

SAVING
LIVES
CHANGING
LIVES



WFP Aviation

Annual Report 2018



March 2019

WFP Aviation

Airlift, Airfreight and Charter Passenger Services



19
countries



14,912 mt
of cargo



7,506
passengers

Dedicated Services



UNDSS



1 aircraft



UNHCR
The UN Refugee Agency



2 aircraft

WFP Aviation offers long-term aircraft charters to support NGO and UN agency interventions.

WFP Aviation provides air transport capacity to deliver food and non-food items – often in large quantities – through **airlifts**, **airfreights** and **airdrops** in support of WFP operations as well as for external parties. It also provides dedicated passenger services to meet the long-term needs of organizations such as UNDSS and UNHCR or on an ad hoc basis. In 2018, WFP Aviation delivered relief supplies on a large scale to support response to emergencies in DRC (Ebola), Papua New Guinea (earthquakes), the Socotra island of Yemen (Mekenu Cyclone) and Somalia (floods), among others.



WFP Aviation

Airdrop operation in South Sudan

“Flying 660 feet (180 meters) above the ground, the Ilyushin 76 enters the drop zone, a rectangular area of 3,280 feet by 660 feet (1000 by 180 meters) on the ground. Once confirmed with the team on the ground, the Ilyushin 76 begins to airdrop food to vulnerable communities. This happens in many locations across South Sudan”.



1 country



81 drop zones



60,667 mt of cargo



2,299 drops

Since the escalation of conflict and the consequent deterioration of the humanitarian situation in 2013, WFP has airdropped food to vulnerable communities in hard-to-reach areas across South Sudan. The humanitarian situation remained dire in 2018, with seven million people reportedly in need of assistance, mostly in isolated and inaccessible locations, thus necessitating the continuation of airdrops. The airdrop operation was conducted from three strategic hubs in South Sudan, Ethiopia and Uganda.

The revitalized peace process during the year resulted in the de-escalation of the conflict and increased focus on improving overland and river transport. This allowed WFP to reduce the number of aircraft for airdrops from seven to four by the end of the year.

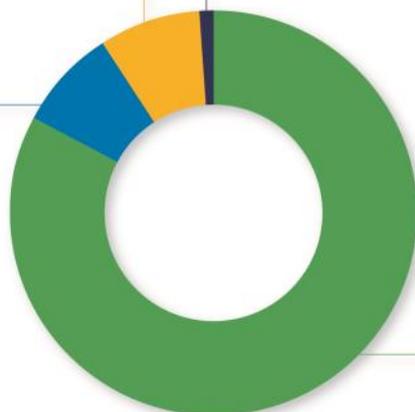
FOOD CATEGORIES AIRDROPPED

Pulses
8%

Vegetable Oil
1%

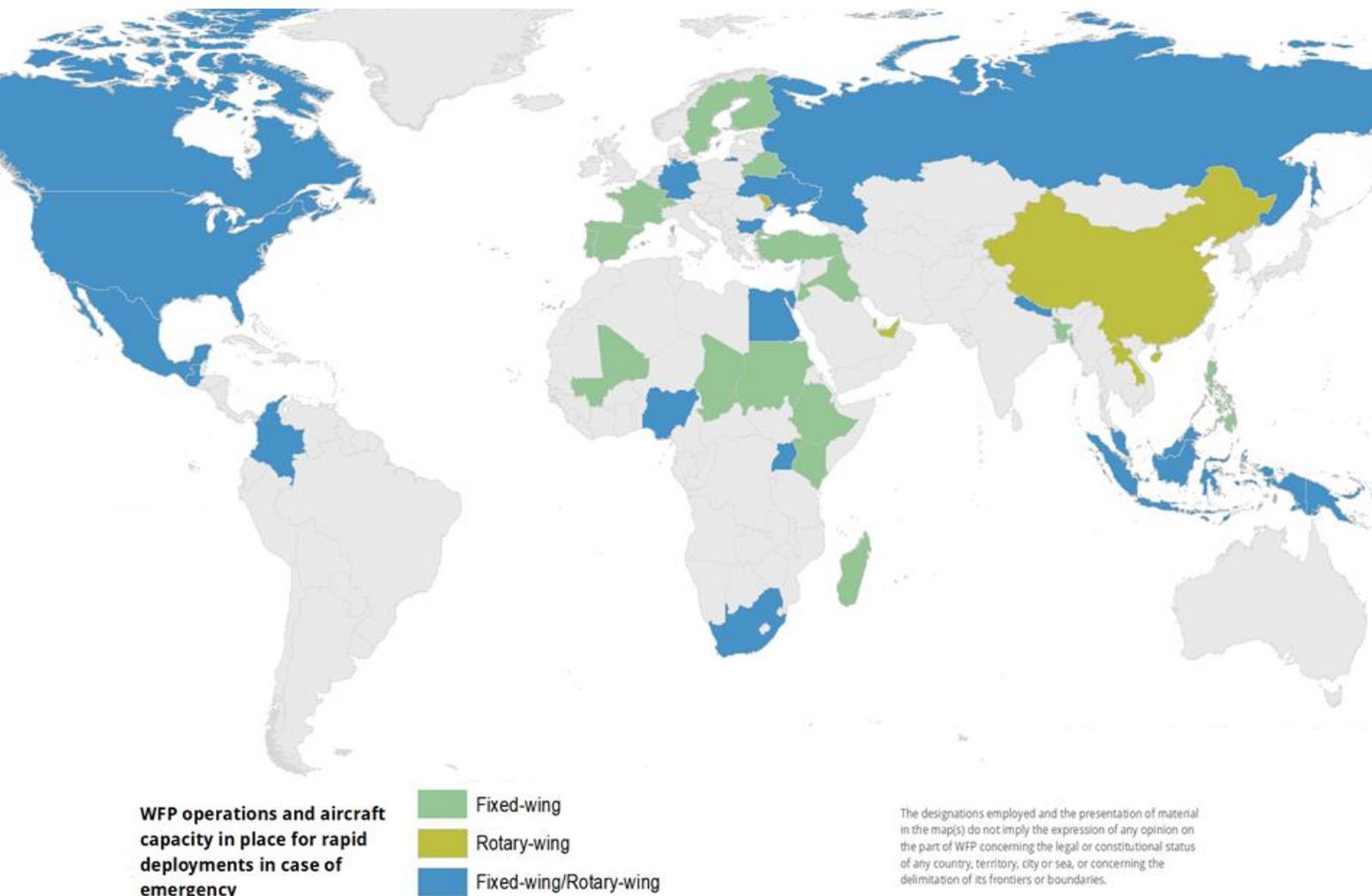
SUPER CEREAL plus CSB++
8%

Cereal sorghum
83%



2018 Emergency Response and Preparedness

Through a rigorous evaluation process, WFP Aviation continuously identifies commercial air operators with readily available aircraft to enhance operational agility. The independent Aviation Safety Unit (ASU) is based in Rome, with regional offices in Johannesburg, Nairobi and Sharjah, and performs safety evaluation of commercial air operators across all regions for possible inclusion in the List of Registered Air Operators (LORA).



The geographical spread of shortlisted air operators allows WFP the flexibility to access a wide range of suitable air assets for rapid deployment to different emergency scenarios. This reduces lead time and mobilization costs when emergencies strike. In 2018, ASU completed 150 evaluations of different air operators. The map above represents countries where WFP Aviation has registered air operators

United Nations Humanitarian Air Service (UNHAS)



16 countries



3,655 mt of cargo



386,330 passengers



1,362 evacuations

The United Nations Humanitarian Air Service (UNHAS) is managed by the World Food Programme (WFP) on behalf of the entire humanitarian and development community. The service enables access to locations affected by conflicts, natural disasters, famine and other hard-to-reach areas where domestic air transport alternatives are not viable. For the past fifteen years, UNHAS has been the air service of choice for United Nations agencies, NGOs, donors, and other organizations responding to humanitarian and development needs across the globe.

With an operational presence in 16 countries, UNHAS provides safe, reliable, efficient and effective transport of passenger and light humanitarian cargo to a network of 323 regular destinations, using a fleet of more than 60 aircraft at any given point in time. In addition, UNHAS provides the capacity for medical and security evacuation of aid workers.

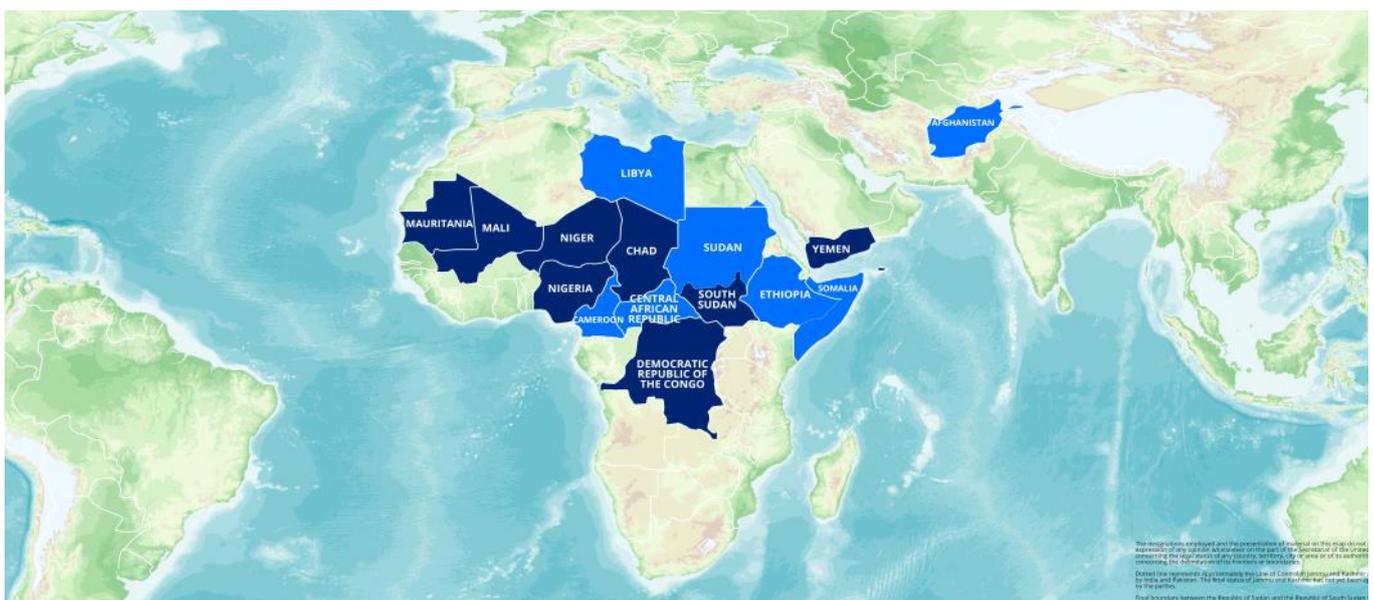
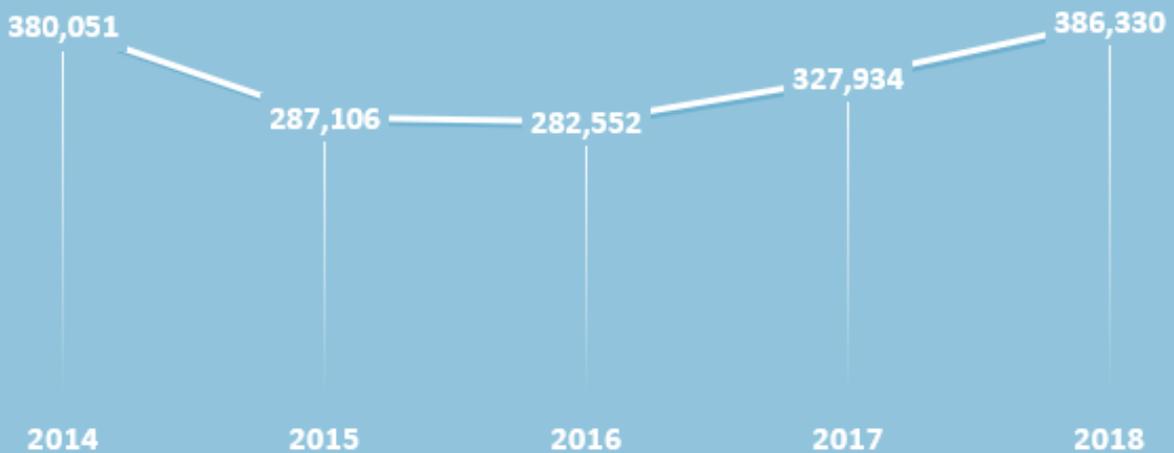


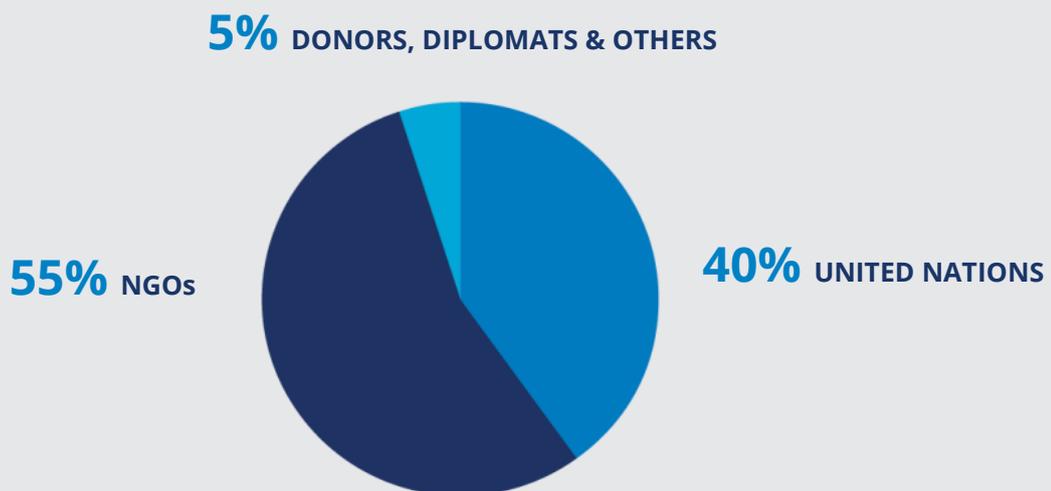
FIGURE 4: UNHAS operations 2018. Source: OSE GIS team

UNHAS In numbers

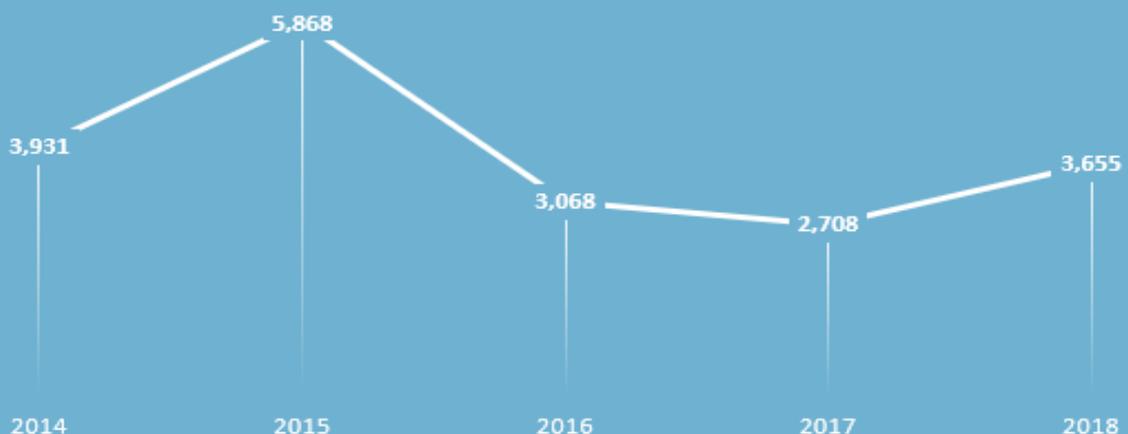
Five-year trend of passenger transport



UNHAS User Categories 2018



Five-year trend of cargo transport



UNHAS Response to Corporate Emergencies

Emergency Level 3

Democratic Republic of Congo

DRC is embroiled in a complex emergency. Two Ebola outbreaks - one in the Equateur Province in May and the other in the North Kivu Province in August - coupled with armed conflicts in the Kasai and North Kivu provinces further exacerbated the prolonged humanitarian crisis. UNHAS launched the required support structure to enable humanitarian access to the country's vast territory. For the Ebola response in North Kivu, an air bridge was established between Goma and Beni, the epicentre of the crisis, within 24 hours of the outbreak. The frequency of flights from Kinshasa to Goma was also increased to augment staff movements from the capital to the east. With active donor support, a specially-equipped helicopter was positioned, to facilitate the safe movement of health personnel and biological samples for the World Health Organization (WHO) and the Ministry of Health. The helicopter also ensured that any suspected or symptomatic patients could be moved rapidly. These interventions enabled aid workers and medical personnel to combat the epidemic, which has been declared the worst outbreak since the outbreak in parts of West Africa in 2014.

UNHAS scaled up its operations to meet increased needs and coordinated all other humanitarian flights for the Ebola response. This included flights managed by the United Nations Organization Stabilisation Mission in the DRC (MONUSCO) and ECHO Flight. UNHAS also coordinated with the International Committee of the Red Cross (ICRC), and the Mission Aviation Fellowship (MAF).

Nigeria

UNHAS continued to play a crucial role in providing effective humanitarian access to the millions of civilians who grappled with insecurity across northeast Nigeria. Helicopter services from Maiduguri to deep-field locations remain the lifeline for aid workers in a region characterized by frequent attacks, where timely evacuation capacity guaranteeing the safety of humanitarian staff is crucial.

Emergency Level 2

Horn of Africa

In response to the flood emergency during the first half of the year, UNHAS Somalia augmented its fleet by introducing one Mi-8MTV helicopter and extending the contract of the Dornier 228 aircraft to ensure sufficient capacity for humanitarians to reach the affected communities.

UNHAS Aviation Field Operations

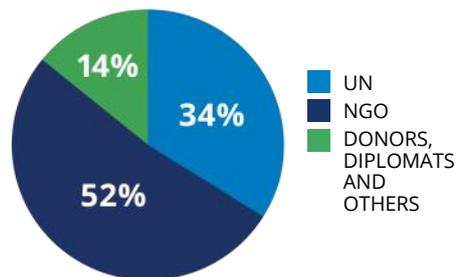
Afghanistan



HIGHLIGHTS

- During the year, a fatal drought devastated the country, causing a humanitarian crisis that affected 500,000 children and displaced more than 260,000 people. Access to the affected regions remained a challenge for aid organizations. Consequently, UNHAS augmented its fleet with a larger 37-seat, turboprop aircraft, thereby enabling reliable air access to people in need of essential services and other support.
- The number of passengers transported in 2018 increased by 33 percent over that of 2017 as a result of new regulatory provisions introduced in the country, which restricted commercial air carriers to operate in only five destinations.

PERFORMANCE	2017	2018
User organizations served	157	158
Regular destinations	25	23
Passengers transported	18,667	24,828
Cargo (MT)	47	59.32
Medical evacuations	21	3
Security evacuations	2	8



Cameroon

HIGHLIGHTS

- UNHAS Cameroon and Chad continued to share the Embraer 135LR jet aircraft to maintain a regional link facilitating

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_4870

