

WFP AVIATION 2009 IN NUMBERS

TOTAL COST	US\$144 million
AGENCIES SERVED	700
PASSENGERS	323,713
CARGO	12,412 MT
FLIGHT HOURS	44,200
DESTINATIONS	200
MEDICAL EVACUATIONS	135
SECURITY EVACUATIONS	782
AVIATION TRAINING FROM 2006-2009)	291 PERSONS(1000
FLIGHT DISPATCHER COURSE	15 PERSONS



**World Food
Programme**

CONTENT

Overview of Operations

Financial Highlights

Special Operations

Technical Service Agreements

Emergency and Ad hoc Operations

Aviation Safety

Technical Support and Improved
Management tools

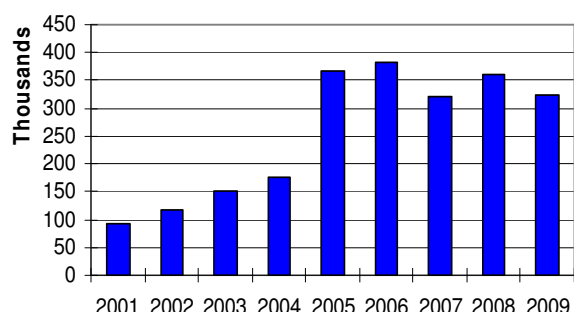
WFP AVIATION ANNUAL REPORT 2009

Overview of Operations

To save lives during emergencies, time is of essence. Air transport is the fastest way to get aid workers, food and non-food relief materials, medicines and medical equipments to an emergency hot spot where lives and livelihoods have been compromised. The challenge is even more when such emergencies run into years of humanitarian intervention as experiences have shown from Sudan to Afghanistan and from Somalia to Democratic Republic of Congo. With a 48-hour lead time, WFP Aviation prides itself as the most timely, efficient and cost effective humanitarian air service provider of choice during emergencies, recovery and reconstruction periods or simply where aid workers have no commercial alternatives to reach those in need of aid.

In 2009, WFP Aviation kept faith with the entire humanitarian community providing safe, efficient and reliable air transport services in keeping with its mandate. Using an average of 53 aircraft per month, WFP Aviation transported 323,713 passengers and 12,412 metric tons of humanitarian cargo in 44,200 flight hours to over 200

Passengers transported from 2001-2009



destinations in 14 country operations. Compared to the previous year, the number of passengers transported and cargo transported dropped by 11% and 5% respectively. The reduction of activities is due to insecurity in Afghanistan related to the elections, the reduction of accessible airstrips in Somalia due to increasing insecurity in South Central Zone, the temporary withdrawal of some NGOs in Sudan and the reduction of one aircraft from the West African Coastal countries operation. The total annual expenditure for 2009 is US\$144 million as against close to US\$155 spent on the operations in the preceding year.

Response to emergencies: WFP Aviation re-

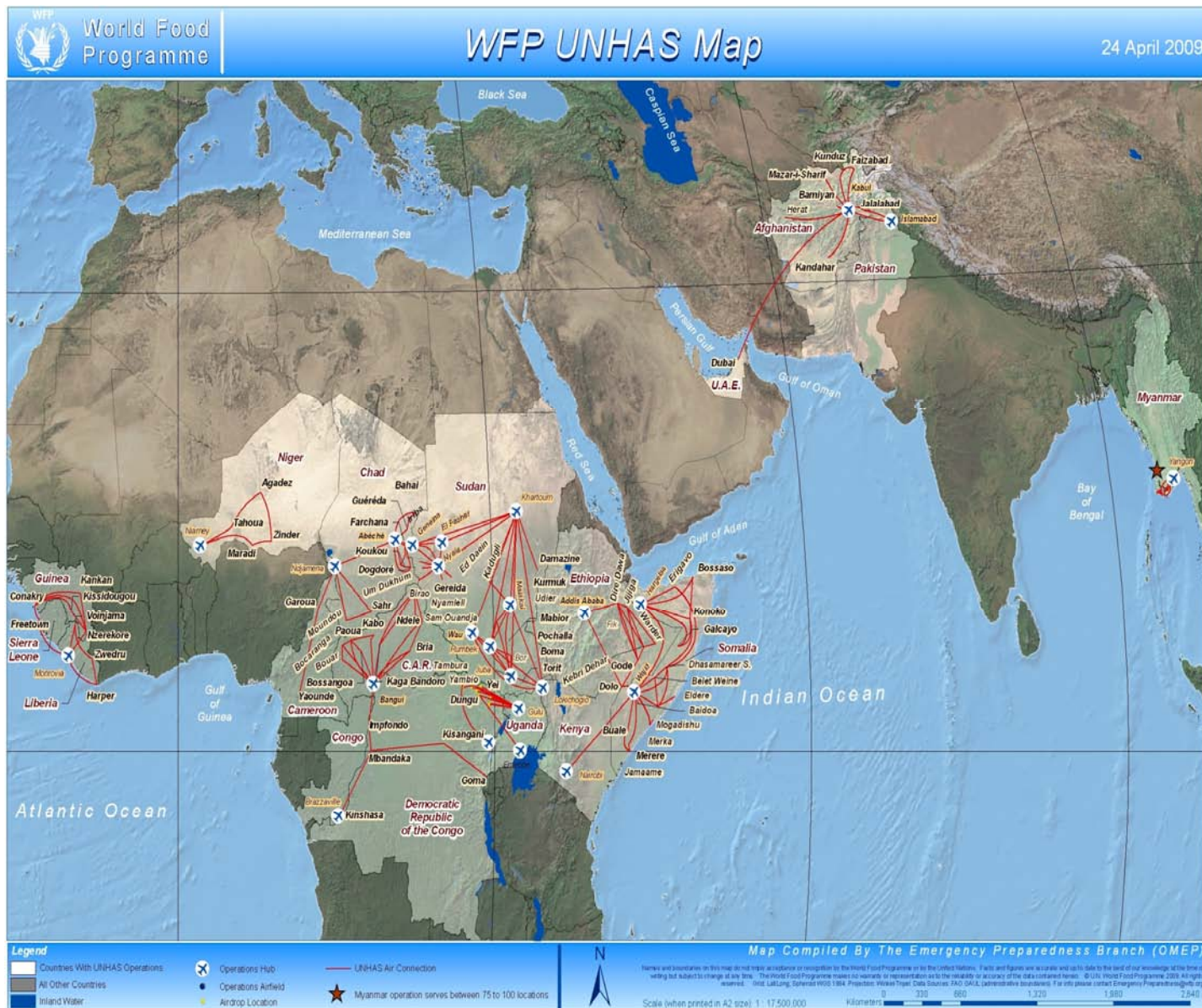
sponded to the Philippines emergency with 2 Mi-171 helicopters which transported 348 metric tons of food and 13 metric tons of NFI. One aircraft was maintained in Myanmar until August 2009 to assist during the aftermath of 2008 cyclone, while emergency operations in Haiti ended in February.

In other to strengthen its management and efficiency, WFP Aviation in 2009 completed the roll-out of its Flight Management Application (FMA) in all its regular operations for standardization of tasking and reporting. The GPS Tracking System is now fully operational to enable real time monitoring of flights and immediate reaction in case of loss of contact.

Quality service delivery is a priority in WFP Aviation. WFP Aviation training which started in 2006 hit the 1,000 mark of participants after the round of trainings in 2009. An intensive Flight Dispatcher course was also conducted for 15 Aviation personnel. In the same vain, OMLA started the implementation stage of its internal Quality Management System and also obtained an Aviation Third Party Insurance to cover the third party liability associated with our aviation work worldwide.

WFP Aviation had a financially challenging year with most of its regular operations threatened by imminent closure. Chad, Afghanistan, Ethiopia, Niger and WAC struggled to the end as all activities were aligned with available funding. The budget plans may not have been fully implemented mainly due to lack of available resources in required time. UNHAS is constantly looking for better funding mechanisms to be able to sustain vital operations. One of the options is **a yearly allocation of CERF funding to protracted operations to ensure basic requirements in terms of mobility and security are covered. Guidelines prepared jointly with WFP were issued by OCHA to the Humanitarian Coordinators/Resident Coordinators to that effect.** In spite of the challenges, our commitments remain the same: to provide the best air transport service possible so that aid gets to those in need of aid.

UNHAS GLOBAL NETWORK MAP 2009



Financial Highlights

The financial part of the current report provides costs and revenues of the WFP air operations, comparison of planned indicators against the actual performance; planning and funding requirements for 2010.

The WFP aviation activities in 2009 were implemented through the following funding modalities: the Aviation Special Account (strategic airlifts for internal and external clients, and dedicated aircraft service for external clients), the Aviation Special Operations (common passenger and cargo air services for humanitarian community) and the LTSH (in-land food transport) component of WFP's Emergency operations (EMOPs) and Protracted Relief and Recovery operations (PRROs). Total cost of the air operations in 2009 amounted to **US\$144 million**.

The breakdown of costs by the funding modality is presented in the table on the right.

Annual Expenditure	US\$million		
Project category	Operational	ISC	Total
Special Operations	111.3	7.8	119.06
LTSH	10.8	0.8	11.6
Special Account funded	14.3		14.3
Special Account Elimination*	-0.8		-0.8
Total	136	8.5	144

Special Air Operations

WFP budgeted a total of **US\$194 million** for the 12 Special Air Operations in 15 countries. Generous contribution received from the donors and the cost recovery during 2009 amounted to **US\$125 million**, or **64%** of the requirement while revenue from ticket sales and/or booking fees amounted to **US\$31.4** or **16%**. Some of the activities originally planned have not been fully implemented due to various reasons, but mainly due to lack of available resources at the required time. WFP Aviation received contributions from 19 different donors that kept the operations afloat. Funding from ECHO represented the largest part of financing in 2009, amounting to US\$ 24 million. USA was the second largest donor, contributing US\$19.6 million followed by CERF (US\$19.3 million) and Japan (US\$7million).

Summary of Annual Income	USD million
Total budget planned (a)	193.1
Income from donor contribution	93.7
Income from recovery	31.4
Total income 2008 (b)	125.2
Project shortfall (a-b)	67.8
Percentage	35 %

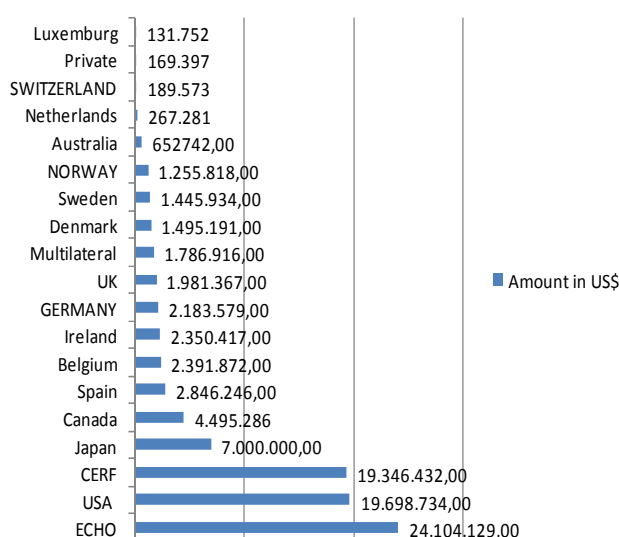
Challenges- Sustainable Funding

Despite growing demands of the WFP's air services, uncertainty on the confirmation date, on the amount and on the conditions of attribution of funding prevent any kind of long-term forecasting and operational planning. The lack of sustainable funding with visibility of less than two months is hindering significantly the overall quality of operations in several ways:

- Entering cost-efficient contractual agreements for aircraft chartering
- Establishing long-term planning with air operators
- Maintaining capacity to provide crucial medical and security evacuation to UN and NGO staff.

Therefore, it is crucial to look for more sustainable funding sources for UNHAS operations. Options for sustainable funding could be to have either a yearly allocation of CERF funding to protracted operations to ensure basic requirements in terms of mobility and security are covered, or to adopt a similar funding mechanism as the one used by UN-DSS where each agency contributes to the cost of the service in a specific country according to its staffing level in the country.

Donors' contributions 2009



Operational Requirements for 2010

The overall budget for implementation of the Special Operations is US\$ 138.1 million. Wherever possible, WFP shall pursue existing cost-recovery schemes with expected income of US\$ 31 million. The balance carried forward from 2009 is amounted to US\$15.8 million leaving a balance of US\$ 91.3 million to be funded by donors.

Special Operations

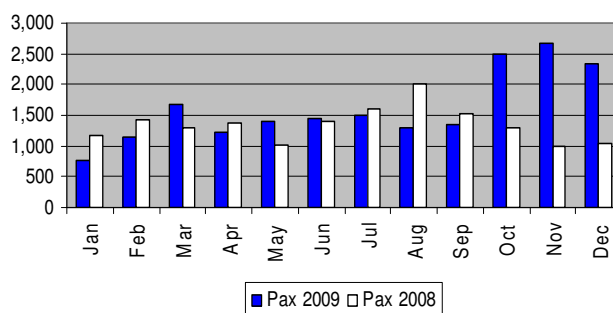
Somalia :SO 10681.0 – Humanitarian Air Service in support of Relief Organizations in Somalia Project
duration: (1 August 2007 – 31 July 2010)

In 2009, the humanitarian situation in Somalia remained dire. The insecurity and the access to the affected population continued to challenge the ability of humanitarian agencies to carry on their activities. The humanitarian space is being further decreased by repeated attacks on aid workers. At present, there is about 1.55 million displaced persons, 93% of which are concentrated in the southern and western areas. The provision of humanitarian air services remains vital to the sustenance of aid work in Somalia.

In 2009 WFP/UNHAS has been operating 1 B-200, 1 Dash 8, 2

Caravan, 1 B-1900C and Dornier-328 Jet and carried 19,273 passengers to 20 destinations. WFP/UNHAS Somalia served 265 Non-Governmental / International Organizations, 15 United Nations agencies, 4 diplomatic missions and 1 media house in the reporting year. The percentage of the number of passengers transported is represented as follows: 76 % of United Nations agencies, 24 % NGOs/IOs and less than 1% other categories.

Passengers in Somalia 2008/2009



Performance

	2009	2008
Chartered aircraft	6	6
Hours flown	5,149	5,034
Passenger	19,273	16,157
Cargo (MT)	211	240

The current state of insecurity in Somalia has resulted in the decrease of UNHAS flight operations mainly in the South and Central zones thus restricting humanitarian activities due to closure of most airfields. From 27 airstrips at the end of July, WFP UNHAS served only 15 airstrips in December. Most of the client agencies in the last quarter of the year moved base from the South Central to the North, Puntland, Hargeisa and Bosaso, leading to the closure of operation in most part of the South Central Zone.

This level of insecurity has led to high operational cost and reduction of humanitarian staff deployed in the country, consequently reducing the number of UNHAS passengers. This reduced the cost recovery and made UNHAS operation more dependent on donor funding.

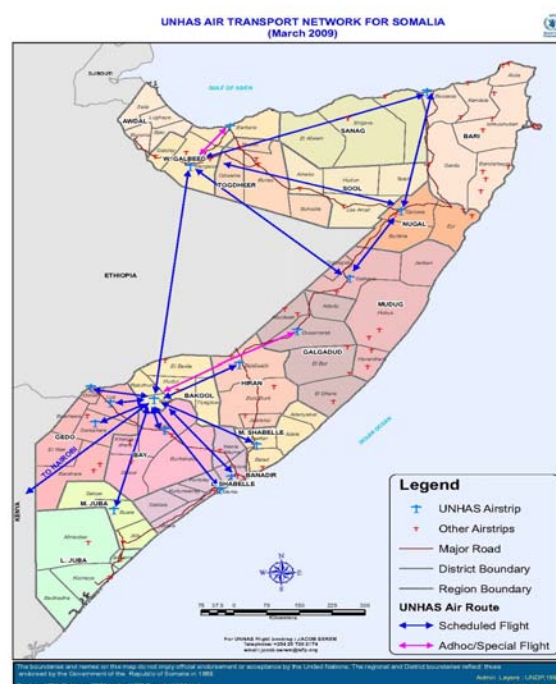
Since October 2010 UNHCR Kenya moved from the dedicated aircraft approach to the sharing of air capacity with WFP. Through this change, both agencies benefit from the operational flexibility and reduction of costs. This approach, as well, enhances the cost-efficiency resulting from optimized aircraft utilisation.

Financial Review

The project budget in 2009 was set at US\$18.2million while actual project cost was US\$12.7 million after adjustments were made to the fleet to cope with the reduced traffic. Revenue received in 2009 amounted to US\$13.5 million, out of which US\$2.2 million will be carried forward to cover cost of operations in 2010.

The project operates on a partial cost recovery basis and generates an average of US\$350,000 per month from revenue of ticket sales. In 2009, this project was supported by CERF, Canada, Germany and Spain.

The budget for 2010 is estimated at US\$13.9 million (until the year end). With the available resources, the operations is covered until 15 July 2010. US\$11.7 million is still required for the operation in 2010.



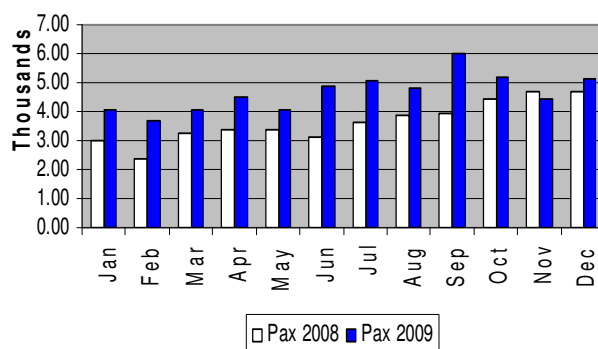
Chad: SO 10560.0 – WFP Humanitarian Air Service in Chad in Support of EMOP 10559.0 (Project Duration: 29 December 2006-31 December 2010)

WFP UNHAS Chad provides a well coordinated, safe and reliable air services to aid workers in reaching 188,000 internally displaced Chadians, 255,000 Darfur refugees who live in Eastern Chad and an additional 66,500 refugees from Central African Republic in Southern Chad dependent entirely on humanitarian assistance;

The entire humanitarian community, comprising of over 4,250 relief workers, require safe and economic transport to carry out life saving emergency assistance and be brought to safety in case of medical and security evacuations. Most roads are also impassable from June to October because of flooded riverbeds.

WFP UNHAS has over the years been and continues to be the main actor that provides safe and reliable mode of transportation to meet the needs of the entire humanitarian community in Chad.

Passengers in Chad 2008/2009



Performance		
	2009	2008
Chartered air-	9 (5 av.)	6
Hours Flown	5,979	5,420
Passengers	55,921	43,739
Cargo (MT)	217(420mt for DFS)	164

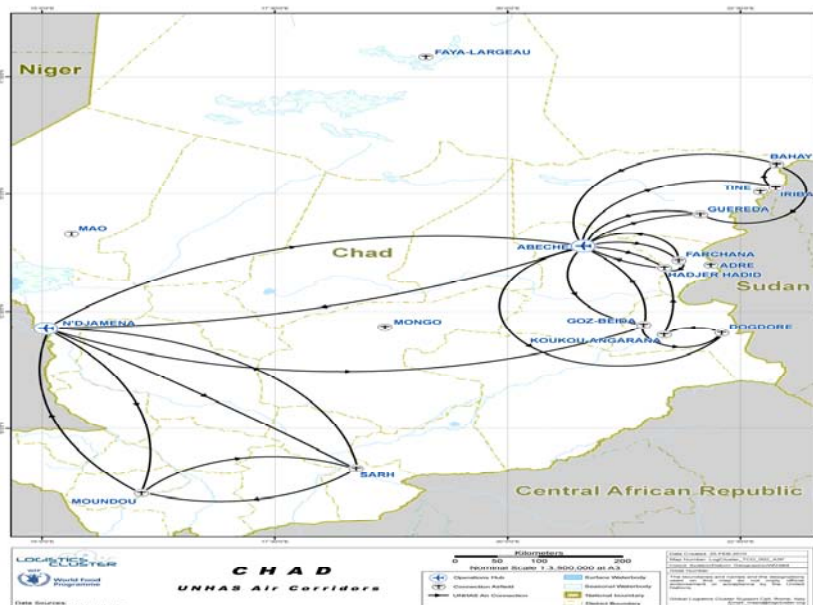
The Chad air operation utilized 2 B-1900D, 1 B-1900C, 1 EMB-120, 2 PAC 750XL, 1 C-208B, 1LET410 and 1 Dash-8 which replaced 1 PAC and the EMB-120 in October, serving 12 locations. In 2009, the service provided air transport to 55,921 passengers and transported 217 metric tons of cargo which is 25% and 23 % respectively higher than the planned for 2009. 30 medical evacuation were carried out during the reporting year, 23 to N'Djamena and 7 to Abeche, alongside 1 casual evacuation. The operation equally conducted over 26 special flights for diplomatic missions, UN Agencies and various NGOs.

The passenger traffic continued to increase as the number of NGOs in Chad was in the increase in 2009; while major UN agencies in Eastern Chad continued to augment their staff capacity. Also between June and July, WFP Aviation managed a heavy cargo aircraft C-130 for DFS and transported close to 420 metric tons of cargo. UNHAS Chad air operation reviewed aircraft fleet requirements and replaced two aircraft, a Beechcraft 1900 and an Embraer 120, by a high capacity aircraft Dash-8 with Short Take Off and Landing capability and ability to land in unpaved airstrips. The service benefits an average of 60% NGO against 38% UN and 2% diplomatic bodies and others (e.g. government agencies, special missions and the media).

Financial Review

The project budget in 2009 was set at US\$16.6 million but the project cost could be reduced to US\$11.9 million after a complete review of the fleet and of the network. Contributions received in 2009 amounted to US\$16.3 million, out of which US\$2.6 million will be carried forward to cover cost of operations in 2010. The project is fully funded by donors as a set-up of a cost-recovery system is legally impossible in Chad. In 2009, this project was supported by ECHO, USA, Sweden, UK, Ireland, Belgium, Canada, Netherlands, Switzerland and CERF.

The budget for 2010 is approved at US\$11.3 million. With the available resources, the operation is covered until 15 March 2010. US\$8.7 million is still required for the operations in 2010.



Central African Republic: SO 10562.0 – Provision of safe, efficient and sufficient air transport services to the humanitarian community in Central African Republic (Project Duration: 25 October-30 June 2010)

The insecurity in Central African Republic (CAR) especially in the North characterized by the free flow of arms, acts of violence and banditry and the presence of militants hostile to the regime threaten the ability of the humanitarian community to respond to the needs of the population. This precarious situation has resulted in restrictions for relief workers to travel safely by road and as such prevent the humanitarian community from fulfilling its obligations to those in dire need of aid. Air travel is crucial to the provision of an effective and timely humanitarian response to internally displaced persons, and host populations in the whole of the CAR, which has been on the increase. In the past years, the humanitarian activities in CAR have increased from 5 international humanitarian NGOs working in the country in 2006 to 23 in 2009. An augmentation of field offices has also been acknowledged from 7 in 2006 to 46 in 2009. This underscores the need for continuous provision of vital air services to the humanitarian community, both for personnel travel and for medical and security evacuations.

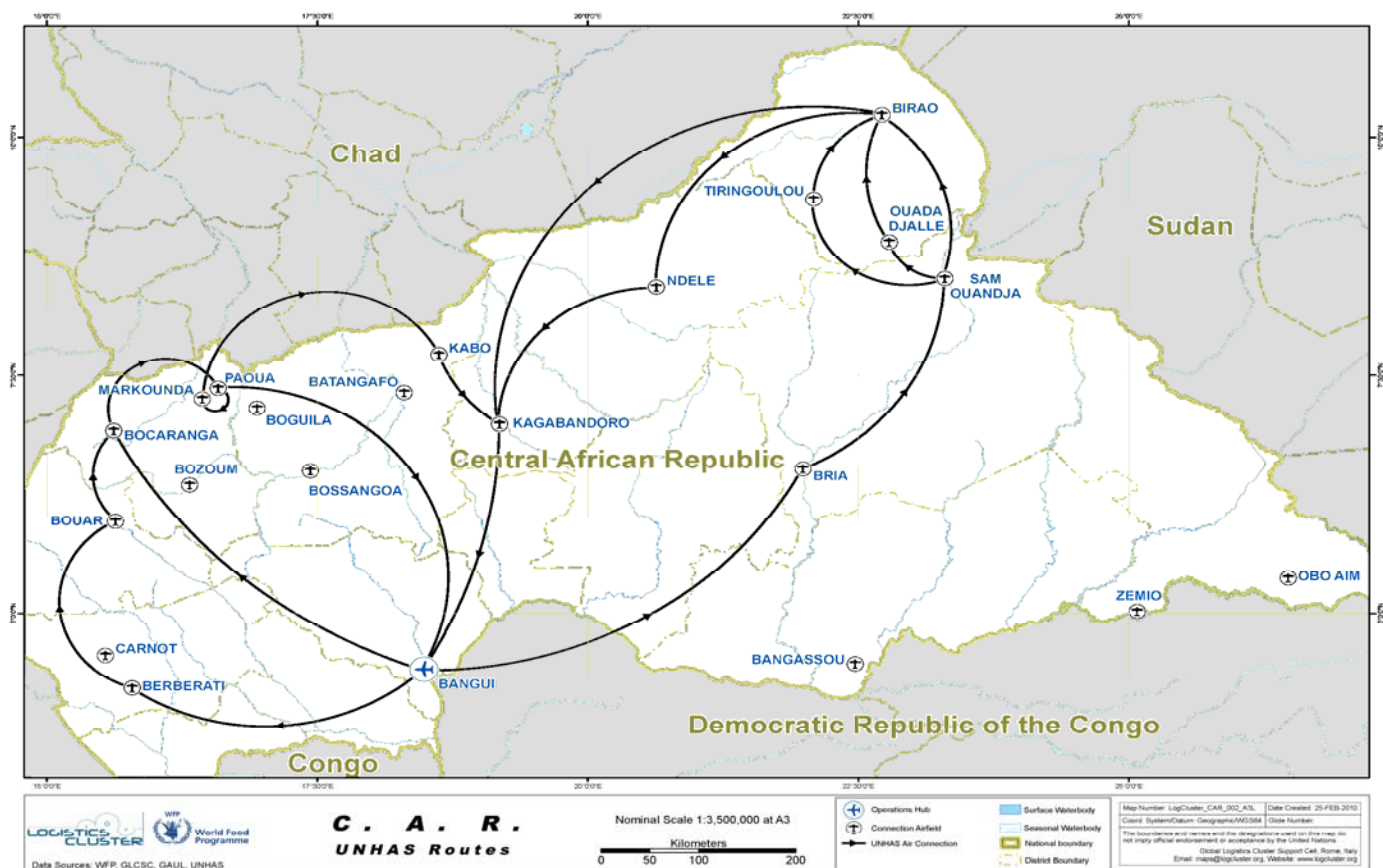
WFP UNHAS CAR operated with 1 aircraft, a 19-seat LET 410 to reach 14 locations within the country where relief agencies and NGOs are providing humanitarian assistance. The aircraft has Short Take Off and Landing (STOL) capabilities and is therefore able to meet the User Group's requirements for capacity and destinations. In 2009, the number of passengers increased by 13% when compared to 2008.

Performance		
	2009	2008
Chartered Aircraft	1	1
Hours Flown	1,000	1,605
Passengers	5,400	4,707
Cargo (MT)	90	110.80

Financial Review

The project budget in 2009 was set at US\$4.3 million and the project total cost was US\$2.3 million after the withdrawal of one aircraft due to lack of financial support at beginning of the year. Revenue received in 2009 amounted to US\$4 million, out of which US\$1.5 million will be carried forward to cover cost of operations in 2010. The project operates on a partial cost recovery basis (10% of project costs). In 2009, this project was supported by Canada, ECHO, CERF, USA and some multilateral funds.

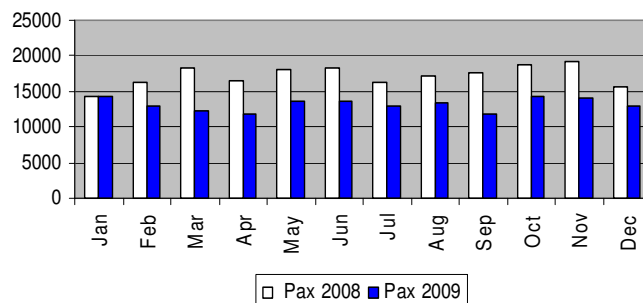
The budget for 2010 is estimated at US\$3.8 million (until the year end). With the available resources, the operations is covered until 31 August 2010. US\$2.3 million is still required for the operations in 2010.



Sudan: SO 10181.5 – Provision of Humanitarian Air services in Sudan (Project Duration: 1 January 2009 – 31 December 2010)

The peace process and the continuing humanitarian assistance operation in Darfur continue to require a large air support to facilitate movements and to provide security coverage to UN and NGO relief workers. Six years after the commencement of humanitarian air operation in 2004 in response to the Darfur Emergency, insecurity continues to hinder the provision of humanitarian assistance to affected populations in Darfur. Inter-ethnic conflict and Lord's Resistance Army (LRA) attacks throughout Southern Sudan continue to affect local populations resulting in significant population displacement. The annual seasonal rain compounded the situation as limited access by surface transport makes air transport the only viable option for movement. Moreover, domestic commercial air transport do not serve the remote locations where humanitarian aid is most needed and are also unreliable as compliance with the maintenance and safety regulations may not be guaranteed.

Passengers transported in Sudan 2008/2009



Performance		
	2009	2008
Chartered Aircraft	22	23
Hours Flown	18,626	22,570
Passengers	157,665	206,924
Cargo (MT)	2,934	1,576

In 2009, the Sudan operation utilized 18 fixed-wing aircraft and 4 helicopters, namely 8 C-208 (one of which has been chartered under a TSA signed between UNHCR and WFP, and fully funded by UNHCR), 4 DHC-8, 2 Twin Otter, 3 PAC 750 XL, B-1900C and 4 Mi-8. It served a total of 108 destinations, 61 in North/Darfur and 47 in South Sudan. The Sudan operations are based in Khartoum with 3 fixed-wing aircraft. In the Southern Sudan, 13 small-sized fixed wings are operating based in Juba, Malakal, Rumbek, Wau and Loki. In Darfur, 4 helicopters and 2 fixed-wings are based in El-Fasher, El-Genina and Nyala. Since early

2009, after the ban of 16 NGOs from Darfur, traffic reduced by close to 20% but demand remained at approximately 300 passengers per day. WFP as a result reduced the number of aircraft in operation from 24 to 21 mostly by withdrawing the larger capacity aircraft. Sudan UNHAS operation transported 157,700 passengers; a 24% decrease in the number of passengers transported compared to 2008. 2,950 metric tons of cargos were transported alongside the passengers in about 18,700 flight hours. It remained the largest WFP UNHAS air operation accounting for almost 50% of the total passengers transported in all 14 regular field operations in 2009. In Darfur, WFP UNHAS operates with helicopters due to the insecurity and poor infrastructure, which entails higher operating cost to provide the air services in the country.

Passenger profile shows that 23 UN agencies (37%) and 236 NGOs and IO (58%) and 17 diplomatic missions, media and others (6%) were served by WFP UNHAS in 2009. UNHAS Sudan also performed 41 medical evacuations and 751 security evacuations in 2009. This confirms that UNHAS is the service provider of choice for the entire humanitarian community in Sudan.

Financial Review

The project budget in 2009 was set at US\$89million and the project cost in 2009 was US\$54.5 million after several adjustments were made to the fleet composition and to the network. Revenue received in 2009 amounted to US\$53 million, out of which US\$7 million will be carried forward to cover cost of operations in 2010. The project operates on a partial cost recovery basis from which it generates an average of US\$1.5 million per month from revenue of ticket sales. In 2009, this project was supported by ECHO, USA CERF, Japan, Canada, Denmark, Germany and private donors.

The budget for 2010 is approved at US\$63.3 million. With the available resources, the operations is covered until 31 January 2010. US\$56 million is still required for the operations in 2010



Ethiopia: SO 10713.0 – Interagency Passenger Air Services for the Somali Region in Ethiopia (Project Duration: 15 November 2007- 31 December 2010)

Ethiopia is a home to about 10 million people affected by drought, and estimated 6.2 million threatened by hunger and malnutrition and need for urgent food assistance. An ongoing conflict in the Somali region coupled with poor road infrastructures, poorly maintained airstrips and absence of local commercial flights have further complicated the movement of aid workers. In response, WFP UNHAS was launched to enhance passenger movements in the Somali region of Ethiopia to support the implementation and monitoring of WFP and other humanitarian programmes to all the coordination and monitoring centres in the region. It provides the transport backbone for the movement of passengers and cargo from Addis Ababa and various zones in Somali region of Ethiopia where distributions are far apart and access to those in need of aid is hindered by insecurity. The air service is provided to UN and NGO humanitarian staff, donors and government counterparts who work in the Somali region and the refugee emergency operation in southern Ethiopia.

Performance		
	2009	2008
Chartered Aircraft	2	1
Hours Flown	1,787	728
Passengers	8,723	3,091
Cargo (MT)	59	29

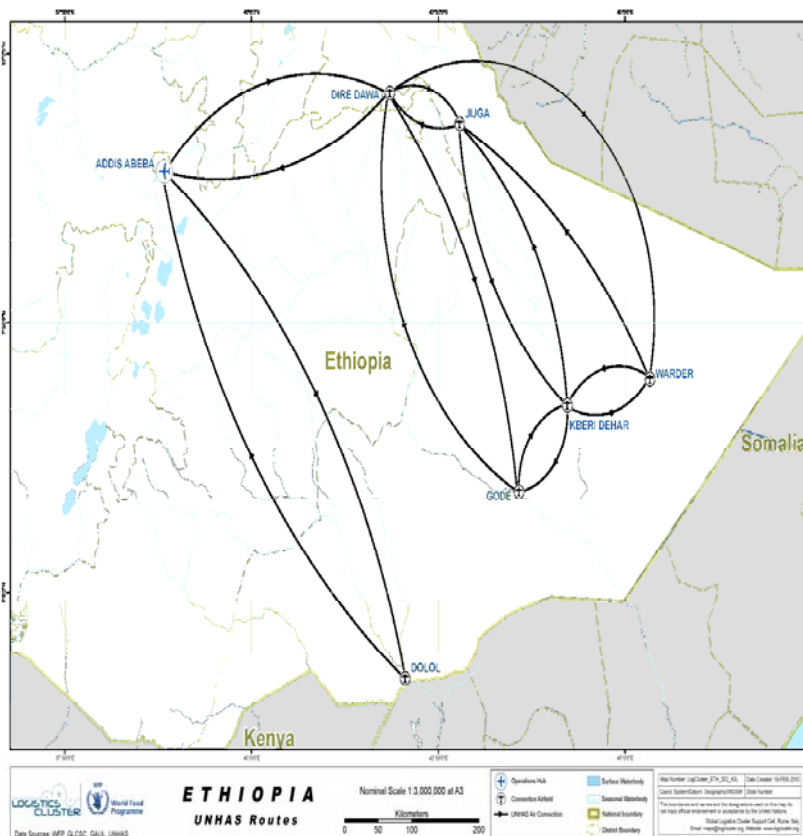
In 2009 the Ethiopia UNHAS transported 8,700 passengers a 65% increase in the number of passengers transported the previous year and 59 metric tons of cargo, a 50% increase from 2008. This increase in requirements has been catered for by adding a second aircraft C 208B in August 2009. One of the aircraft is flying on ad hoc basis to respond to the fluctuating demand for UNHAS services in the country. Aircraft operate into Somali Region to Dire Dawa, Jijiga, Warder, KebriDehar, Gode, Dolo and Fik six times a week and is made available during the weekend for any additional service when required by the humanitarian community and for emergencies. Also in 2009, the UNHAS Ethiopia carried out about 30 medical and security evacuations.

Financial Review

The project budget in 2009 was set at US\$2.7million and the project cost in 2009 was US\$2.3 million. Revenue received in 2009 amounted to US\$2.8 million, out of which US\$0.9 million will be carried forward to cover cost of operations in 2010. In 2009 the operation was fully funded by donors. During 2009, this project was supported by UK, CERF and USA.

The budget for 2010 is approved at US\$4.1 million. With the available resources, the operations are covered until 30 April 2010. Until now, the passenger services were provided free of charge, but due to the constant funding challenges the User Group agreed to commence a cost recovery scheme starting from 1 March 2010.

US\$3.2 million is required for the operations in 2010 (donors and cost recovery).



West Africa Coastal (Guinea, Sierra Leone, Liberia): SO 10061.3 – Air Passenger Service in West Africa Coastal Countries (Project Duration: 1 May 2008 – 31 December 2010)

In October 2001, WFP launched the Special Operation to provide transport to humanitarian personnel in Guinea, Liberia and Sierra Leone. In October 2002, the operational range of the air service was extended to include Ivory Coast. In March 2009, combined funding shortfalls and available alternatives, such as improved road infrastructure within the country, led to the decision to discontinue the air services in Ivory Coast. Nine years after it started, this operation remains a key pillar of the humanitarian community's strategy in the region, allowing the safe and fast movement of aid workers within the three countries working on resettlement, repatriation and reintegration activities in coastal West Africa and notably in Guinea where no alternative exists to the service.

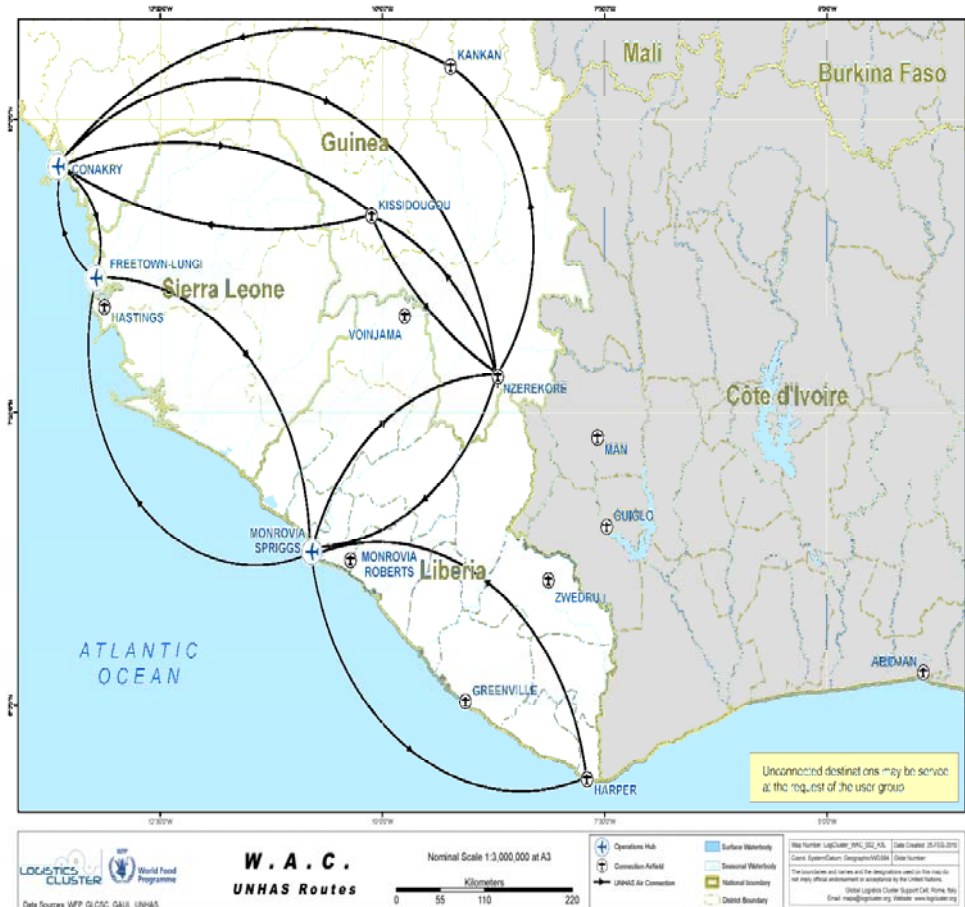
Performance			UNHAS WAC utilizes 1 LET410 aircraft to serve 8 destinations in the region from its operational base in Monrovia, Liberia. Until February 2009, WFP UNHAS had a fleet of 2 aircraft comprising a 19-seater B1900D and 10-Seater Cessna C 208B. The fleet was reduced to a single aircraft B1900D in February, and the latter was in turn replaced with a better performing LET410 based on technical reasons. International Committee of the Red Cross (ICRC) shared the utilisation and operational cost of the UNHAS-chartered aircraft until November when the agreement was discontinued as a result of change of priorities on the part of ICRC leaving WFP fully responsible for supporting the operation.
	2009	2008	
Chartered Aircraft	3	2	
Hours Flown	1,071	1,917	
Passengers	5,858	12,409	
Cargo (MT)	85	56	

More than 250 organizations rely on UNHAS WAC for their travel needs. In 2009, the operation transported about 5,860 passengers, 85 metric tons of cargo in 1,071 flight hours. This represents a 53% decrease in the number of transported passengers compared to the previous year as a result of the reduction in the aircraft capacity.

Financial Review

The project budget in 2009 was set at US\$6.4million and the project cost was US\$3.3 million. Revenue received in 2009 amounted to US\$4.6 million, which covered partly 2008 deficits (the project was supported by WFP advance facility in 2008). The project operates on a partial cost recovery basis (fixed booking fee). In 2009, this project was supported by ECHO, Ireland, Belgium, Luxemburg, CERF, USA and multilateral donations.

The budget for 2010 is approved at US\$4.9 million. With the available resources and WFP's advance, the operation is covered until 28 February 2010. US\$4.9 million is still required for the operations in 2010 and to repay the WFP's advance.



Niger: SO 10734.0 – Provision of safe, efficient and sufficient air transport services to the humanitarian community in Niger and within the region (Project Duration: 6 June 2008- 31 December 2010)

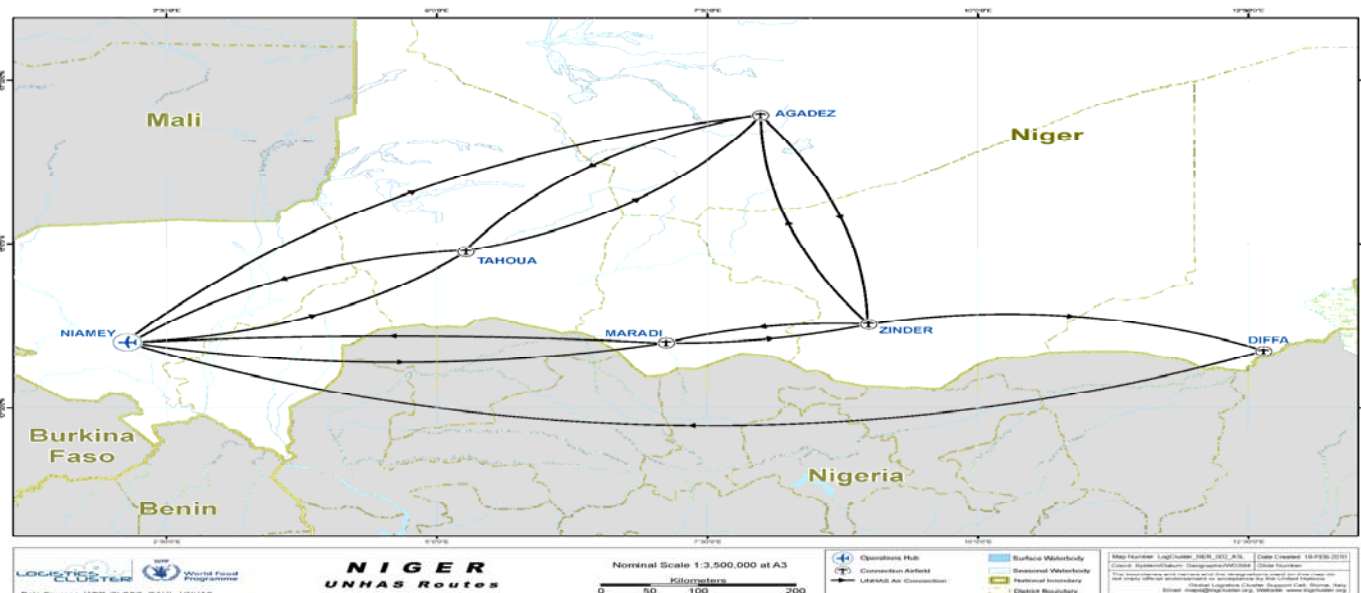
This special operation started in June 2008 to respond to challenges posed by deteriorating security situation across the northern and eastern Niger and lack of reliable air services in the region which restricted relief workers' access to beneficiaries of humanitarian assistance. Since then the security situation has further deteriorated in many parts of the country, resulting in the increase of the UN DSS security phases throughout Niger in December 2009. This has made UNHAS service indispensable in rendering a timely and effective help to those in need of aid. Due to lack of fund, this operation was suspended between February and July 2009. For the same reason of insecurity and a surge in the number of humanitarian interventions from several agencies the entire humanitarian community requested WFP to reinstate the air services.

Performance			The resumption of service in August 2009 with one B1900D with operational base in Niamey facilitates the movement of humanitarian community, linking Niamey to Tahoua, Agadez, Maradi and Zinder. Regional flights between Niamey and other neighbouring capital cities are also possible on the request of the humanitarian community. The passenger profiles on board were from NGO (63%), UN Agencies (36%) and Donors/Embassies/Corporations (1%). Air service is proving to be more cost-effective given the circumstances of road insecurity. According to a study conducted by the Niger Country Office in 2008, air travel can save almost \$1,000 per passenger compared to road trips . In addition, air service also provides easy and speedy access to more beneficiaries.
	2009	2008 (Jun -Dec)	
Chartered Aircraft	1	2	
Hours Flown	448	269	
Passengers	2,247	1,872	
Cargo (MT)	12	3.7	

Financial Review

The project budget in 2009 was set at US\$4.3million and the project total cost was US\$1.4 million. Revenue received in 2009 amounted to US\$3.2 million, which covered partly 2008 deficits (the project was supported by WFP advance facility in 2008) and out of which US\$0.8 million will be carried forward to cover cost of operations in 2010. The project operates on a partial cost recovery basis (fixed booking fee). In 2009, this project was supported by Belgium, CERF and multilateral funds.

The budget for 2010 is approved at US\$4.2 million. With the available resources and WFP advance, the operations is covered until 15 April 2010. US\$3.5 million is still required for the operations in 2010 and to repay the WFP's advance.



Democratic Republic of Congo: SO 10744.0 – Provision of humanitarian air services

(Project Duration: 1 May 2008 – 30 July 2010)

In 2009, following the military operation in early part of the year and the subsequent surge of relief workers in the country and within, the need for providing safe, efficient and cost effective air service to the entire humanitarian community became an imperative. UNDSS had mandated all UN staff to travel only on MONUC flights as local alternatives do not meet the UN safety standards. However, MONUC and ECHO humanitarian air services were not able to meet the travel requirements of the humanitarian community. This had made travel from West to the East of DRC and locally in the Eastern and Southern parts of the country extremely difficult. UNHAS Special operation which began in May after wide consultations with all the stakeholders is a big relief to the humanitarian community and has facilitated the delivery of humanitarian assistance across the country.



The Dornier in Goma

WFP UNHAS DRC used three aircraft 1 Dornier/ J328-300 based in Kinshasa, a LET410 operating out of Goma and LET420 operating from Kalamie. During the period May to December 2009, air transport was provided to 7,597 passengers from 130 UN agencies, Non Governmental Organizations (NGOs) and donor organizations within Congo DR. UNHAS operated flights to 30 locations within the country, primarily to areas that are unsafe for access to the beneficiaries by road. In addition, 79 metric tons of light humanitarian cargo - mainly medical supplies and office equipment – was moved during the period. WFP UNHAS DRC has also established a partnership with Aviation sans Frontieres-France ASF who operates two Cessna 208B aircraft to remote locations in Equateur and Orientale Provinces, respectively from Mbandaka and from Kisangani, in connection with the UNHAS network.

The main outcome of the operation is that humanitarian actors had an increased, safer, quicker and cheaper access to beneficiaries in DR Congo. For vital activities such as access to beneficiaries, assessments, project monitoring, resource mobilization through donor visits and media visits would not have been successful without the humanitarian air services. In addition to humanitarian passengers and cargo airlifted, the operation supported security and medical evacuations.

Financial Review

The project budget in 2009 was set at US\$12.2 million while the project total cost was US\$4.6 million. Revenue received in 2009 amounted to US\$8.6 million, out of which US\$1.6 million will be carried forward to cover cost of operations in 2010. The project operates on a partial cost recovery basis. During 2009, this project was supported by CERF, Pooled Fund (PF), USAID and Spain.

The budget for 2010 is estimated at US\$13.9 million (until the end of 2010). With the available resources, the operations are covered until 31 March 2010. US\$12.3 million is required for the operations in 2010 (donors and cost recovery).

DRC AIR DROP EMOP 10824.0

WFP Country Office in DR Congo requested the assistance of WFP Aviation for the airlift of food and non-food items to Dungu from Entebbe, starting from 24 January 2009. In 2009, 4,035 metric tons of food have so far been dropped using one AN-12 aircraft. This operation is funded through LTSH of EMOP 10824.0.

Afghanistan : SO 10514.0 – United Nations Humanitarian Air Service (Project Duration: 1 April 2006 – 31 December 2010)

WFP/UNHAS was established as a UN interagency common service to provide safe, efficient, responsive and cost effective passenger and cargo air transport services for the humanitarian and development community involved in the rehabilitation and reconstruction of Afghanistan. It must be noted that some aviation services are provided to DPKO/UNAMA, including the refuelling of DPKO/UNAMA aircraft and helicopters

UNHAS Afghanistan fleet at the beginning of 2009 comprised an EMB 120-ER, Dash-8 and DC9 all based in Kabul. At the end of April, one DC9 was contracted on ad hoc basis and a BE200 came into service in May as part of the plan to increase destinations served as well as to increase capacity to meet the passenger requirements in the country. The contract for the DC9 was cancelled after the Dubai route was cut off at the end of September on the request of the Afghan government. At the end of the year, the operation had 3 aircraft, an EMB 120 ER, Dash-8 and BE200.

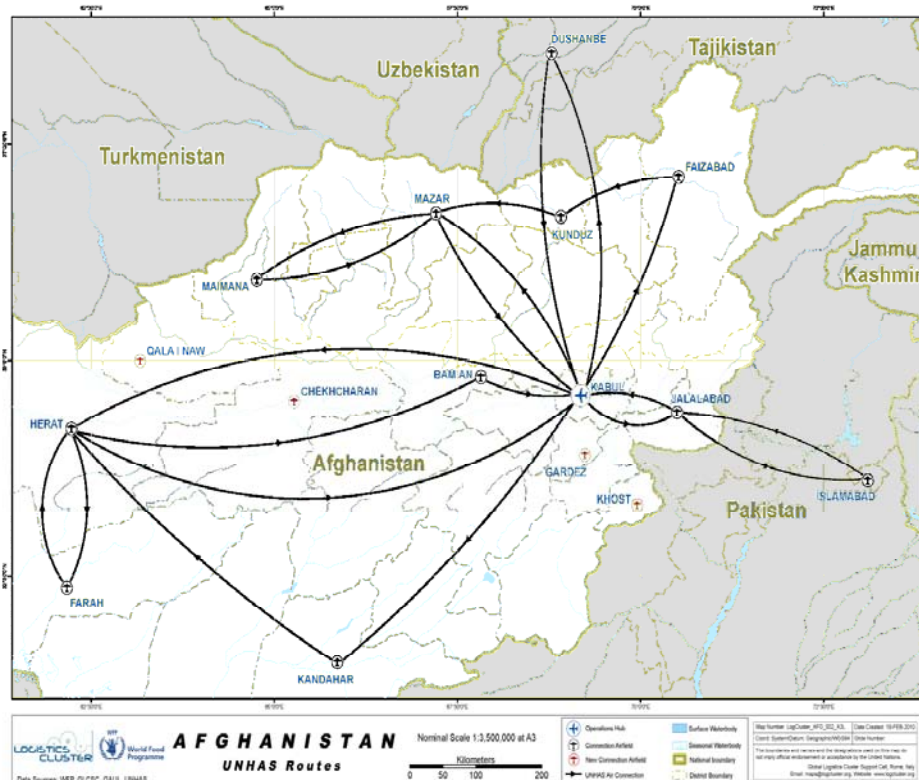
In 2009, the fleet flew more than 3,000 hours carrying almost 37,500 passengers and 720 metric tons of cargo. Following the decision of the Government of Afghanistan to discontinue UNHAS flights to Dubai, UNHAS is now operating two international route to Islamabad (Pakistan) and in connection with international commercial airlines. WFP/UNHAS is the only organization offering an extensive and reliable service to such a large number of humanitarian actors. The humanitarian community cannot benefit from the services from the Department of Field Service DFS/UNAMA (United Nations Assistance Mission to Afghanistan) air operation on a regular and reliable basis, as non-UNAMA staff are only accepted on a case-by-case basis. PACTEC reduced its fleet to one small aircraft and ICRC services are not easily accessible by the wider humanitarian community. UNHAS remains the only broad based air service provider. It is expected that the capacity increase will enable UNHAS to resume several destinations per sortie and maintain the fleet level for possible security evacuations.

Performance

	2009	2008
Chartered Aircraft	5	3
Hours Flown	3,015	2,894
Passengers	37,424	34,708
Cargo (MT)	723	560

Financial Review

The project budget in 2009 was set at US\$26million while the project total cost was US\$18 million after cancellation of the Kabul/Dubai service. Revenue received in 2009 amounted to US\$15.2 million. The project operates on a partial cost recovery basis. The operation was generating about 70 % from revenue of ticket sales at the beginning of 2009, which reduced to only 30% by mid 2009 due to security problems in the country and, consequently, reduction of humanitarian activities and UNHAS passengers. In 2009, this project was supported by Canada, Japan and Norway. The budget for 2010 is approved at US\$18.6 million. The full amount is still required for the operations in 2010 (from donors and cost recovery).



Nepal: PRRO 10676.0 Food Assistance for Conflict-Affected Population in Nepal

Helicopter operation in Nepal is 100% cargo delivery on behalf of WFP to isolated communities in the high mountains in the West of the country which have severe food deficits due to drought. There are no roads in these areas, only Yak or Mule trails or paths through the mountains and overland delivery in small packages on porters. This can take up to 3 weeks from the road head - not rapid enough to meet the needs. While there are commercial operators in Nepal operating Dornier, Twin Otters, and MI 8's, who already deliver WFP food commodities; their capacities are inadequate to meet the demand. The helicopters provide WFP with a tool to ensure emergency deliveries as required and to deliver food to those locations that the commercial operators cannot efficiently serve.

Two MI-8 MTV helicopters are operating daily flights from Surkhet to Jumla.

During 2009, the 2 helicopters transported 2,522 metric tons of food and 798 passengers. Since the beginning of this operation in September 2008, a total of 3,061 metric tons of food has been delivered.

Financial Review

The fleet of 2 MI8 helicopters is funded through LTSH component of PRRO 10676.0. The funding allotments for payment of aircraft contracts are authorised by WFP Nepal.

Performance		
	2009	Sep-Dec 2008
Helicopters	2	2
Hours Flown	1,517	301
Passengers	798	234
Cargo (MT)	2,522	539



Helicopter take off at Maila Nepal

Technical Service Agreements

WFP accepted the official request from the High Level Committee on Management (HLCM) in 2003 to administer common air transport services to the UN humanitarian agencies. This led to the formation of United Nations Humanitarian Air Services (UNHAS). Part of this is the administration of air service for other UN agencies. TSAs are fully funded by requesting agencies.



Congo Brazzaville

Under this Technical Service Agreement (TSA) WFP Aviation provides air service to the humanitarian community in the Republic of Congo on behalf of UNHCR. One LET410 chartered for this operation is based in Brazzaville (Maya Maya) and facilitates regional transportation of passengers in Congo-Brazzaville (RoC), Congo-Kinshasa (DRC) and the Central African Republic (CAR).



In 2009, the aircraft transported 3,126 passengers from 40 organizations; out of which UN staff constitute 63%, NGO 26% and Government, Donors, Media and others make up 11%. In the same reporting year, the 138 metric tons of cargo were carried. Under this TSA, 21 medical evacuations were carried out between January to December 2009 from Impfondo and Loukolela. Most of the patients evacuated were refugees. Local flight following services is provided by MONUC and the field staffing structure is provided by the UNHCR offices in Brazzaville, Kinshasa and Bangui.



Kenya (Separate aircraft TSA terminated in October)

Effective from October 2009, UNHCR Kenya is now sharing aircraft hours with UNHAS Somalia. The separate charter agreement for dedicated B1900 has been terminated. The aircraft sharing modalities have been approved between UNHCR and WFP through a new Technical Service Agreement. Through this arrangement, both agencies benefit from the higher seating capacity and inherent enhanced cost-efficiency resulting from the optimized aircraft utilisation.

From January to September, the B1900D based in Nairobi flew for 500 hours transporting 3,862 passengers and 22 metric tons of cargo. The incorporation into the WFP UNHAS Somalia overall management will ensure improved transparency and safety.



Tanzania

WFP Aviation has chartered an aircraft, namely a C-208, on behalf of UNHCR for the transportation of passengers out of Mwanza. The aircraft carried 2,500 passengers and 87 metric tons of cargo, flying 780 hours in 2008. To strengthen the capacity of the aviation staff on ground, WFP Aviation organized training for 20 staff in Kigoma from 29 November to 6 December 2009 comprising 5 modules of aviation courses in Dangerous Goods, Security, Airport Operations and Ground Handling, Safety and Customs service.



This TSA is fully funded by UNHCR. WFP manages the aircraft for UNHCR, yet local aircraft following services and field staffing structure are provided by the UNHCR office in Tanzania. The average monthly cost for this service is US\$ 46,320, which includes the payment for contracted flight hours and the Aviation Management Cost Recovery fee.

Emergency & Ad-hoc Operations

Philippines

In response to the Tropical Storm Ketsana in Philippines, WFP rapidly established a special air operation and deployed two Mi-171 helicopters to help the government and international aid organizations in their efforts in assisting the typhoon-affected population in Luzon Island. The helicopters with a cargo capacity of 4 tons each, performed timely delivery of humanitarian relief items (348 metric tons of food and 13 metric tons of non-food items) and transported 2,392 humanitarian actors involved in urgent assessment and medical assistance. After Typhoons Parma and Mirinae which followed the Tropical Storm Ketsana in October, the operations were expanded to cover the affected areas in the north of Luzon Island.

The air operations ended on 30 November 2009. The total operation costs amounted to US\$2.5 million and was generously supported by contributions from Norway, Sweden, Japan, Canada, ECHO and CERF..



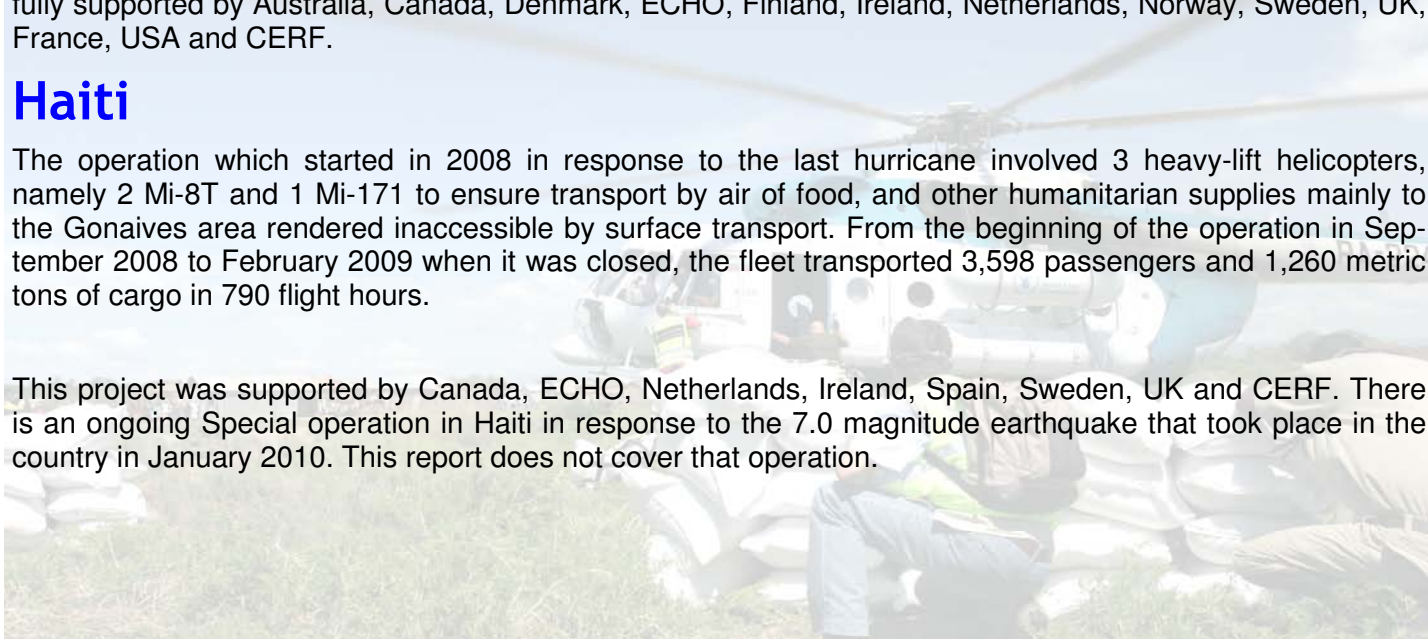
Myanmar

In 2009 as the air transport requirement for the Myanmar operation reduced, WFP Aviation operated only one MI-8T to transport the remaining humanitarian workers to the Delta region of the country from January to August when the operation was closed. Myanmar special operation was established as a response to Cyclone Nargis that struck the southern coastal regions of Myanmar in May 2008. A Special Operation (SO) was launched to provide logistics augmentation and coordination in support of the entire humanitarian community. From the beginning of the year till August the helicopter transported 11,160 passengers and 29 metric tons of light cargo in 620 flight hours. The total cost of project in 2009 was US\$3.9million. The project was fully supported by Australia, Canada, Denmark, ECHO, Finland, Ireland, Netherlands, Norway, Sweden, UK, France, USA and CERF.

Haiti

The operation which started in 2008 in response to the last hurricane involved 3 heavy-lift helicopters, namely 2 Mi-8T and 1 Mi-171 to ensure transport by air of food, and other humanitarian supplies mainly to the Gonaives area rendered inaccessible by surface transport. From the beginning of the operation in September 2008 to February 2009 when it was closed, the fleet transported 3,598 passengers and 1,260 metric tons of cargo in 790 flight hours.

This project was supported by Canada, ECHO, Netherlands, Ireland, Spain, Sweden, UK and CERF. There is an ongoing Special operation in Haiti in response to the 7.0 magnitude earthquake that took place in the country in January 2010. This report does not cover that operation.



Ad-hoc: Strategic Airlift

In response to emergencies and various humanitarian missions' requirements, WFP Aviation facilitates ad-hoc cargo and passenger air services for its internal and external clients. The services are fully funded by the requesting clients.

WFP Aviation uses the Aviation Special Account funding modality to pre-finance the requested services, while awaiting payments from the clients. This enables WFP Aviation to provide the required service relatively swiftly. In 2009, WFP Aviation performed 38 strategic airlifts with a total value of US\$ 7.5 million, transporting 1,970 metric tons of humanitarian agency cargo for other agencies including WHO, Irish Aid, Italian Ministry of Foreign Affairs, UNHCR, UNICEF, UNDP, UNFPA, UNHRA, as well as WFP Country Offices. The flights operated to a wide variety of locations, including Tel Aviv, Surgut, Code, Entebbe, Mumbasa, Dungu, Nairobi, Peshawar, N'Djamena, Islamabad, El Fasher, Herat/Kandahar, Padang among others.

"WFP Aviation performed 38 strategic airlifts with a total value of US\$ 7.5 million; transporting 1,970 metric tons of cargo in 2009"

WFP Aviation performed 38 strategic airlifts with a total value of US\$ 7.5 million; transporting 1,970 metric tons of cargo for other agencies including WHO, Irish Aid, Italian Ministry of Foreign Affairs, UNHCR, UNICEF, UNDP, UNFPA, UNHRA, as well as WFP Country Offices. The flights operated to a wide variety of locations, including Tel Aviv, Surgut, Code, Entebbe, Mumbasa, Dungu, Nairobi, Peshawar, N'Djamena, Islamabad, El Fasher, Herat/Kandahar, Padang among others.



Aviation Safety

WFP Aviation Service has a unique and challenging operating environment and the Aviation Safety Unit continues to ensure that an *acceptable* level of risk is maintained throughout its operations. WFP Risk Management is achieved through a Continuous Monitoring Approach system that includes Safety Assessments, Occurrence Reporting and Safety Communication System. Through this methodology, WFP has managed to reduce the risks to an acceptable level, by identifying and prioritizing Safety Concerns (precursors of an accident), and by implementing appropriate actions to reduce the risk.

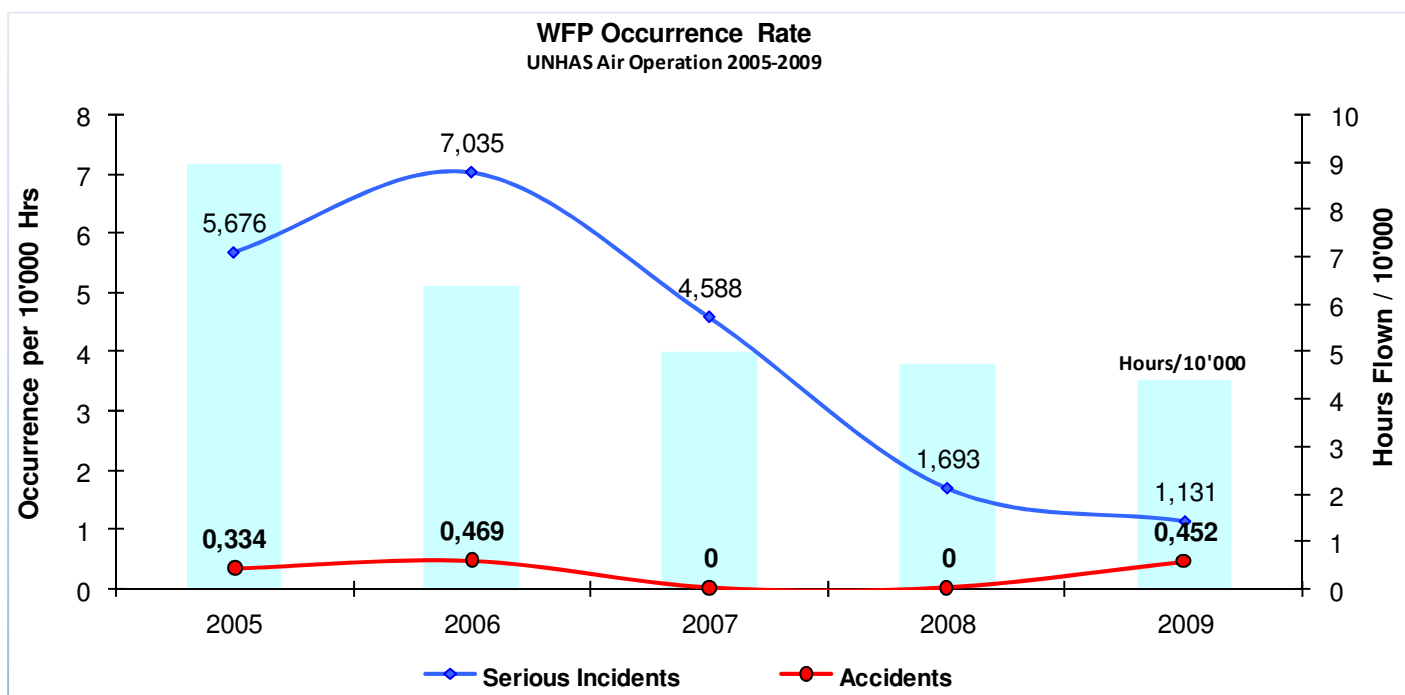
Over 100 Operator Risk Evaluations were conducted in 2009 through the three regional safety offices in Johannesburg, Nairobi, Sharjah and Rome HQ.

In 2009, the Safety Unit successfully organized the first Global Aviation Safety Conference for Humanitarian Air Operations, held in Abu Dhabi. The Unit also arranged for SMS & Threat and Error Management (TEM), Safety Forums, Safety meetings and attended aviation workshops in different WFP Air Ops regions. In an effort to engage aviation authorities and stakeholders around the world, WFP ASU has held various sessions with ICAO, IATA, ICRC, UNHCR, DFS, SACAA, GCAA and other organisations, with the aim of improving collaboration in Aviation Safety Management.



The Flight Safety Foundation recognized aviation achievements around the world at its 62nd Annual International Air Safety Seminar in Beijing, China held in November 2009. The WFP Aviation Safety Unit was awarded an FSF President's Citation, which was accepted by Cesar Arroyo, chief of ASU. The Flight Safety Foundation's President and Chief Executive Officer William R. Voss presented the awards at a ceremony in front of more than 300 hundred attendees.

In the past five years, WFP Aviation's serious incidents rate has shown a downward trend, while the accident rate is at an average of 0.45 per 10,000 hours flown. Full investigations and occurrence analysis is performed by the Aviation Safety Unit and recommendations are issued and then monitored for their effectiveness.



Technical Support and Improved Management tools

Aviation Training

(1,000 personnel trained from 2006-2009)

WFP Aviation trainings done in collaboration with TNT hit the 1,000 mark after the round of trainings in 2009 in which 291 aviation personnel from WFP, UN agencies, Civil Aviation Authorities and NGOs were trained. The training took place in Kenya for the Somalia operation, Central African Republic, Afghanistan, Sudan, Ethiopia, DRC and Tanzania. Training is aimed at providing all humanitarian workers involved in air operations with the skill-sets that guarantee the provision of safe and reliable passenger and cargo services to the humanitarian community. The trainings are based on ICAO regulations and targets participants from WFP national and international staff, Logistics staff, as well as staff from all UN Agencies, NGO's and National Civil Aviation Authorities. This is WFP Aviation's way of contributing to the capacity building of national Civil Aviation Authorities and other partners.



Flight Dispatcher Course

WFP Aviation organized a five week intensive flight dispatcher course for 15 international and national staff and consultants in Dakar Senegal at the Ecole Régionale de la Navigation Aérienne et du Management (ERNAM) from 12 October to 13 November 2009. The training course, fully funded by the European Union (ECHO), will help trainees to master the knowledge and skills necessary to keep humanitarian flights secure in accordance with international air regulations.



IMPROVED MANAGEMENT TOOLS

Flight Management Application-During 2009, WFP completed the roll-out of its Flight Management Application – FMA software to all its UNHAS regular operations giving the capacity within each operation to oversee the complete chain of operations from booking of flight to invoicing of users/agencies and reporting in a standardised and transparent manner. The system also facilitates the real-time adjustment of the fleet – schedule and network for optimising cost efficiency.

GPS Tracking System

The activity of all WFP/UNHAS chartered aircraft is now monitored through the compulsory GPS Tracking System that allows real-time monitoring of flights and immediate reaction in case of loss of contact or search and rescue operations.

Third Party Insurance:

In December 2009, WFP Aviation acquired an Aviation Third Party Insurance to cover the third party liability associated with its aviation works worldwide. The insurance policy is taken with Winterthur and covers risks associated with the managing of air operations, such as scheduling and operation of aircraft, aircraft refuelling and aircraft handling, including passenger and cargo handling.

Quality Assurance:

WFP Aviation started the implementation stage of its Internal Quality Management System (QMS) as recommended by the International Civil Aviation Organization-ICAO. 8 of the 13 Aviation Field Offices were reviewed in the second half of the year. These include Afghanistan, Sudan, Somalia, DRC, Chad, CAR, Ethiopia and Niger.

UNHAS: COMMITTED TO SERVE THE HUMANITARIAN
COMMUNITY TO ACHIEVE THE GOALS OF
HUMANITARIAN INTERVENTIONS



UNHAS PERFORMED
917 MEDICAL AND
SECURITY
EVACUATIONS IN
2009.

MEDICAL EVACUATION IN CONGO BRAZZAVILLE 2009.

THE END