



Bird/Wildlife Strike Prevention Conference

Visakhapatnam, 11-13 Dec 2017

UNHAS AFGHANISTAN



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1. UNHAS Mission and Objectives

- ❖ The United Nations Humanitarian Air Services (UNHAS) is an arm of the United Nations and is managed by WFP (World Food Programme) on behalf of the humanitarian community. It seeks to deliver a safe, effective and cost-efficient service to all its Users, who in turn provide direct humanitarian advocacy to about 7.4 million beneficiaries (in Afghanistan)
- ❖ Due to insecurity and road conditions, travel by air is the best option for the humanitarian workers in Afghanistan.
- ❖ UNHAS operations are found in countries where local commercial air capacity is deemed inadequate to support humanitarian needs.
- ❖ UNHAS performs the security and medical evacuations as well.



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- ❖ Globally, UNHAS operates 80 aircraft in 15 countries, moving 280,000 passengers in a year.
- ❖ UNHAS Afghanistan has a fleet of three fixed-wing (BE-1900) and one helicopter (MI8). It operates scheduled flights to 23 destinations spread over six days every week.
- UNHAS Afghanistan, depends mainly on donor contributions to achieve and maintain its operations and key mandate.
- In line with the laid down rules of engagement UNHAS is obligated to provide a timely feedback to its donors.
- The donors are mainly from Germany, Japan and United States of America.
- It is worth mentioning that UNHAS manages a monthly Budget of approximately \$1.42 million. This is largely appropriated to the cost of leasing the aircraft and fuel.



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UNHAS AFGHANISTAN PERFORMANCE SNAPSHOT NOV17

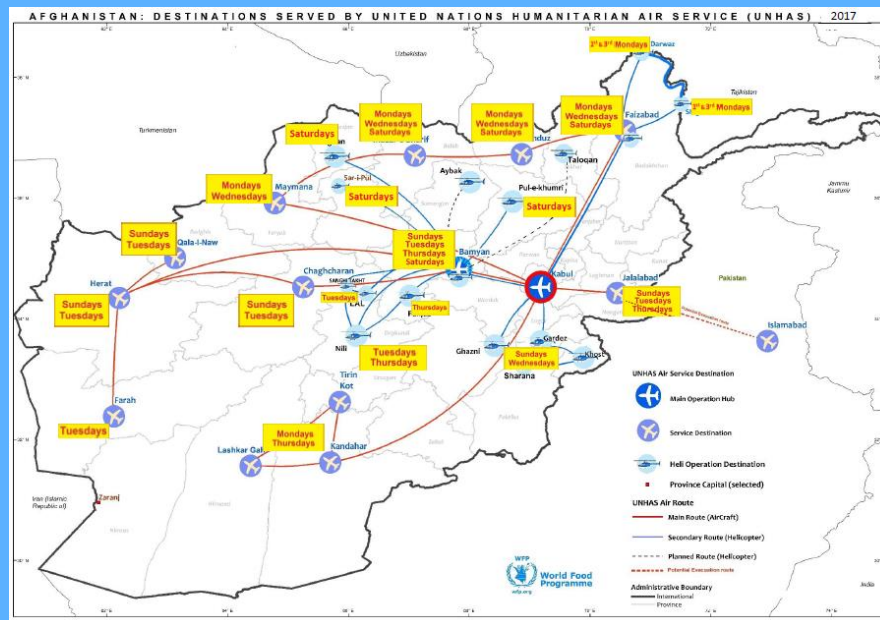
Afghanistan: SO 200639

Performance overview

Average fleet size	4
Passengers transported	17,208
Cargo (kg)	56,620
User organizations served	156
Regular destinations	23
Medical evacuations	16
Security evacuations	2

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2017 UNHAS AFGHANISTAN ROUTES MAP



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BIRD STRIKE EFFECTS AND WHAT IT MEANS TO UNHAS.

Concerns that may arise would be, but not limited to the following;

- i) Suspension, cancellation and/or unavailability of a regular and consistent air Service to our Users (clients);
- ii) Refer bullet (i) above, the direct beneficiaries to our Users' advocacy will be affected.
- iii) Cost of repairing/replacing certain major parts of an aircraft i.e
✓ repairing an engine of a BE-1900 would require that it (engine) be transported to Europe. It would cost about \$250,000 to \$300,000, and two weeks to fix. As highlighted in bullet (i) this period of time would directly affect the services we provide to our Users.



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- ✓ The cost of a new engine would be \$ 1 million.
 - ✓ The cost of repairing a dent on the leading edge would be in excess of \$120,000 depending on the size of the dent.
 - ✓ Repairing a propeller blade would cost \$10,000 - \$15,000. A new blade would cost \$28,000, but this amount would double due to the technical requirement that paired blades must bear same specifications.
- iv) The last concern would be an anticipation of donor dissatisfaction, when they receive a feedback that the support they give in cash was not put to use as originally planned.

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2. UNHAS Safety Program

The UNHAS Safety Program covers the following major areas:

- ❑ Safety Policy and Objectives (UNAVSTDs, WFP Aviation Safety Manual, ICAO documents).
- ❑ Risk Management (Hazard Reporting, Risk Assessment and Risk Mitigation measures)
- ❑ Safety Assurance (Operators Evaluations, Airfield Assessments and etc.)
- ❑ Safety Promotion (Safety Awareness, Safety Meetings, Safety Culture Surveys, Emergency Response Drills and etc.)

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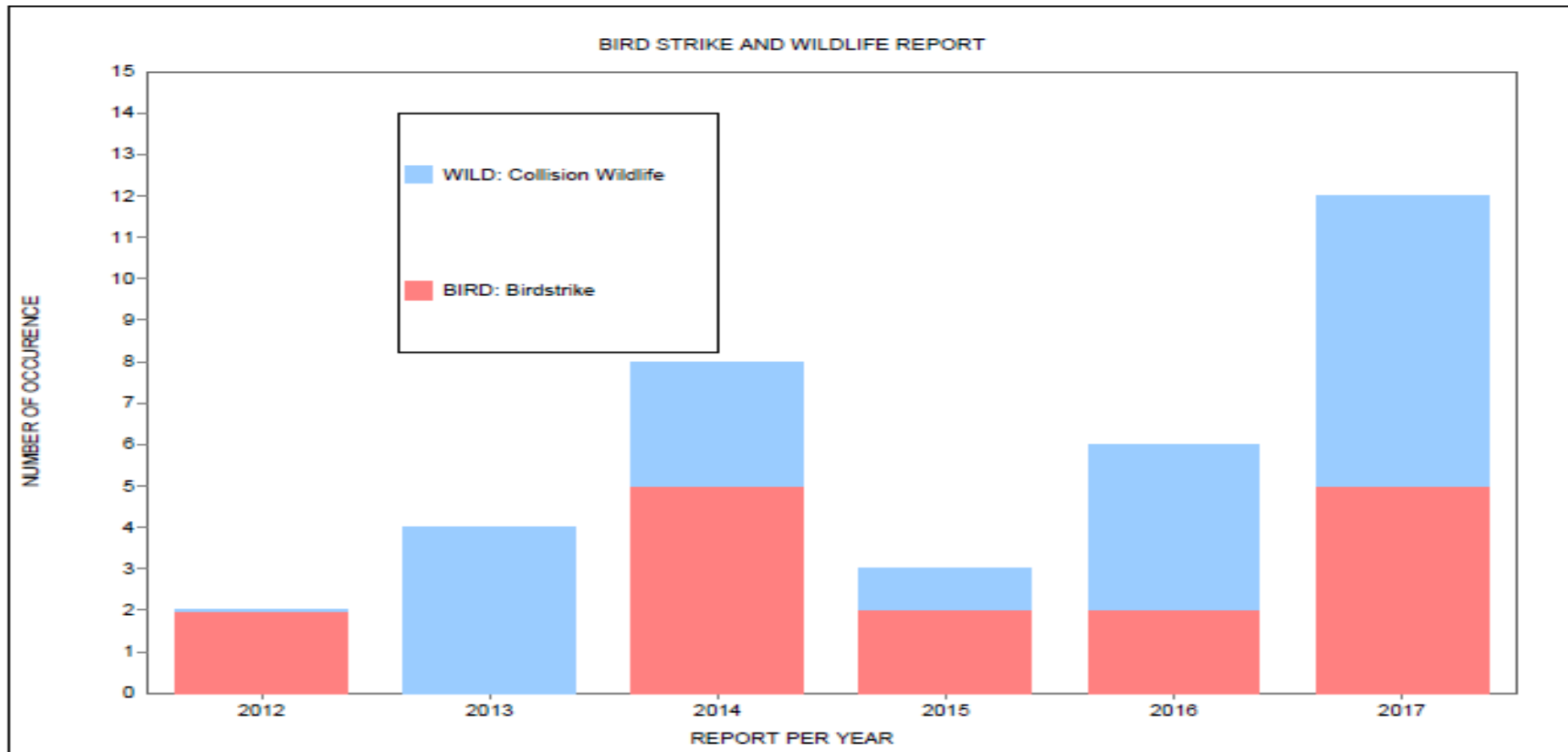


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UNHAS Afghanistan Bird strike & Wildlife Statistics 2012-2017

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3. Airfields/Helipads Infrastructure and Reported Incidents

- ❖ In some airfields, international forces manages the airfield affairs including wildlife management.
- ❖ Most airfields and helipads that UNHAS operate into, do not have the following primary facilities,
 - ❑ Appropriate fencing
 - ❑ Air Traffic Services
 - ❑ Meteorological Office and Equipment
 - ❑ Fire Station and Medical facilities
 - ❑ Wild life management program
- ❖ Since January 2017, UNHAS flight crew reported 05 runway incursions due to dogs.



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- ❖ They also reported two bird strikes
- ❖ The most commonly encountered birds are, Swallows and Sparrows (in the UNHAS reported cases in Afghanistan).
- ❖ As a further example, bird strikes have affected IL-76 UNHAS operations in Africa thereby causing severe damages to the engines and fuselages.

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4. Wild Life Management Programs

- ❖ Most of the airfields/helipads do not have wild life management programs or dedicated staff to manage the wild life menace.
- ❖ Presence of military camps inside the airfields is a source of food to wildlife.
- ❖ Airfields are surrounded by agricultural land and residents.
- ❖ Nil or less awareness by staff and community about the wild life hazards.
- ❖ Lack of qualified human resources, equipment i.e. devices used to scare wildlife, traps etc.



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5. UNHAS Risk Mitigation Measures

- ❖ Continuous reporting and risk assessments by UNHAS staff and flight crew;
- ❖ Awareness given to flight crew through daily crew briefing, safety meetings and bulletins;
- ❖ UNHAS flight coordinators;
 - i) secure the runways and helipads before each aircraft arrival and departure.
 - ii) continuously monitor the wildlife activities inside and around the airfields.
- ❖ Adjusting the aircraft departures and arrivals according to the trends of bird activities;
- ❖ Publication of AOINs (Air Operation Information Notices) in respect of wild life activities.



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- ❖ ACAA (afghan civil aviation authority) and HKIA (Hamid Karzai International Airport) authorities take action when UNHAS presents related reports to them. In one location in the north of Afghanistan, such coordination was very effective and the presence of dogs was significantly reduced.
- ❖ Technical advice and coordination with resolute support/international military wild life management team;

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6. Conclusion

- ❑ In conclusion therefore, wild life management is important to us for the reasons cited in chapter 1.
- ❑ Whereas UNHAS Afghanistan has not suffered severe consequences due to this menace, its (UNHAS) management is focused on doing anything practically possible, in partnership with like minded entities and or persons, in order to effectively curb this hazard or prevent it.

ANY QUESTIONS?

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Thank you.

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