UN World Food Programme

Aviation

Helicopters – Key to Humanitarian Relief

Brussels – 10 March 2009

Content

- Background and overview of Mission
  - WFP and WFP Aviation at a Glance;
  - Types of Services
- Current Operations
- Challenges encountered & Lessons Learned

A Quick Look at WFP

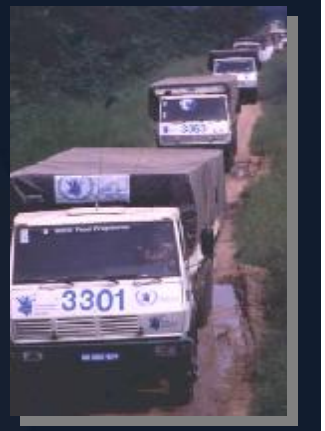
Facts & Figures

- In 2008, distributed 4 million tons of food to 107.7 million of the poorest people,
- Operating in 79 countries,
- Total expenditure: US$ 3.7 billion,
- Total number of employees: 10,197, Logistics: 3,000+ staff (95% in the field),
- Works with over 3,260 international and local NGOs,
- Responsible for all Humanitarian Air Transport.

WFP Logistics is:

Food Procurement: 2.8 million MT (US$1.4 billion) in 2008
Food procured in 78 developing countries and 7 developed,

Ocean Transport: 40 ships on the high seas at any given time
3.3 Mio MT of food transported:
127 chartered ships
1,583 liner shipments



Air Transport: 100 aircraft carrying passengers and cargo on any given day,
361,000 passengers and 15,200 metric tons of cargo transported,

Road Transport: 5,000+ trucks on the road daily.

WFP - Aviation at a Glance

- Direct support to WFP Logistics;
- Managing the United Nations Humanitarian Air Services (UNHAS);
- The United Nations Common Aviation Safety Standards (AVSTADS), under ICAO guidelines;
- ICAO audits of WFP Aviation.

WFP – Aviation
Aircraft Chartering

- Relying on commercial air carriers,
- Broad range of fixed-wing aircraft and helicopters,
- WFP Aviation Safety Unit,
- Request for Offers are addressed to short-listed air carriers,
- Evaluation of offers.

WFP – Aviation
Current Operations

- Afghanistan
- Central African Republic
- Chad
- DRC
- Niger
- Myanmar (Birma)
- Somalia
- Sri Lanka
- Sudan
- West Africa Coast (Guinea, Sierra Leone, Liberia, Ivory Coast)
- Congo / Kenya / Tanzania for UNHCR
- Emergencies (Haiti, Kenya, Mozambique, Madagascar,...)

High Profile Helicopter Operations

In 2008: Mozambique, Madagascar, Myanmar and Haiti;
a total of 18 helicopters transporting over 22,000 passengers and 6,800 MT

Myanmar (Burma), Cyclone Nargis in May 2008.

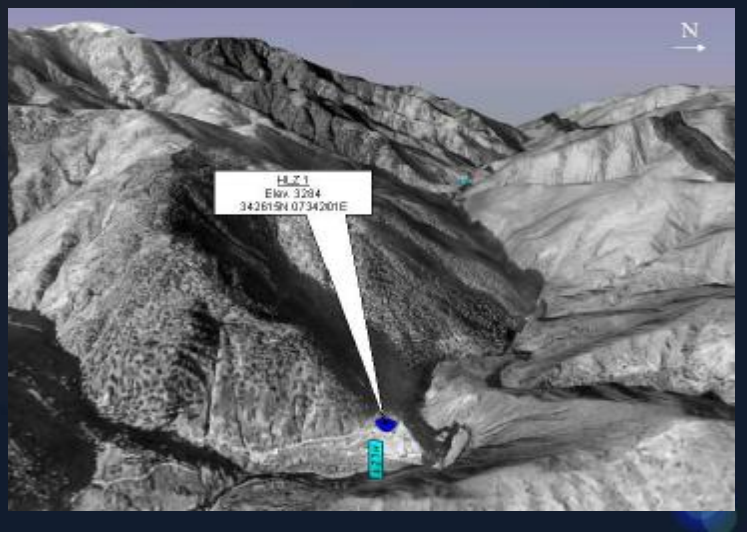
Pakistan Earthquake response in October 2005

26 December 2004 Tsunami.

Challenges encountered in providing Humanitarian Relief

What do we transport?

Where to do we have to transport these?



Challenges

- Limited payload, range and speed
- High costs of Helicopters
- Downdraft
- Positioning
- Design Service Life
- Availability
- Reliability

Challenges

Limited payload, range and speed: Force Multipliers

- Forward Refuelling Modules
- Sling / Netting Operation

Challenges

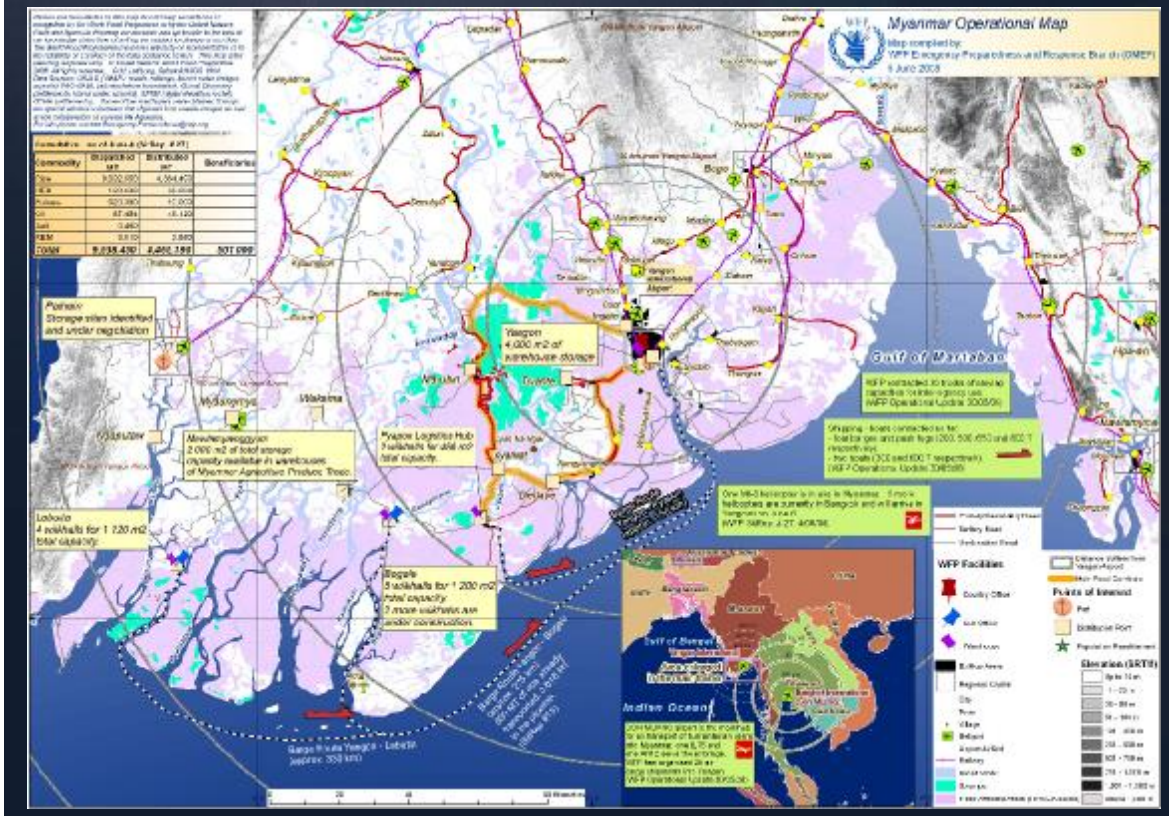
Forward Refuelling Points

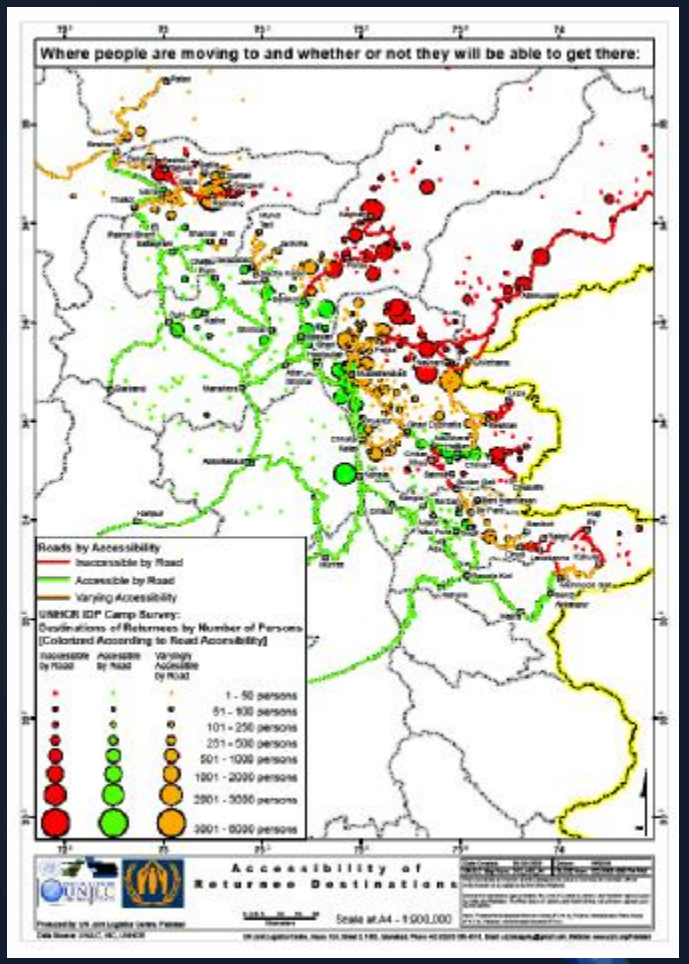
Challenges

Sling / Netting Operation

Challenges

High Costs:





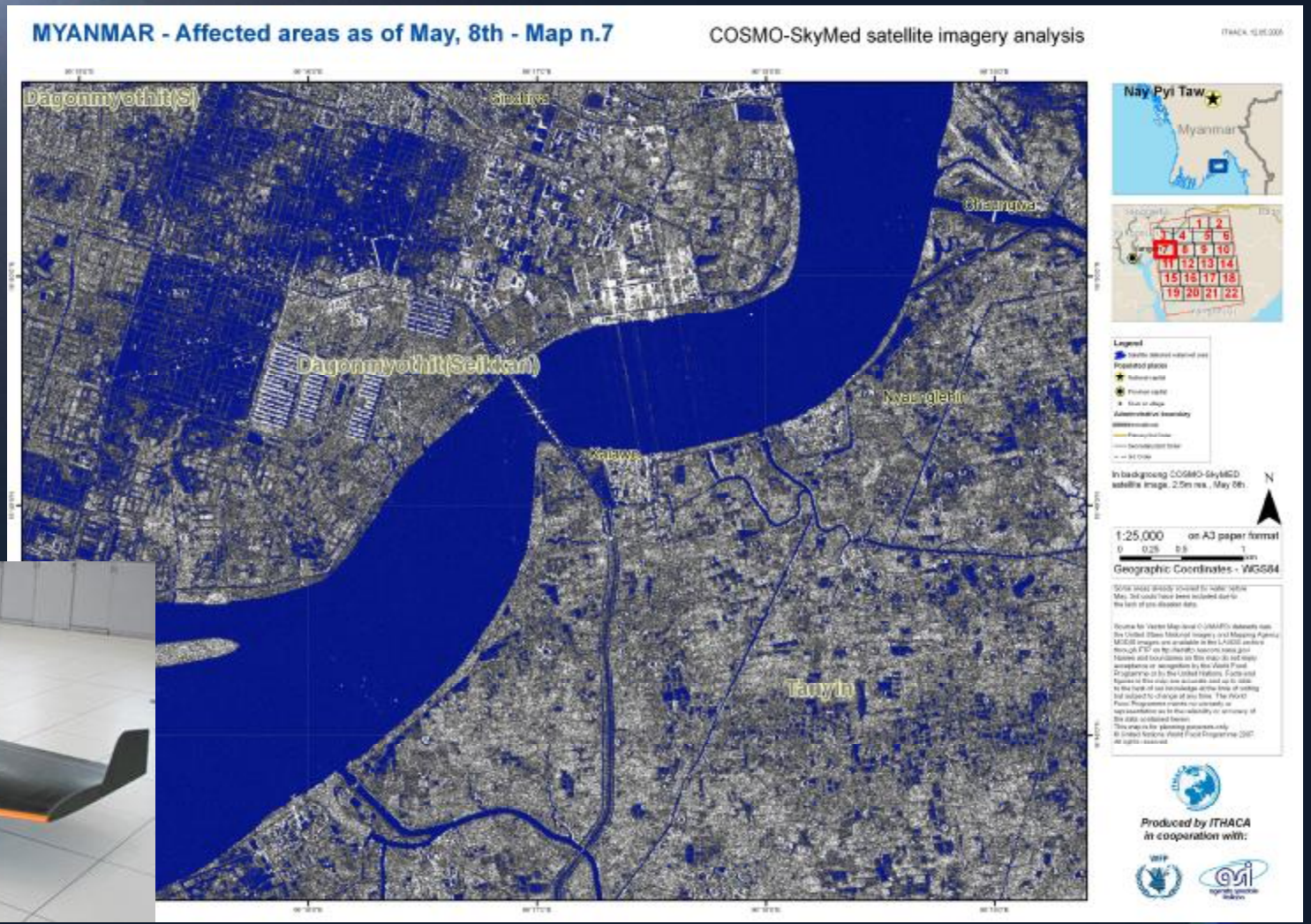
Challenges

Challenges

Challenges: Availability

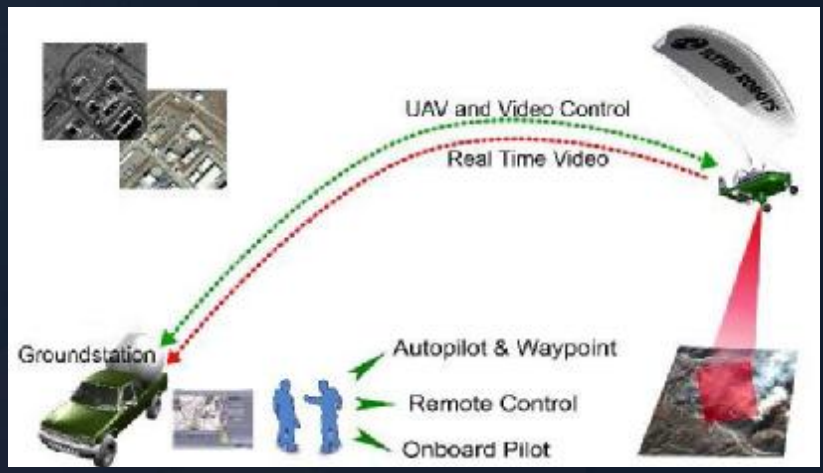
Challenges

Assessments: Use of UAV's & Satellites



Challenges

Use of UAV's - Cargo



K-MAX

K-MAX and it's Intermeshing Rotor System
Very Low noise signature
Very Low down-wash
Operated by one pilot and one mechanic
Fewer Systems
Reduced maintenance requirements
Smaller spare parts inventory

Lifts 6,000 pounds on the hook at 46°C,

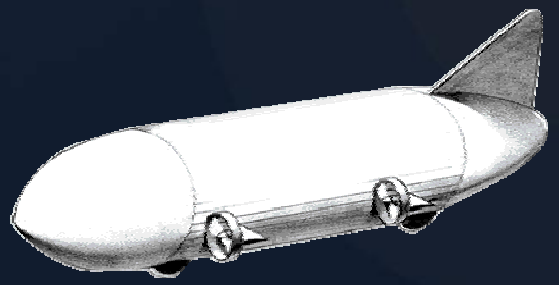
Shaded areas represent maintenance quick access areas.

Challenges

Airships

Currently: Size: 40 meters x 10 meters with a 1 MT payload for a 600 NM range (with an approximate max ceiling 10,000 Ft)

Airship Development Project with University of Manitoba, CA



THANK YOU