WFP Aviation Policy - Third informal consultation
Supply Chain Operations Division

January 2023

WFP Aviation Policy update

DECEMBER 2022 SECOND INFORMAL CONSULTATION

Key Comments:

1. User eligibility for exceptional allocation of not-used seats

2. Detail objectives of WFP's provided aviation services

3. Detail process to start/end services

4. Support to the commercial aviation sector

5. Detail frequency of meetings - Governance Framework

6. Detail Metrics/KPIs and Fleet review

7. Cost Recovery: All operations to move to cost recovery

8. Log cluster Role in WFP's managed aviation services

9. Detailing the Disability inclusion implementation process

10. Safeguarding against abuse/trafficking/exploitation

11. Innovative air transport humanitarian solutions

12. Civil-Military coordination

13. Humanitarian Air Services/local service providers coordination

14. Carriage of weapons aboard an aircraft by security personnel

1. UNHAS USER ELIGIBILITY AND PRIORITIZATION

System for exceptional allocation of empty non-reserved seats :

- Civilian personnel of United Nations peacekeeping and political missions are now excluded from the list of categories of passengers who could exceptionally be allocated empty non-reserved seats on UNHAS aircraft.

UNHAS Prioritization System:

- Programme Criticality P1, P2 and P3 is referenced

2. OBJECTIVES AVIATION SERVICES

- The objectives are now more extensively described in the introductory section of the policy document.

3. PROCESS TO START/END SERVICES

- Re-enforcement of the required donor consultation at the very onset of a potential response.

4. SUPPORT TO THE AVIATION SECTOR

- Inclusion of the capacity building of Civil Aviation Authorities' capabilities, airports management and infrastructure, support to the in-country Aviation Industry.

5. GOVERNANCE FRAMEWORK

- Detailing of the frequency/composition of key meetings: Aviation Safety Board, Air Transport Committee, United Nations Aviation Technical Advisory Group, Steering Committee.

6. METRICS/KPIS

- Re-enforcement of evidence on efficiency & effectiveness of services and on environmental improvement and reduction of the carbon footprint, Sustainable Aviation Fuel and reporting requirements.

7. COST RECOVERY

- Highlighting the importance of not using funding from Humanitarian Donors for passengers requiring a full-cost recovery fee;

- UNHAS operations move into cost recovery mode

- Different fees for different types of organizations (local NGO's, International NGO's, UN Agencies/Funds/Programmes and Diplomatic Community).

8. LOG CLUSTER ROLE IN WFP AVIATION

- Logistics Cluster coordination and facilitation - as per humanitarian priorities established by the UN Country Team/Humanitarian Coordinator.

9. DISABILITY INCLUSION

- Referenced the disability inclusion implementation process.

10. ABUSE/TRAFFICKING/EXPLOITATION

- Detailing of the safeguards against abuse/trafficking/exploitation.

11. INNOVATIVE AIR TRANSPORT SOLUTIONS

- Detailing the development of Remotely Piloted Aircraft System (RPAS) and Unmanned Aircraft Systems (UAS) Cargo Delivery solutions. Establishment of a framework for the safe and secure operation of UAS by WFP personnel.

- Introduction to other alternative innovative and environmentally efficient transport solutions such as airships and electric vehicles.

12. CIVIL-MILITARY COORDINATION

- Coordination mechanisms between different military, civil, security and humanitarian stakeholders.

13. COORDINATION WITH LOCAL SERVICE PROVIDERS

- Local coordination between Humanitarian Air Services providers and service providers.

14. CARRIAGE OF WEAPONS ABOARD AN AIRCRAFT

- Following the internal consultations with aviation field staff, the clause of the Policy under the "Humanitarian Principles" section: "Carriage of uniformed personnel and individuals wearing military uniforms and transportation of firearms or weapons are not permitted." It will be proposed for amendment strictly specifying permission for close protection personnel only.