



World Food Programme



WFP/Djibo Abdousoumaila

WFP Aviation Annual Report 2019

SAVING
LIVES
CHANGING
LIVES

March 2019

WELCOME TO OUR ANNUAL REPORT 2019

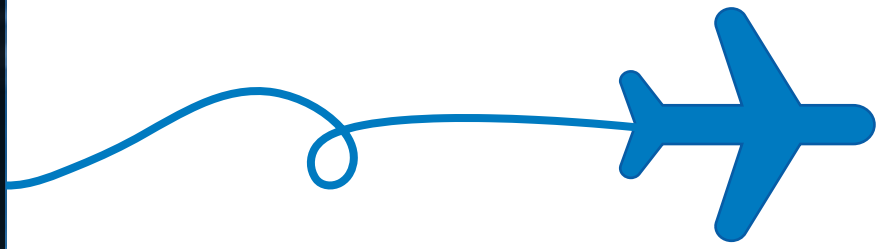
Everyday thousands of aid workers are deployed worldwide to ensure crisis-affected people receive the assistance and protection they need. Doctors and nurses, nutritionists, programme and policy specialists, food security analysts, logisticians, environmental experts, researchers, engineers, donors and diplomats, human rights lawyers and volunteers, to mention a few. All are determined to achieve one primary objective: making the world a better place.

Have you ever wondered how aid workers travel in the middle of a humanitarian crisis? How do they bring food, medicines and other relief goods to affected populations in remote areas? How do they reach areas of conflict and access places in the immediate aftermath of a natural disaster?

WFP AVIATION IS THE ANSWER.

We are the aviation arm of the world's largest humanitarian agency fighting hunger, the United Nations World Food Programme (WFP). Through our humanitarian air transport services, we work to overcome obstacles that impede humanitarian assistance from reaching people affected by crises. We connect humanitarian actors to people in need through a network of flights that covers the hardest-to-reach, most remote and dangerous destinations on earth. We ensure uninterrupted delivery of relief supplies when other means of transport are disrupted by insecurity, damaged infrastructure and in circumstances where almost no other commercial airlines are flying. Our strength lies in our flexibility to adapt to a continually changing operational context and our deep commitment to the safety and wellbeing of all humanitarian and development actors, who rely on us to fulfil their mandates.





We **REACH** those in need,

We **SERVE** the entire humanitarian and development community,

We **ACCESS** the hardest-to-reach places in the world,

We **TRANSPORT** humanitarian passengers and cargo,

We **PRIORITIZE** Safety, innovation, capacity building, environmental efficiency and gender equality,

We **LOVE** what we do.

FOREWORD



Philippe Martou, Chief of WFP Aviation Service.
WFP Headquarters in Rome, Italy

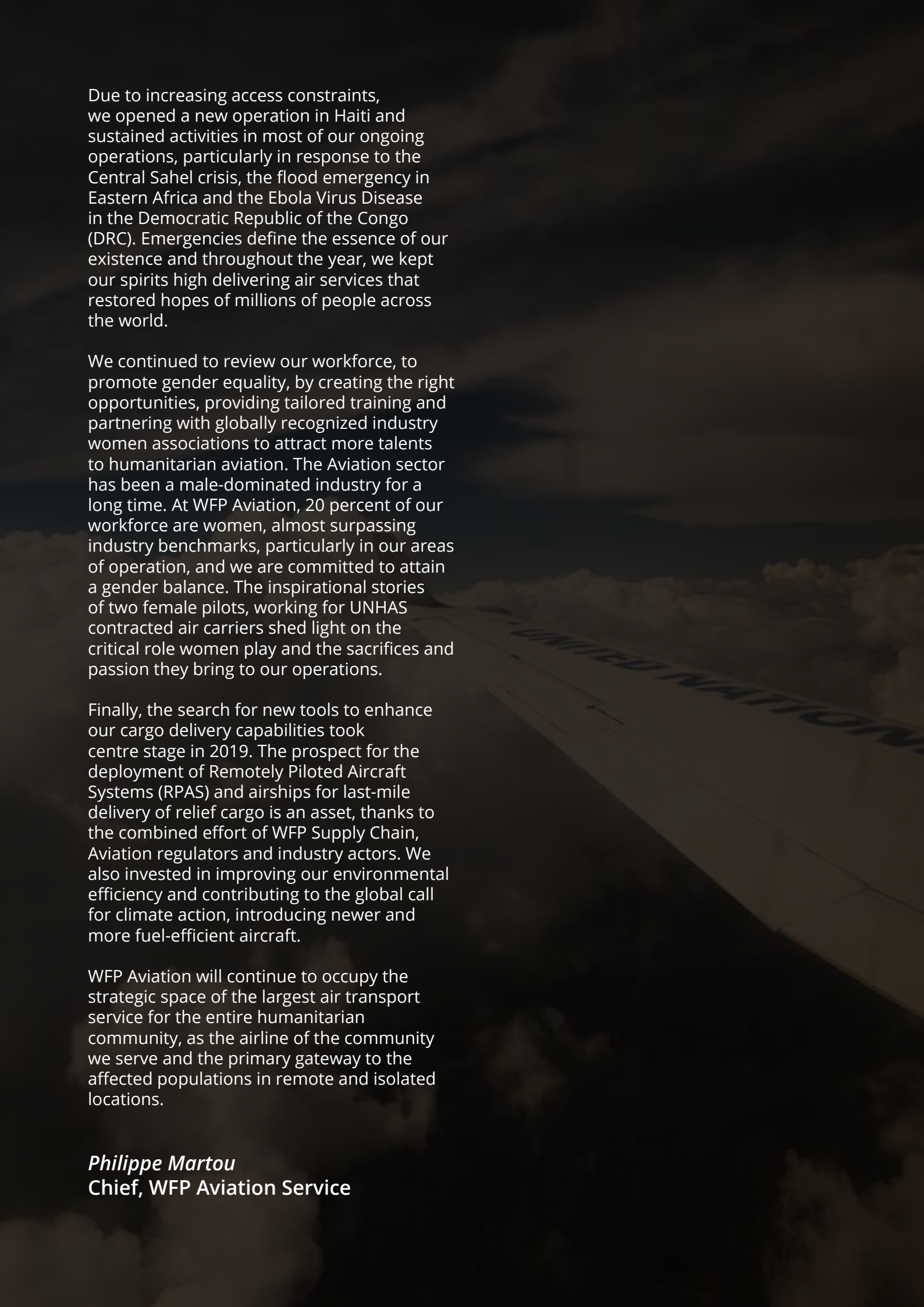
It is a decade and a half since WFP officially established the United Nations Humanitarian Air Service (UNHAS) in 2004, in response to the call by the UN High Level Committee on Management to provide a common air transport service for the entire humanitarian community. This year's annual report provides insights on how we are keeping faith with all actors in the humanitarian and development sector, being the key enabler of relief assistance in some of the hardest-to-reach areas in the world.

WFP Aviation's growth through these years has been in-line with the increasing demands for air transport services to these hard-to-reach locations to enable humanitarian actions where the needs are the highest. Operating with 90 aircraft in 2019, we are comparable to a small size airline, with the broadest route network of over 300 locations, of which 90 percent are unpaved, dirt and short airstrips with little or no commercial value for regular air operators to fly to. In 2019, we linked 20 countries through 17 active UNHAS operations and transported more than 400,000 passengers.

Thanks to UNHAS and other ancillary air transport services such as airlift, airfreight and airdrop, almost 100 million people in need of assistance were reached in the countries of operation. This is made possible through the commitment and professionalism of our 600 multinational staff as well as robust systems and processes instituted from inception and vigorously pursued throughout the years.

In 2019, humanitarian access came under severe attack due to an increasing scale of conflicts, impacting the ability of the humanitarian and development communities to reach the populations they serve. Although many UNHAS operations are present in areas of active conflict, Yemen, Nigeria, Libya, and Afghanistan were the most challenging in terms of humanitarian access. In these countries and beyond, UNHAS remained the ace for access to the people in need. In Yemen, we maintained uninterrupted access to Sana'a and Aden and made changes to the fleet to meet the increasing needs. The security situation in North-East Nigeria remained volatile, but our chartered helicopters were always busy, ensuring rapid and consistent support, even in the face of unpredictable attacks targeting aid workers.

Similarly, natural disasters continued to push the boundaries of humanitarian response in 2019, increasing both in number, intensity and impact. Two cyclones – Cyclone Idai and Kenneth – devastated Mozambique, Malawi and Zimbabwe, leaving nearly two million people in need of humanitarian assistance. WFP Aviation responded swiftly, enabling humanitarian and development actors to reach the affected populations. We worked on multiple joint actions with our supply chain services, the Logistics Cluster, WFP and the entire humanitarian community to coordinate the airbridge from Maputo to Beira and Chimoio.



Due to increasing access constraints, we opened a new operation in Haiti and sustained activities in most of our ongoing operations, particularly in response to the Central Sahel crisis, the flood emergency in Eastern Africa and the Ebola Virus Disease in the Democratic Republic of the Congo (DRC). Emergencies define the essence of our existence and throughout the year, we kept our spirits high delivering air services that restored hopes of millions of people across the world.

We continued to review our workforce, to promote gender equality, by creating the right opportunities, providing tailored training and partnering with globally recognized industry women associations to attract more talents to humanitarian aviation. The Aviation sector has been a male-dominated industry for a long time. At WFP Aviation, 20 percent of our workforce are women, almost surpassing industry benchmarks, particularly in our areas of operation, and we are committed to attain a gender balance. The inspirational stories of two female pilots, working for UNHAS contracted air carriers shed light on the critical role women play and the sacrifices and passion they bring to our operations.

Finally, the search for new tools to enhance our cargo delivery capabilities took centre stage in 2019. The prospect for the deployment of Remotely Piloted Aircraft Systems (RPAS) and airships for last-mile delivery of relief cargo is an asset, thanks to the combined effort of WFP Supply Chain, Aviation regulators and industry actors. We also invested in improving our environmental efficiency and contributing to the global call for climate action, introducing newer and more fuel-efficient aircraft.

WFP Aviation will continue to occupy the strategic space of the largest air transport service for the entire humanitarian community, as the airline of the community we serve and the primary gateway to the affected populations in remote and isolated locations.

Philippe Martou
Chief, WFP Aviation Service

OUR SERVICES

WFP Aviation offers air transport capacity for passengers and the delivery of humanitarian cargo through:

UNITED NATIONS HUMANITARIAN AIR SERVICE (UNHAS), which is the only United Nations-mandated air transport service providing safe, reliable, cost-efficient and effective passenger and light cargo transport to and from areas affected by natural and human-made disasters. UNHAS operations in a country are activated at the request of the humanitarian community. SCHEDULED AND AD HOC AIR TRANSPORT FOR PASSENGER including air transport for emergency, medical evacuations and security relocations.

AIRLIFT¹ and AIRDROP² in both emergency and protracted operations to ensure uninterrupted delivery of relief supplies.

DEDICATED BILATERAL SERVICES for passenger transport to meet other organizations' needs. Examples include dedicated aircraft for the United Nations High Commissioner for Refugees (UNHCR) in Tanzania; and the United Nations Department of Safety and Security (UNDSS) in Somalia.

OUR HISTORY

WFP began its large-scale air operations in the 1980s to transport food and humanitarian workers to countries like Angola, Ethiopia, Somalia and Sudan. Air transport subsequently evolved into an integral part of WFP's logistics. Gradually, WFP Aviation transformed from addressing an internal need for food delivery into a common service for the humanitarian community.

During the early 1990s, the rise of global humanitarian crises led to an increased need for air support to enable timely delivery of food, medicine and shelter. Many United Nations agencies maintained separate air operations, reflecting their individual organisational needs. The United Nations High-Level Committee on Management assigned WFP the mandate to lead all United Nations humanitarian air operations following a series of serious incidents and accidents.

Effective 1 January 2004, WFP established an independent aviation safety unit along with an aviation structure in line with International Civil Aviation Organization (ICAO) and industry standards. WFP was chosen because of its leadership in humanitarian logistics. Fifteen years later, WFP Aviation has become the leading humanitarian air transport provider for humanitarian and development communities.

¹ Transport of cargo by aircraft on a pre-defined route covering any destination across the world and often performed to or from an otherwise inaccessible area; i.e., Strategic airlifts of emergency food, supplies and equipment to areas devastated by political upheaval and/or natural disasters.

² A type of airlift in which goods are dropped from the aircraft. In certain circumstances, due to security concerns, non-availability of operational airfields, inaccessibility for other delivery modes, or a combination of these factors, airdrops become the best method for delivering food directly into a crisis area. Airdrop operations are predominantly for food. When the goods are delicate, large, or heavy, these are dropped using parachutes to slow down the load as much as possible. WFP Aviation is the first air transport service that performed high altitude airdrops in the humanitarian context (Deir Ezzor, Syria 2016).

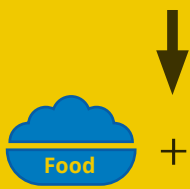
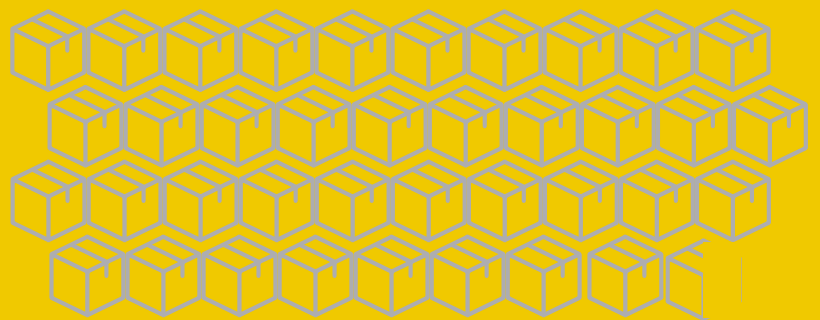
WFP AVIATION IN NUMBERS 2019

UNHAS, AIRLIFT, AIRFREIGHT AND CHARTER PASSENGER SERVICES

412,000
PASSENGERS



35,100
MT of CARGO



+



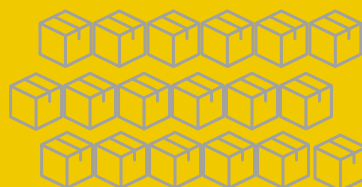
90
AIRCRAFT



620
AIRDROPS



17,337
MT OF CARGO DROPPED

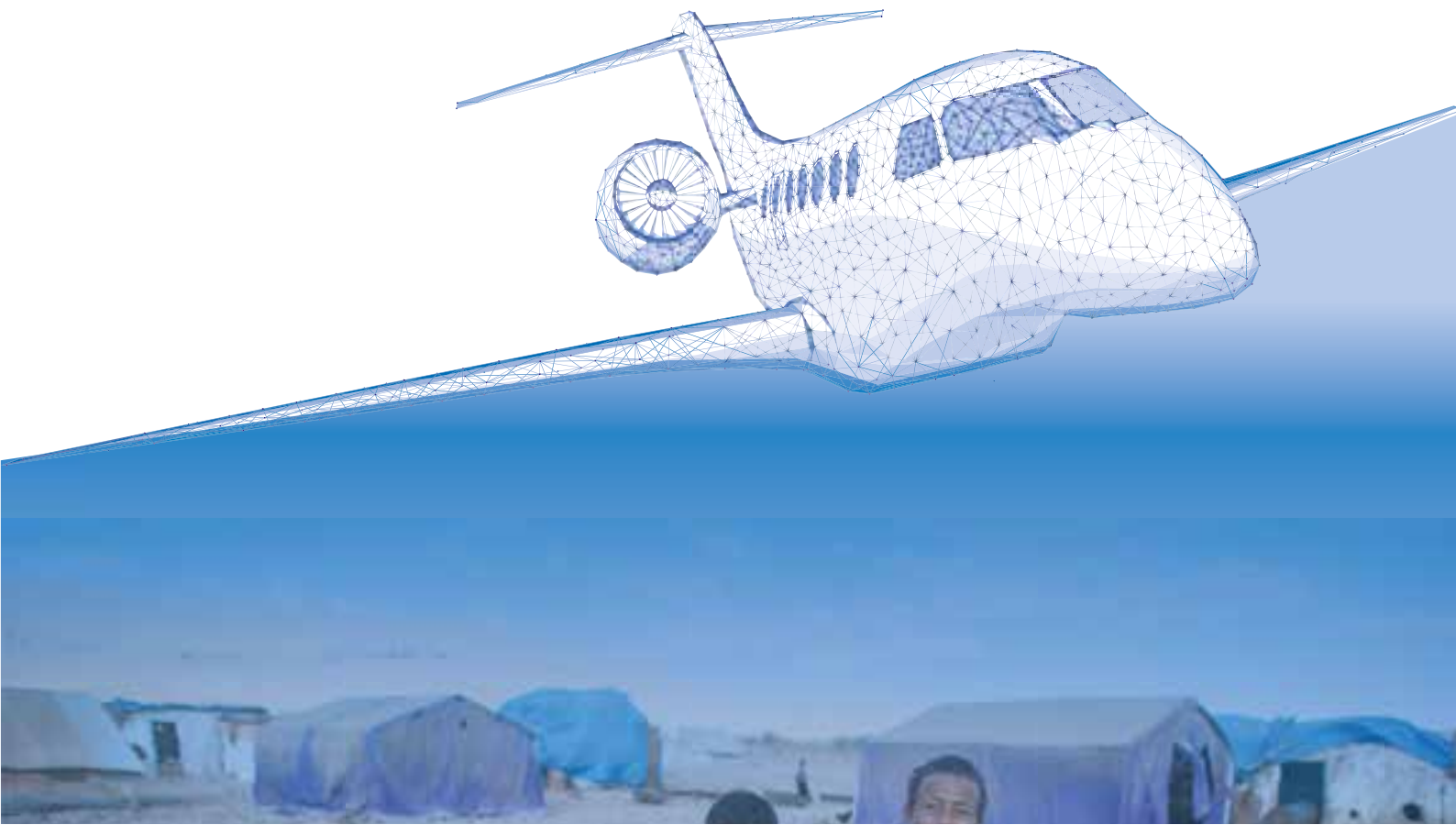


1 COUNTRY:
South Sudan

56 DROP ZONES



Many humanitarian emergencies are human-made or result from natural disasters. People most in need of assistance tend to be isolated by damaged or extremely poor infrastructure. Humanitarian and development organizations must be able to safely and quickly deploy personnel and supplies in some of the world's most challenging settings. These organizations often depend on the air transport services provided by WFP.



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https://www.yunbaogao.cn/report/index/report?reportId=5_3839

