The United Nations World Food Programme (WFP), Humanitarian Air Service (HAS), in conjunction with United Nations Humanitarian Response Depot (UNHRD), and with the cooperation and consent of the Italian Government, had contracted an IL76 cargo aircraft, as a dedicated strategic humanitarian aircraft. The aircraft, positioned at Brindisi, Italy, would enable humanitarian agencies to intervene quickly any disaster or emergency worldwide.

2. Management

The aircraft is managed by United Nations Humanitarian Air Service (UNHAS) Brindisi, Italy.

2.1 Users

The aircraft is available to all humanitarian organisations, UN Agencies, Donor Governments, and Non Governmental Organisations (NGOs), on a "first come first served" cost recovery basis.

2.2 Prioritisation

Partners of UNHRD will have priority over other organisations (clients). UNHRD will be responsible to resolve any conflicting priorities between the partners.

2.3. Financial implications

The aircraft is operated on a full cost recovery basis. All costs will be recovered from the requesting agency. Upon request for an airlift, UNHAS will provide a cost estimate for consideration. A signed Movement Request (MOVREC) Form from the requesting agency will indicate acceptance of the offer. The requesting agency will be notified of the airlift details. Preparatory flight operation costs incurred will be imposed if the airlift requirement is cancelled in less than 72 hours.

NOTE: Early requests are encouraged to allow for better route planning and load consolidation.

2.4. Reimbursement of costs

An invoice will be raised and forwarded to the requesting agency which signed the MOVREC upon completion of the task..

2.5 Consignor/Consignee costs

Consignors and Consignees will be responsible for all import/export permits, customs and excise clearances, royalties, taxes, duties, levies and handling charges of cargo handling at departure and destination terminals respectively.

2.6 Special and Dangerous Cargo

A maximum of three passengers (hereby referred to as special cargo) can be authorized to travel onboard the IL76. Request for such travel must be submitted at least 72 hours in advance giving full names, nationality and passport details. Agency requesting for special cargo movement must ensure that passenger/s has adequate travel insurance before commencement of their journey.

DANGEROUS CARGO

Under the IATA regulations below mentioned items constitute dangerous goods. It's important that when moving such items the crew is advised. Please note a combination of these items could lead to an accident and as such crew would be the final authority to clear them for loading. Items comprise: Compressed Gases (deeply refrigerated, flammable, non-flammable and poisonous) such as butane, oxygen, liquid nitrogen, aqualung cylinders and compressed gas cylinders. Items with Internal combustion engines: such as chainsaws, model aircraft, lawnmowers, etc. corrosives such as acids, alkalis, wet cell batteries and apparatus containing mercury (e.g. thermometers). Explosives, munitions, ammunition (including blank cartridges), hand guns, fireworks, Christmas crackers, flares and pistol caps. Firearms/Guns, flammable liquids and solids such as lighter fuel, matches, paints, thinners, fire-lighters, Radioactive materials. Oxidising materials such as bleaching powder and peroxides. Poisons and infectious substances such as insecticides, weed-killers and live virus materials.

2.7 Joint airlifts

Where and when possible, cargo will be consolidated, to maximise the economic use of the aircraft payload. Costs related to joint loads will be prorated based on volume and/or weight. The IL76 maximum payload is 45MT or 163 cubic meters.

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