WFP Aviation (HQ) Special Operation 200280:
WFP Aviation Global Emergency Response

B/R No.: 01

BUDGET REVISION OF SO FOR THE APPROVAL OF THE DEPUTY EXECUTIVE DIRECTOR& COO				
	Initials	In Date	Out Date	Reason For Delay

ORIGINATOR
ODLA .... ………….. …………..

CLEARANCE

Project Budget & Programming Officer, RMBP .... ………….. …………..

Chief, RMBP .... …………….. …………..

Chief, ODLT .... ………….. …………..

Director, ODL .... ………….. …………..

APPROVAL

☐ **Deputy Executive Director &COO,**

.... ………….. …………..

PROJECT: Emergency Response SO 200280			
	Previous Budget	**Revision**	**New Budget**
ODOC (US$)	7,246,600	5,438,600	12,685,200
DSC (US$)	1,479,940	659,900	2,139,840
ISC (US$)	610,858	426,895	1,037,753
Total WFP Cost (US$)	9,337,398	6,525,395	15,862,793

TYPE OF REVISION

☒ **Additional DSC**   ☒ **Additional ODOC**   ☒ **Extension in time**   ☐ **Other**

NATURE OF REVISION:

A budget revision to Special Operation 200280 "WFP Aviation Global Emergency Response" is proposed to extend the activity of two emergency response helicopters; their stand-by, deployments and other related costs related to emergency preparedness for another year, from 1 January until 31 December 2013, with a subsequent budget increase of US$**6,525,395**.

BACKGROUND

1. In recent large emergencies such as the Myanmar floods of 2008, the Philippines cyclone of 2009, the Haiti hurricanes in 2008 and earthquake in 2010 and the Pakistan floods of 2010, WFP/UNHAS helicopter assets were vital in ensuring the delivery of life saving relief items to affected populations who could not otherwise be reached using surface transports means. In emergency situations such as these the timely deployment of air assets was essential for the humanitarian community to respond to the emergency and carry out lifesaving activities.

2. For the emergency operations mentioned above the lead-time for mobilizing the required helicopters and having them operational in the field, was between seven and twenty one day. This includes the time to charter an aircraft to position the helicopter assets, dismantling and reassembling on arrival (at a minimum rotors need to be removed) plus mandatory test flights. The helicopters WFP/UNHAS used in Haiti in 2010, for example, were deployed from the Ukraine, as were the majority of the helicopters deployed to the Pakistan flood response that same year. In order to improve the humanitarian community's ability to respond in a timely and efficient manner and initiate life saving activities at the onset of the emergency, the lead-time for the deployment of helicopters needs to be reduced.

3. Helicopter assets are not always available in the country or region where they are required. Shifting helicopter assets around the globe is a costly exercise and, in times of emergency, valuable days are lost dismantling, freighting, reassembling and testing before such assets can be put into use. Market competition also increases during large emergencies, driving up prices.

4. Lead times for the deployment of helicopters can be reduced using the two-pronged approach which will continue to be implemented through this special operation. The first is a fleet of two pre-contracted helicopters, on standby in Entebbe, Uganda for use by the humanitarian community through WFP/UNHAS, available for immediate deployment within the regional and further afield if required. The second part of the approach would be to minimize the need for costly prepositioning of helicopter assets by increasing the number of locally available air operators in regions such as Asia and South America who have been prescreened for immediate deployment with WFP/UNHAS.

OPERATIONAL ACTIVITIES IN 2011-2012

5. Since its establishment in 2011, the stand-by fleet has proven to play a vital role in emergency relief efforts, including:

   - Providing ECHO Partner agencies (Oxfam, IRC, among others) with access to Walikali, and later to North and South Kivu provinces, to bring much needed assistance to remote villages in DRC;
   - Deploying to support operations in Gozbeida, Chad for UNHCR
   - Ensuring continued access for the humanitarian community to refugee camps in Dolo Ado, Ethiopia, despite heavy flooding that destroyed the airstrips;
   - Transporting passengers and life-saving food and non-food items from Bor, South Sudan, in support of emergency relief efforts;
   - Enabling NGO's to deliver emergency non-food-items in provinces near Goma and Bukavu in DRC.
   - Transporting humanitarian personnel, food and non-food humanitarian relief items in response to crisis in the Vakaga region of Central African Republic.

6. Apart from Dolo Ado deployment, which was endorsed by ECHO as an interagency humanitarian response activity and funded from the Aviation Global Emergency Response SO, there have not been any other global deployments. In most cases the deployments were done for specific agencies on a cost recovery basis.

7. In addition to the stand-by fleet in Entebbe, WFP Aviation has increased its presence in Asia and Central and South America. Two Aviation Officer positions were established in 2011, one in Bangkok and the other in Panama, with the aim of increasing the number of locally available air operators in the region who have been pre-screened and "rostered" for immediate deployment with WFP/UNHAS. Furthermore, the contacts with local civil aviation

authorities and national disaster management entities have been established in order to reduce response times by carrying out preparedness and awareness-raising activities with in disaster prone countries.

8. From 1 September 2011 to 31 October 2012 the service transported 2,909 passengers and 177.2 metric tonnes of cargo as well as carried out 142 security and 8 medical evacuations.

JUSTIFICATION FOR THE REVISION:

9. Without the adequate availability of air assets locally, it may be necessary to freight helicopters long distances from outside the region. This requires the chartering of large cargo aircraft to preposition and deposition the helicopter assets. The type of cargo aircraft suitable for this purpose are limited in number on the commercial market and are in high demand, especially from the large multi-national military forces. Once the cargo aircraft has been secured the helicopter assets need to be partially dismantled in order to fit inside the body of the cargo aircraft. After the helicopter assets have arrived in the theatre of operation they need to be re-assembled by specialist personnel and mandatory test flights need to take place. Apart from the obvious expense, this is a time consuming process.

10. During large sudden onset emergencies there can be high demand for helicopter assets in the commercial market. This demand may come not only from the humanitarian sector, but also the military, oil and gas industry, peace-keeping missions and civil protection entities. While the increased demand may affect deployment lead times due to poor availability of assets, unfortunately it also drives up the charter rates and increases of between 50 and 100 percent are not unusual.

11. The issues described above which contribute to the lead times involved with the deployment of helicopter assets are mitigated by the presence of the specially equipped standby fleet, pre-contracted by WFP/UNHAS with proven capability in serving the needs of the Humanitarian Community in the region within an immediate deployment radius of 3,500km. Without the need for secondary cargo aircraft for prepositioning, and the requisite dismantling and reassembly, the assets could be operational within the region within 24 hours and at a much reduced cost. The standby fleet can be deployed to areas further afield, beyond the 3,500 km radius, if necessary with the use of a secondary cargo aircraft. While the prepositioning would still be costly and, the availability and contracted rate of the helicopter would be guaranteed.

12. Africa continues to be the theatre of multiple natural and man-made disasters, such as civil conflicts, floods and droughts and pandemics which, coupled with the level of development in most African countries, make them vulnerable to disasters. WFP/UNHAS stand-by fleet of 2 MI-8 helicopters will remain based at Entebbe airport in Uganda. Entebbe is a geographically central location, from where MI-8 helicopters can be deployed by their own means as far afield as Pakistan and Madagascar and all of continental Africa. Furthermore Civil Aviation Authorities in Uganda still accept the operations of Ilyushin 76 aircraft without restriction, which is the only aircraft suitable for the long-distance airlift of two MI-8 helicopters. Entebbe is also centrally located in regards to other regional aviation offices such as WFP Aviation, United Nations Department of Field Support (UNDFS) and ECHO Flight.

13. The staff structure in 2013 is proposed as following :

- The Senior Regional Air Transport Officer (RATO), based in Kampala will continue coordination and supervision of emergency deployments and operations and ensure technical and administrative support, Emergency Response Plan (ERP) implementation, flight tracking, and safety oversight. The RATO will report to Chief ODLA.

- An Air Transport Officer's post based in Kampala, who will be directly responsible for the helicopter tasking and the operational management during deployments, and will be reporting to the RATO. Because of 2012 challenges related to deployment of helicopters to different operations, the staffing structure has been reinforced by deployment of an additional consultant for management of helicopter operations in Eastern DRC. In 2013 WFP/UNHAS will sustain this post, who will be as well available for other helicopter deployments, one the Eastern DRC project is finalized. The consultant will as well be reporting to the RATO.

- Two Aviation positions in Bangkok and in Panama have completed their assignments in the regions and will not be sustained in 2013. The follow up on the evaluation and registration of the regional operator has been handed over to ODLA and Air Safety Unit.

14. The budget is based on two provisional deployments to global emergencies in 2013.[1] The stand-by activities and the global emergency deployments will be funded by donors, while interagency deployment for non-global emergencies will be recovered from the user agencies.

15. The objectives of the project will remain as follows:

- Ensure that the humanitarian community has access to the affected population through the provision of safe, efficient, and cost-effective inter-agency air transport service to United Nations agencies, Non-Governmental organizations (NGOs), and donor organizations;
- Ensure access to urgently needed light relief items and cargo, such as medical supplies, high energy foods, and Information and Communication Technology (ICT) equipment, through the provision of light air cargo services;
- Ensure humanitarian personnel deployed in the areas of operation can be evacuated in a safe and timely manner in case of a security or medical emergency;

16. The operation will continue to be monitored in line with the following key performance indicators (KPIs):

- Number of emergencies supported per year (Target: 2 emergencies)
- Helicopter deployment timeframe from call forward of standby capacity to commencement of operations in the emergency theatre (Target:2-6 days, depending on clearances)
- 100 percent response to medical and security evacuations.

17. The objectives and the KPIs in paragraphs 16 are linked to WFP's Strategic Results Framework and the Strategic Objective 1, to save lives and protect livelihoods in emergencies.

18. The humanitarian community will benefit globally from reduced lead times for the deployment of helicopter assets at the onset of emergency response operations where surface transport means are not feasible. This will facilitate the timely delivery of life-saving relief items to affected populations. Therefore it is proposed to extend the current project for another year.

This budget revision for an extension in time until 31 December 2013 and a budget increase of US$6,525,395 is recommended for approval by the Deputy Executive Director & COO.

DISTRIBUTION:

AED, Operations Services	Director, ODL	
Chief, ODLT	Director, ODX	
Chief, RMBP, ODXR, ODXP	Regional Director	Director, ERD
Country Director	Programme Officer, RMBP	RB Programme Advisor
OD Registry	Programming Assistant, RMBP	RB Programme Assistant

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[1] This SO will cover 1 month deployment to 2 emergency operations of each helicopter. This will be incorporated in the WFP/UNHAS emergency projects, in order to avoid duplication of budgeting and funding.