | 45 |
| Passengers transported | 21,178 | 23,121 |
| Cargo (MT) | 548 | 491 |
| Medical evacuations | 52 | 96 |
| Security evacuations | 109 | 53 |

HIGHLIGHTS:

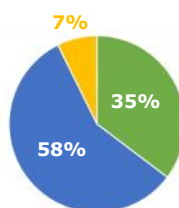
- In 2017, DRC experienced two emergencies: the Ebola outbreak in May and the intensified violence in Kasai Region. In response to the increased demand of the humanitarian community, UNHAS DRC expanded its coverage and frequency of flights.
- UNHAS overcame the challenge of fuel shortages through a renewed partnership with the UN Peacekeeping mission, the United Nations Organization Stabilization Mission in the DRC Congo (MONUSCO).

Ethiopia

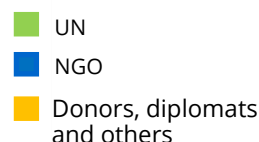
CAPACITY



2



USERS



| PERFORMANCE (Jan - Dec) | 2016 | 2017 |
|---------------------------|-------|--------------|
| User organizations served | 45 | 36 |
| Regular destinations | 6 | 7 |
| Passengers transported | 4,291 | 5,840 |
| Cargo (MT) | 30 | 36 |
| Medical evacuations | 90 | 75 |
| Security evacuations | 0 | 5 |

HIGHLIGHTS:

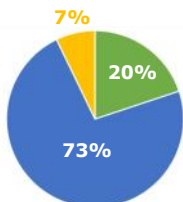
- Approximately 80 percent of passengers flying with UNHAS in Ethiopia are involved in the refugee operation in the region. In 2017, at the request of medical NGOs, UNHAS Ethiopia increased the frequency of flights to the Somali region to facilitate response to a cholera outbreak.
- UNHAS Ethiopia, in partnership with United Nations High Commissioner for Refugees (UNHCR), also rehabilitated the airstrip of Melkadida, a location surrounded by five refugee camps. This new destination is now served daily.

UNHAS

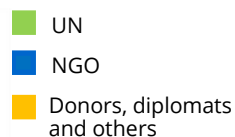
Aviation Field Operations

Mali

CAPACITY



USERS



PERFORMANCE (Jan - Dec)

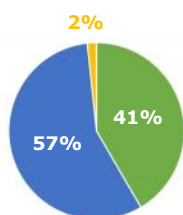
| | 2016 | 2017 |
|---------------------------|-------|---------------|
| User organizations served | 128 | 150 |
| Regular destinations | 5 | 8 |
| Passengers transported | 8,271 | 10,295 |
| Cargo (MT) | 20 | 21 |
| Medical evacuations | 7 | 3 |
| Security evacuations | 0 | 0 |

HIGHLIGHTS:

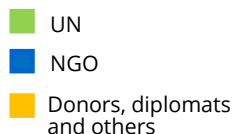
- The security situation in Mali has deteriorated significantly since the beginning of 2017 making UNHAS services indispensable to the humanitarian community.
- Changes to the fleet composition at the beginning of 2017 enabled landing on smaller airstrips. This enabled UNHAS to add three new destinations to the regular flight schedule.
- UNHAS continued its coordination with ECHO Flight to ensure complementarity of flight schedules and destinations to provide the best possible service to the humanitarian community.

Mauritania

CAPACITY



USERS



PERFORMANCE (Jan - Dec)

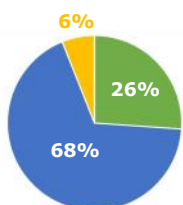
| | 2016 | 2017 |
|---------------------------|-------|--------------|
| User organizations served | 32 | 33 |
| Regular destinations | 5 | 6 |
| Passengers transported | 2,061 | 2,048 |
| Cargo (MT) | 14 | 12 |
| Medical evacuations | 4 | 5 |
| Security evacuations | 0 | 0 |

HIGHLIGHTS:

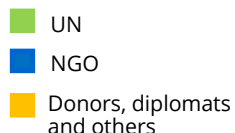
- UNHAS in Mauritania remains the only safe and reliable means of transport to Bassikounou in the southeast of the country, where the humanitarian response is concentrated. The location is the epicentre of the refugee crisis resulting from the ongoing conflict in neighbouring Mali. Flights to Bassikounou, which is the closest landing strip to the M'bera refugee camp, accounted for 95 percent of all flights.

Niger

CAPACITY



USERS



PERFORMANCE (Jan - Dec)

| | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 116 | 122 |
| Regular destinations | 6 | 6 |
| Passengers transported | 11,196 | 12,673 |
| Cargo (MT) | 25 | 24 |
| Medical evacuations | 6 | 9 |
| Security evacuations | 1 | 0 |

HIGHLIGHTS:

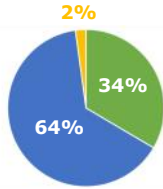
- Security in Niger remains fragile and prone to further deterioration due to conflicts elsewhere in the region, especially in neighbouring Libya, Mali and Nigeria. In 2017, UNHAS Niger increased its capacity, substituting one 19-seater aircraft with a 37-seater, in order to accommodate surge demands in the humanitarian response with attendant need for increased air services, particularly to the Diffa region.

UNHAS

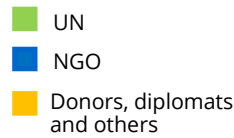
Aviation Field Operations

Nigeria

CAPACITY



USERS



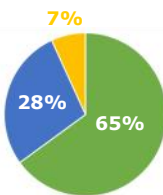
| PERFORMANCE (Jan - Dec) | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 64 | 88 |
| Regular destinations | 5 | 14 |
| Passengers transported | 14,768 | 46,086 |
| Cargo (MT) | 53 | 140 |
| Medical evacuations | 1 | 79 |
| Security evacuations | 0 | 0 |

HIGHLIGHTS:

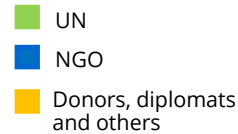
- UNHAS Nigeria supported an exponential increase in demand for passenger movements following the scale up of humanitarian operations in the north-east of the country. Two helicopters were added to the fleet bringing the total number of aircraft to five. This resulted in a threefold increase in passengers transported compared to 2016.
- Access constraints were significant due to the insurgency. However, UNHAS maintained sufficient capacity and remained flexible to open new routes to adapt the operation to frequently changing needs.

Somalia and Kenya

CAPACITY



USERS



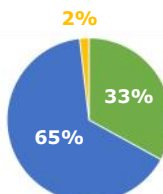
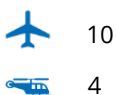
| PERFORMANCE (Jan - Dec) | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 165 | 156 |
| Regular destinations | 12 | 34 |
| Passengers transported | 38,922 | 44,069 |
| Cargo (MT) | 434 | 406 |
| Medical evacuations | 45 | 44 |
| Security evacuations | 0 | 0 |

HIGHLIGHTS:

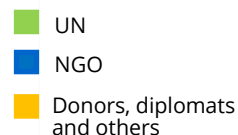
- In 2017, UNHAS continued to provide safe, reliable and demand-driven air transport services to the humanitarian community in Somalia and Kenya. The operation supported the increased need for air transport following the drought emergency in Somalia and the continuing voluntary repatriation of Somali refugees from the Dadaab and Kakuma refugee camps in Kenya.
- UNHAS provided a range of aircraft to meet the needs in both Kenya and Somalia, resulting in the optimal utilization of air assets.

South Sudan

CAPACITY



USERS



| PERFORMANCE (Jan - Dec) | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 240 | 274 |
| Regular destinations | 61 | 55 |
| Passengers transported | 74,066 | 87,707 |
| Cargo (MT) | 1,300 | 1,579 |
| Medical evacuations | 174 | 159 |
| Security evacuations | 528 | 422 |

HIGHLIGHTS:

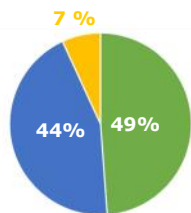
- With the declaration of localized famine in Unity State and the worsening humanitarian situation across the country, aid workers relied on UNHAS to travel to humanitarian intervention sites. Despite the increase in demand and the often irregular requests for ad hoc services, UNHAS served 96 percent of all passenger requests.
- Following the deteriorating standards of the Juba International Airport terminal and significant strain on passengers and staff, UNHAS with support of the WFP Country Office refurbished the departure and immigration areas to allow for improved check-in and immigration process.

UNHAS

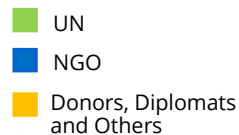
Aviation Field Operations

Sudan

CAPACITY



USERS



PERFORMANCE (Jan - Dec)

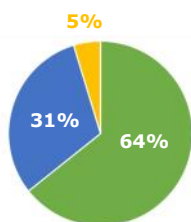
| | 2016 | 2017 |
|---------------------------|--------|---------------|
| User organizations served | 80 | 78 |
| Regular destinations | 43 | 36 |
| Passengers transported | 22,158 | 22,725 |
| Cargo (MT) | 83 | 70 |
| Medical evacuations | 13 | 12 |
| Security evacuations | 0 | 0 |

HIGHLIGHTS:

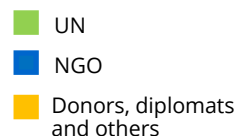
- In response to the increased demand for access to internally displaced persons and new influx of refugees from South Sudan, UNHAS added three new destinations: Golo and Rokero in Jebel Marra, and Al Radom in South Darfur.
- Various high-level missions were performed for UN agencies and donor organizations to monitor the South Sudanese refugee crises in Eastern Darfur and South Kordofan.

Yemen

CAPACITY



USERS



PERFORMANCE (Jan - Dec)

| | 2016 | 2017 |
|---------------------------|-------|--------------|
| User organizations served | 56 | 67 |
| Regular destinations | 3 | 4 |
| Passengers transported | 6,612 | 9,229 |
| Cargo (MT) | 6 | 1 |
| Medical evacuations | 30 | 55 |
| Security evacuations | 0 | 125 |

HIGHLIGHTS:

- Escalation of violence and the outbreak of cholera during the year significantly increased the number of people in need, leading to an increase in demand for air service. UNHAS enhanced its response capacity with an additional aircraft and expanded its coverage inside Yemen to include flights to Aden.
- In December, UNHAS evacuated 121 staff to Djibouti within six hours as the security situation deteriorated drastically in Sana'a. This was recognized by all stakeholders as a unique achievement.
- Yemen remains a complex operation with many challenges. In November alone, UNHAS cancelled 34 scheduled flights successively, impacting more than 500 humanitarian workers due to denied flight clearances from relevant authorities.



Thanks to the following donors for their contributions in 2017



Belgium



Canada



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