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DIRECTORS GENERAL OF CIVIL AVIATION CONFERENCE ON A GLOBAL STRATEGY FOR AVIATION SAFETY

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Theme 2: Improving aviation safety
Topic 2.2: Management of aviation safety

WFP AVIATION HUMANITARIAN AIR SERVICE

(Presented by the World Food Programme)

SUMMARY

This paper contains information on the World Food Programme (WFP) being the United Nations frontline agency in the fight against global hunger. It also describes the various challenges faced by WFP and outlines the importance of cooperating with aviation industry to gain from each others oversight activities, diffusion of safety information and evaluation of safety-related trends.

1. INTRODUCTION

1.1 The World Food Programme (WFP) is the United Nations' frontline agency in the fight against global hunger. The Agency provides the logistics support necessary to meet urgent requirements during both man-made and/or natural disasters. Victims of natural disasters like the tsunami disaster in 2004; displaced people - both refugees and internally displaced persons like Darfur, the Democratic Republic of Congo and Colombia or war-ravaged countries like Angola, Sierra Leone and others are the work frontline of the agency which stretches from sub-Saharan Africa and the Middle East to Latin America and Asia and the Pacific.

1.2 In this regard WFP Aviation plays a very important role in particular at remote inaccessible areas when the lives of many affected people are in danger. Aviation specialists will need to arrive at the onset of the disaster and quickly set up a system for the air services and aviation related activities in support of all UN Agencies and humanitarian partners involved in relief emergency efforts in remote areas. For this purpose WFP manages the United Nations Humanitarian Air Service (UNHAS) chartering aircraft around the globe for the transportation of food, non-food items and passengers of the humanitarian international community. On an annual basis these aircraft, operated by registered

commercial air carriers on behalf of WFP, transport over 300 000 passengers, about 200 000 tonnes of cargo and fly over 80 000 hours per year.

2. CHALLENGES FACED BY WFP

2.1 Main challenges faced by WFP are related to the significant variation in levels of safety that are offered by the air carriers. These are reflected in issues such as aircraft operational control, crew training, maintenance, security and others. The above is linked to the limited control and oversight activities offered by some States of Registry while their air carriers are both based and operating abroad.

2.2 Additionally, WFP needs for air transportation services may be at locations where the aviation environment has limited resources and/or the regulatory bodies may have been either disrupted or are under serious constraints to offer the appropriate guidance and oversight to the local aviation industry.

3. SAFETY, INSPECTIONS AND MONITORING

3.1 Inspections and monitoring of air carriers include but are not limited to aircraft status verification, operator's management assessment, carrier's safety culture evaluation and its internal quality processes. The monitoring of air carrier compliance with UN Aviation Standards and international best practices is done on continuous basis.

3.2 Additionally WFP Aviation has made a priority among its operators to encourage the development of safety systems that include constructive feedback and critical analysis together with the promotion of a "*no blame culture*". WFP also supports the performance-based approach for aircraft contracting activities, that is very important because of the diversity of work and environment where the air carriers need to fulfil their contractual obligations.

4. CONCLUSION

4.1 The Conference is invited to note that WFP is assertively looking for a wider cooperation and to establish links with national aviation authorities and other partners in the aviation industry in order to gain from each others oversight activities, dissemination of safety information and evaluation of safety-related trends.

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