



WFP AVIATION POLICY – UPDATE

Supply Chain Operations Division (SCO)

December 2022



World Food Programme

SAVING
LIVES
CHANGING
LIVES



WFP Aviation Policy

The 2019-20 External Audit of WFP's Aviation Services recommended developing an Aviation Policy to define the scope of WFP's aviation mandate, the coordination of flight missions for the humanitarian community, the criteria for including NGOs as beneficiaries of such services, the relationship between WFP's Aviation Service and Aviation Safety Unit, the funding rules. The policy was presented to the Executive Board in July 2022.

JULY 2022 EXECUTIVE BOARD'S FEEDBACK

Key changes and inclusions:

1. Clarity as to the different aviation services performed by WFP
2. Disability inclusion
3. UNHAS Cost recovery fares and principles
4. UNHAS User eligibility and prioritization
5. UNHAS Exit/Entry strategy and fleet review
6. UNHAS Sustainable financing

1. Structure of the document

- Overarching – Common elements:
 - Principles
 - Governance Framework
- Different Services
 - Specialized air transport services for WFP Log
 - UNHAS
 - On-demand bilateral services
- Objectives at the global level
- Essential Enablers
- Implementation



2. DISABILITY INCLUSION under *Principles*

Addition of dedicated guiding principle on Disability Inclusion:

*In accordance with WFP's commitment to promoting disability inclusion in all its activities, WFP Aviation will ensure that **the rights and needs of passengers with disabilities are respected** through efficient and consistent implementation to ensure the **accessibility** to, and carriage of, passengers with disabilities and those with additional specific needs.*



3. UNHAS COST RECOVERY FARES AND PRINCIPLES

Cost recovery fares:

- **Full Cost Recovery** (FCR)
- **Partial Cost Recovery** (PCR), aiming to:
 - Promote accountable and responsible attitude of users and reduce no-shows
 - Optimize air assets utilization to improve service quality
 - Address funding shortfalls
- **Fully Donor-Funded** (FDF)

Periodic analysis of funding, performance and humanitarian aspects of operation **to define appropriate cost recovery fares for each category of passengers**

Review of Cost Recovery Fares and Carry-Over Balances:

- **Annual review** of established fares
- **Minimum 3 month-carry over balance** to the following year, reporting the same to the Steering Committee
- **Large scale infrastructure rehabilitation projects** to be approved by the country Steering Committee and funded from a separate source

4. UNHAS USER ELIGIBILITY AND PRIORITIZATION

Passenger Prioritization System:

- **First priority:** emergency relocations / evacuations
- **Second priority** travel of personnel of registered NGOs and United Nations agencies, funds and programmes, with higher priority for life-saving humanitarian responses.
- **Third priority** is for travel of the personnel of registered Embassies, diplomatic community, World Bank and other financial institutions.

Requests are accommodated on a “first come first served” basis within the same priority category.

Possibility to establish **exceptional system for allocation of empty non-reserved seats** to:

- **Non-personnel members** endorsed by registered User Organizations
- **Civilian personnel of UN peacekeeping and political missions** when no other UN owned travel solution is available
- **National Government Officials** that are critical to implementation of humanitarian projects
- **Refugees and IDPs** as part of UNHCR and IOM projects only
- **Crew members** of contracted air operators travelling for crew rotation purposes

Such requests will be facilitated on a full cost-recovery basis.

5. UNHAS EXIT/ENTRY STRATEGY AND FLEET REVIEW

Annual review to monitor the **objective conditions** to maintain the common service provision at country level.

Review to be based on three main pillars:

- A review of the **country of operation's commercial air transport market** and alternative means of travel
- **UNHAS performance assessment**
- **Stakeholders' feedback**

Review and its conclusions comprised of **required service level** and corresponding **fleet composition** to be presented and endorsed by WFP Country Office, Chief Aviation Service and Steering Committee

Entry Strategy concept included in the policy; i.e. how UNHAS operations are requested and activated based on relevant assessments/authorizations, initial engagement with donors for fund outreach.



6. UNHAS SUSTAINABLE FINANCING under *Essential Enablers*

- WFP will ensure predictable funding by promoting flexible financing mechanisms and expanding the donor base. At the country level, UNHAS operations are financed through country strategic plans (CSPs).
- Contributions from donor governments, intergovernmental organizations, and multilateral funds are the principal funding source for UNHAS operations.
- Cost recovery will continue to provide supplemental funding and help promote the service's use for essential humanitarian needs.
- WFP air operations can now be financed through the WFP aviation centralized mechanism to register contributions that are not earmarked for a specific CSP under a general UNHAS programme category. The mechanism is governed by a transparent process based on a priority system, quality/quantity criteria, mandatory requirements, and a fixed size for allocations. The process is managed at the HQ level; however, UNHAS operations will continue to mobilize contributions locally, following relevant established corporate procedures.
- WFP's Aviation Special Account (ASA) remains an active tool for costs attributed to headquarters services and ad-hoc operations while providing bridge funding for emergencies as a last resort.

THANK YOU



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