



United Nations Humanitarian Air Service (UNHAS)

Annual Review 2021

May 2022

A LIFELINE IN THE SKY



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FOREWORD

As we look back on the past year, the impacts of natural hazards, escalating conflicts and worsening economic conditions, along with the continued effects of the COVID-19 pandemic, have led to increased vulnerabilities and humanitarian needs. Air transport remains the only safe and reliable means of providing the humanitarian community with access to many locations around the world. For example, WFP launched in 2021 an additional UNHAS operation to support the Ebola outbreak response in southern Guinea and established a UNHAS airbridge following a deadly explosion in Equatorial Guinea. In August 2021, UNHAS began operating flights to the Great South of Madagascar, enabling aid workers to reach areas facing alarming levels of food insecurity. In addition, the year was marked by the unfolding of the crisis in Afghanistan, the aftermath of the earthquake in Haiti, and the intensifying crisis in northern Ethiopia.

When disasters strike, the capacity of the humanitarian community to organize an immediate and efficient response often makes the difference between life and death for thousands of people. The availability of an efficient and effective humanitarian air service goes a long way in enabling the response. UNHAS continued to deliver humanitarian and health items to 24 countries facing crisis and emergency in 2021.

I would like to thank all who contributed to ensuring that in 2021, UNHAS remained funded and capable to provide the humanitarian, health and development workers, the access they require to provide timely and life-saving assistance to the most vulnerable people and communities.



This would not have been possible without the continued engagement, efforts, work and dedication from all our Partners: the Donor community, Governments, the International Civil Aviation Organization (ICAO), Civil Aviation Authorities, Regional Civil Aviation Agencies, the International Air Transport Association (IATA), our contracted Air Carriers, our User Agencies and passengers, and, most of all, our committed and determined national and international humanitarian aviation workers.

Philippe Martou

Chief of the WFP Aviation Service

A handwritten signature in black ink, appearing to read 'Philippe Martou', written over a horizontal line.

UNHAS 2021 IN NUMBERS



496

destinations reached (regular + ad hoc)



46,145

flights completed



325,112

passengers transported



5,862 MT

cargo transported



75

aircraft (59 fixed-wing and 16 helicopters)



616

MEDEVACs performed (including 50 COVID-19 patients)



2,399

SECEVACs performed

OTHER AIR SERVICES OFFERED BY WFP

United Nations Humanitarian Air Service (UNHAS)

Managed by WFP, UNHAS, has been providing safe, reliable and cost-effective air transport services for decades. UNHAS operates in countries where no suitable commercial aviation options are available, providing passenger flights, light cargo transport, and medical and security evacuation capacity for the wider humanitarian and development community.

WFP currently manages a total of 22 UNHAS operations covering 24 countries and serving more than 300 regular destinations via a global fleet of more than 100 aircraft, which provide humanitarians with access to some of the most remote and hard-to-reach destinations on the planet.



Airlift¹ and Airdrop² in both emergency and protracted operations ensuring uninterrupted delivery of relief supplies.

Dedicated bilateral services for passenger transport that meets other organizations' needs.

WFP-managed EU Humanitarian Aid Flight (ECHO Flight)

In February 2020, WFP signed an indirect management delegation agreement with the Directorate-General for European Civil Protection and Humanitarian Aid Operations (DG ECHO) for a project entitled "Provision of Air Service in Support of DG ECHO-funded and other humanitarian aid projects in the Democratic Republic of the Congo, Mali and Kenya", which will come up for renewal in the fourth quarter of 2022. A subsequent operational name change in accordance with ECHO's new communication and visibility strategy triggered a full rebranding, with the name "ECHO Flight" being replaced by "EU Humanitarian Aid Flight" ("vol humanitaire de l'UE").

The current fleet composition comprises three dedicated aircraft: a Cessna Caravan in Mali, and a Mi-8 and a Cessna Caravan in the Democratic Republic of the Congo. In Kenya, WFP shares with ECHO Flight a DHC-8 aircraft currently contracted under long-term air charter agreements for UNHAS operations. The EU Humanitarian Aid Flight project is flexible and agile in responding to changing environments in protracted settings, and will continually make the adjustments needed for dedicated, safe and cost-effective air transport in support of European Union-funded humanitarian projects in existing or new operational settings.

Scheduled and ad hoc air transport for passenger including air transport for emergency, medical evacuations and security relocations.



¹ AIRLIFT: Transport of cargo by aircraft on a predefined route to any destination around the world. Often performed to or from an otherwise inaccessible area, such as through a strategic airlift of emergency food, supplies and/or equipment to an area devastated by political upheaval or natural disaster.

² AIRDROP: A type of airlift in which goods are dropped from the aircraft. In certain circumstances, security concerns, a lack of operational airfields, inaccessibility for other delivery modes or a combination of these factors make airdrops the best method for delivering food directly into a crisis area. Airdrop operations are predominantly for food. When the goods are delicate, large or heavy, they are dropped with parachutes to slow down the descent as much as possible. The WFP Aviation Service was the first air transport service to perform high-altitude airdrops in humanitarian settings (in Deir Ezzor in the Syrian Arab Republic in 2016).

UNHAS AS THE KEY TO ACCESS FOR GLOBAL HUMANITARIAN RESPONSE

Timely and unhindered access throughout crisis-affected locations is at the heart of the humanitarian endeavour.

Ensuring access to vulnerable people who need life-saving assistance during an emergency can be challenging. Over the last year, an already complex situation as regards humanitarian access has become increasingly difficult. Even though many of the access constraints confronting humanitarian actors – such as conflict and insecurity, underfunding and poor road infrastructure – predate COVID-19 and continue to be the greatest challenges, the access challenges posed by the pandemic have had an unprecedented effect in undermining the ability to reach and assist people in need. Creating a real danger for humanitarian staff and the risk of restrictions on the distribution of aid to the millions of people who need it to survive. However, despite this context of increased humanitarian needs alongside multiplied and amplified access challenges, the humanitarian and development communities were able to continue delivering uninterrupted assistance thanks to the air transport services provided by WFP.

When safe and reliable humanitarian access and the rapid delivery of aid are required, the aviation sector is the first point of call. Aviation plays an essential role in the movement of humanitarian workers and the delivery of food, medical supplies and shelter. Air services are crucial in situations where crumbling infrastructure or active conflict cuts off access to entire regions.

UNHAS is a key component of the global humanitarian system, offering safe, reliable, cost-efficient and effective passenger and light cargo transport for all humanitarian and development entities, and often providing the only viable solution for access to areas with logistical constraints where no safe surface transport or viable commercial aviation options are available.

When did it all start?

WFP began its large-scale air operations in the 1980s transporting food and humanitarian workers to countries that included Angola, Ethiopia, Somalia and the Sudan. Air transport subsequently evolved into an integral part of WFP's logistics. Gradually, the WFP Aviation Service shifted the focus of its work from addressing an internal need for food delivery to providing a common service for the overall humanitarian community. In the early 1990s, an increase in global humanitarian crises led to an increased need for air support to enable the timely delivery of food, medicine and shelter.

Many United Nations agencies maintained their own air operations, reflecting their individual organizational needs. Following a series of serious incidents and accidents, the United Nations High-Level Committee on Management assigned WFP the mandate of leading all United Nations humanitarian air operations, which entered into effect on 1 January 2004. WFP established an independent aviation safety unit along with structure for the provision of aviation services in line with the standards of the International Civil Aviation Organization and the industry.

WFP was assigned the mandate because of its leadership in humanitarian logistics and the WFP-managed United Nations Humanitarian Air Service has become the leading provider of air transport for the humanitarian and development communities.



WFP stages largest humanitarian airdrop in history via Operation Lifeline Sudan, April 1989

UNHAS PRESENCE IN 2021





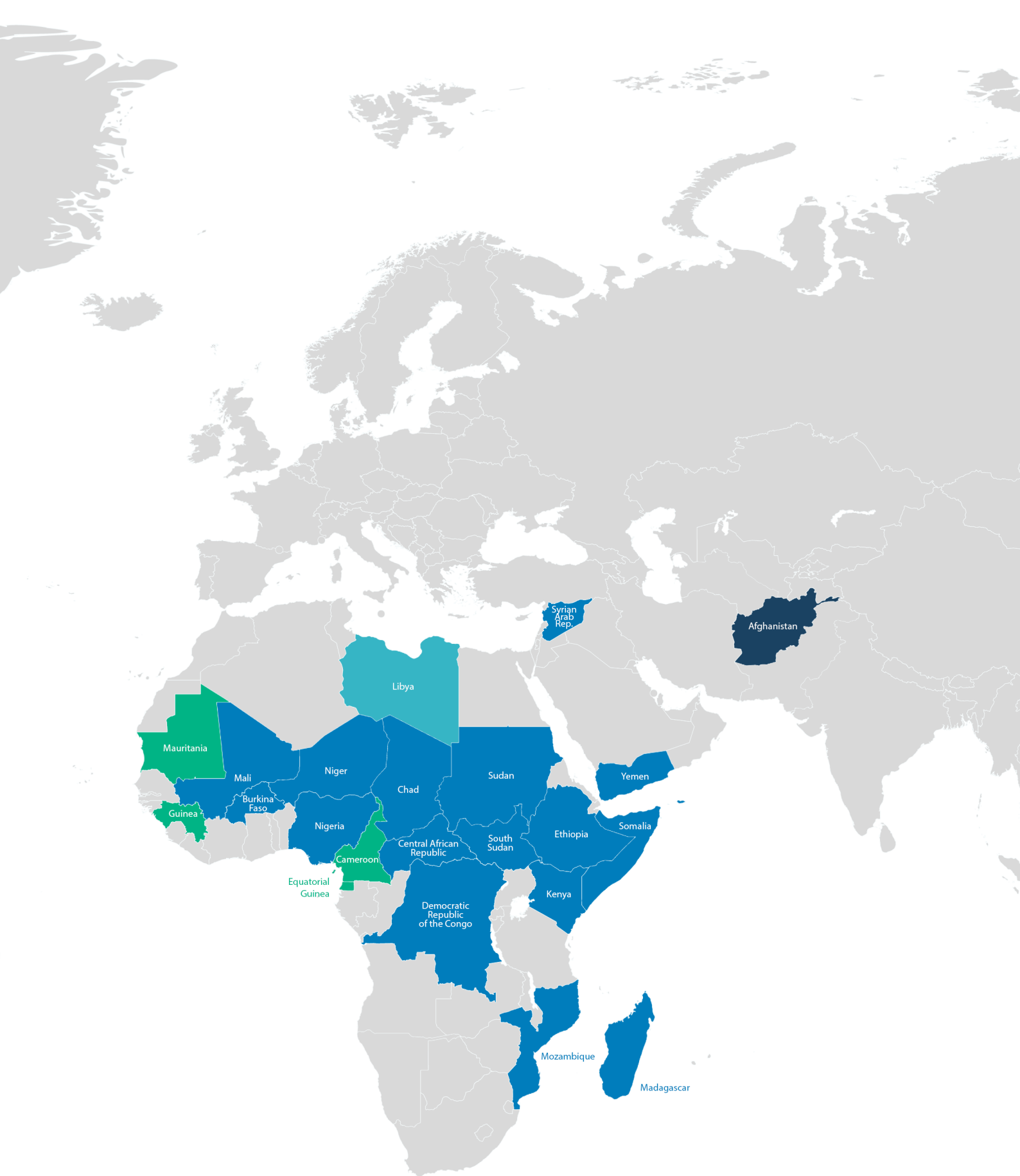
GLOBAL UNHAS OPERATIONS



23 OPERATIONS (WFP Emergency Phases)

- UNHAS
- UNHAS (Early Action & Emergency Response)
- UNHAS (Corporate Attention)
- UNHAS (Corporate Scale-Up)

The boundaries and names shown, and the designations used on this map do not imply official endorsement or acceptance by the United Nations.



UNHAS LAUNCHES AND SCALE-UP IN 2021

Given the deterioration in protracted humanitarian contexts, 2021 saw humanitarian needs increase sharply, along with the resulting need to launch and scale-up UNHAS operations in several crisis-affected locations.

The number of people needing humanitarian assistance and protection in 2021 increased significantly compared with 2020, which had already seen the highest figures for decades. Given the sharp increase in humanitarian needs reported since the launch of three new UNHAS operations in 2020 in Burkina Faso, Mozambique and the Syrian Arab Republic – which were all related to an escalation in insecurity and conflict – three additional operations were opened in 2021, in Equatorial Guinea in response to a sudden-onset emergency; Guinea in response to a health emergency; and Madagascar in response to a hunger emergency driven by drought. In addition, UNHAS played a vital role in the response to the most recent Afghanistan crisis, operating essential flights from Pakistan having reinforced its fleet to address the growing demand from the humanitarian community in the country. UNHAS also rapidly adapted its operations in Ethiopia, in response to a request from the humanitarian community for access to northern Ethiopia through the Tigray region, and in Haiti in the aftermath of the 14 August 2021 earthquake, ensuring medical and humanitarian supplies and access to all programme sites for frontline workers supporting relief efforts.

NEW UNHAS OPERATIONS IN 2021

Equatorial Guinea Sudden-onset emergency



Following a series of explosions on 7 March 2021 in Bata, Equatorial Guinea's economic capital, the Government described the situation as catastrophic and called for the international community's support in responding to the growing humanitarian needs resulting from the blast.

WFP deployed UNHAS assets to establish an airbridge between the political capital Malabo and Bata, addressing the humanitarian community's request for safe air transport services that would allow a timely response for an estimated 60,000 people affected by the emergency.

UNHAS operated regular flights between June and September 2021, enabling not only the emergency response, but also the early recovery phase, which otherwise would have been significantly delayed owing to the COVID-19-related restrictions in place.

Guinea Health emergency



In March 2021, WFP launched an UNHAS operation in south-eastern Guinea to support the response to the Ebola virus disease outbreak announced in N'Zérékoré; the distance from the capital Conakry, and the poor condition of road infrastructure significantly delayed the overland transport of essential medical equipment and frontline staff to the epicentre of the epidemic. In addition, heavy tropical rains isolate remote communities during the rainy season. After the Ebola outbreak was declared over in June 2021, UNHAS continued to play a vital role in facilitating access for organizations working on recovery and post-Ebola surveillance activities.

Between August and September, UNHAS also supported the response activated following the declaration of an outbreak of Marburg virus disease in Guéckédou prefecture.

Madagascar Drought-driven hunger emergency



In the Grand Sud region of Madagascar, prolonged extreme drought, locust infestations, crop pests, sandstorms and livestock diseases had severe impacts on the agriculture sector, resulting in alarming food insecurity levels and famine-like conditions for at least 14,000 people in the region and triggering the scale-up of life-saving interventions.

With road access to affected areas hampered by long distances and poor road infrastructure there was a need for reliable air transport services.

UNHAS began operating flights in August 2021 offering one weekly connection from the capital Antananarivo to four southern locations. Given growing demand and following user requests, UNHAS launched a new schedule in November 2021 offering two additional regular destinations and more frequent flights.

SCALE-UP OF EXISTING UNHAS OPERATIONS

Ethiopia and Sudan Northern Ethiopia crisis



Following escalation of the conflict in the north of Ethiopia in late 2020, the erosion of humanitarian access resulting from military operations, vast distances and the suspension of commercial flights hampered timely response to the increasing needs of affected populations.

UNHAS Ethiopia adapted quickly to meet the additional air transport needs of the humanitarian community in the region by incorporating a third aircraft with 70 seats into its fleet and launching two regular flights per week connecting Addis Ababa to Mekelle, the capital of Tigray, in July 2021. Since then, UNHAS has provided the only safe access to Tigray region.

At the same time, with the arrival of tens of thousands of Ethiopian refugees in eastern Sudan, UNHAS Sudan positioned a helicopter in Kassala to facilitate air transport between refugee camps, and increased its flights to Kassala by making them daily.

Haiti Earthquake and tropical storm



In the immediate aftermath of the devastating 7.2 magnitude earthquake that struck Haiti on 14 August 2021, maintaining a vital lifeline to affected areas in the south, where access to communities was already hampered by recurrent political unrest, gang violence and roadblocks, was essential.

Tropical storm Grace, which hit the country in the following days, posed further challenges.

UNHAS responded by offering extra helicopter rotations to ensure that medical and humanitarian supplies and frontline workers could reach affected communities.

In addition, the surge in air transport needs led to the addition of a fixed-wing aircraft to the UNHAS fleet in September 2021 to support humanitarian workers in delivering the rapid and effective responses required during the emergency and recovery phases.

Yemen Conflict escalation



Following the escalation of conflict in Marib, a lack of air transport and logistics services was identified as a critical limitation for effective response in the region, which hosts high numbers of internally displaced persons who face acute food insecurity.

As a result, UNHAS quickly implemented all the necessary measures to add a weekly connection to Marib, thereby improving humanitarian access to the area.

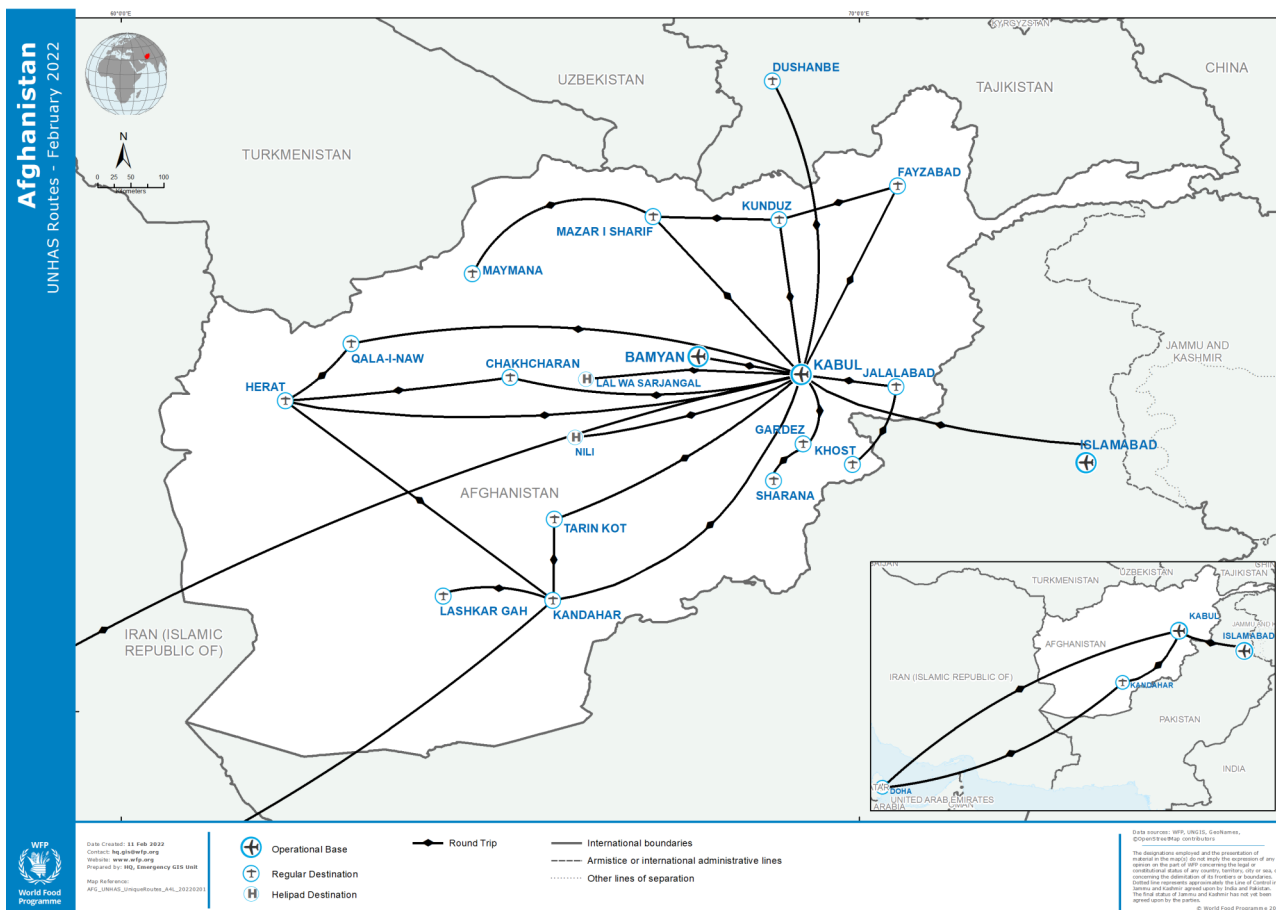
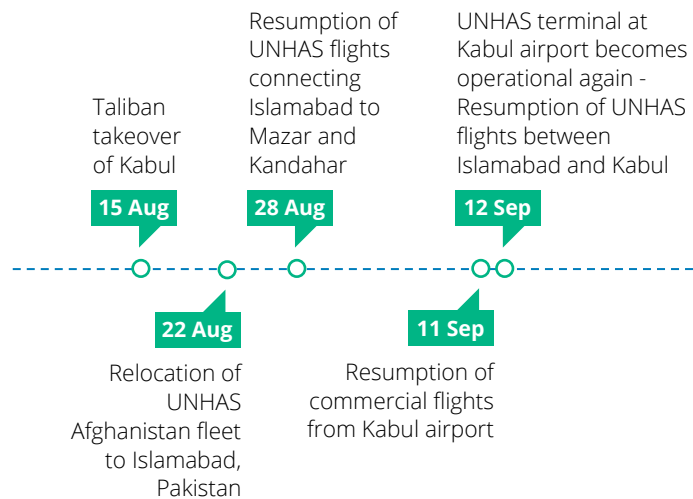
Flights started in March 2021 and are currently carried out twice a week with connections to Seiyun and Aden. In late March, an additional fixed-wing aircraft was included in the fleet to provide access in and out of Marib.

AFGHANISTAN CRISIS 2021

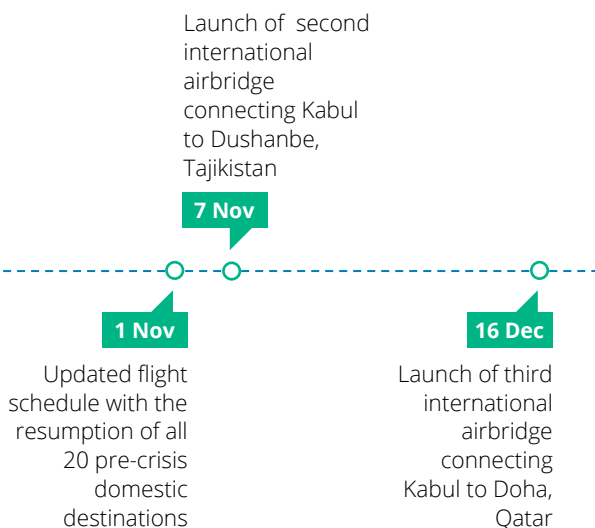
“The restart of UNHAS flights into Kabul is a “turning point”. Getting aid workers and relief cargo into and around Afghanistan is vital if we have any hope of preventing a total catastrophe.”

Mary-Ellen McGroarty
WFP Afghanistan Country Director

TIMELINE 2021



HOW UNHAS INSTILLED HOPE IN HUMANITARIAN RESPONSE FROM THE SKY



UNHAS aircraft at Kabul airport.

Following the takeover of Afghanistan by the Taliban on 15 August 2021, the UNHAS Afghanistan operation promptly reacted to a highly insecure operational environment suddenly affecting the country, including Kabul airport, the key location for the smooth running of the operation. UNHAS underwent a reorganization of its operation and quickly implemented all the necessary mitigation measures to not only ensure the safety of its staff, but also to reinstate its service as quickly as possible and continue serving the humanitarian community for the ultimate well-being of the Afghan population.

On 22 August UNHAS promptly relocated its fleet to Islamabad, Pakistan³, and repaired damage to its aircraft, before resuming flights into Afghanistan on 28 August – first to Mazar and Kandahar and then to Kabul from 12 September, as soon as conditions allowed the UNHAS terminal at Kabul airport to become operational again⁴.

During the early phase of the emergency, a support mission from WFP's headquarters in Rome, including the Chief of the Aviation Service, joined the UNHAS Afghanistan team.

UNHAS reacted to the crisis by reinforcing its fleet to address growing demand from the humanitarian community in Afghanistan, adding one helicopter and one fixed-wing aircraft to make a total of seven serviceable aircraft during the most acute phase of the emergency⁵.

In the following weeks, an aviation security risk assessment was completed for all Afghan locations, which allowed the progressive reopening of all 20 pre-crisis domestic destinations from 1 November 2021.

In addition, to facilitate smoother passenger travel connections to Kabul, on 7 November the fleet was temporarily relocated to Dushanbe, Tajikistan, and a third international airbridge was launched on 16 December connecting Kabul to Doha, Qatar.

All these measures were made possible by the unceasing efforts of UNHAS Afghanistan staff, supported and coordinated by the WFP Aviation Service in Rome. The new conditions have been particularly challenging in terms of bureaucratic procedures, such as the granting of visa extensions for crews and overfly and landing clearances for relocated air assets, and the lacking or limited insurance cover for aircraft on long or overnight stays in Afghanistan. Since the crisis broke out, UNHAS has kept abreast of the evolving requirements for travel from and into Kabul, informing users of the procedures they need to follow.

Despite all the challenges, from the resumption of services on 28 August 2021 until the end of the year, UNHAS Afghanistan completed 890 flights into and within the country, transporting more than 4,800 passengers and 12.5 mt of humanitarian light cargo.

³ At the time of writing (February 2022), one aircraft had been relocated back to Kabul on 24 January 2022 following an improvement in the security situation and the resumption of insurance cover for long stayovers in Afghanistan by one of the contracted flight operators. Should the security situation continue to improve, the WFP Aviation Service will consider relocating other aircraft back to Kabul, pending the approval of insurance cover by related operators.

⁴ Kabul airport has been open for commercial international and domestic flights since 11 September 2021.

⁵ At the time of writing (February 2022), the fleet includes six aircraft as use of the additional helicopter was discontinued on 9 November 2021.

MEET THE STAFF BEHIND THE UNHAS EMERGENCY RESPONSE OPERATION IN AFGHANISTAN

Story by Eleonora Ponti.

Denys Saltanov, a national of Ukraine, currently deployed to support the WFP's Corporate Scale-Up Response for his own country, is one of the aviation "frontliners" of the August's Afghanistan crisis immediate response.

Whether it is a conflict, a natural hazard, a pandemic, or an extreme weather event requiring urgent responses to save lives and alleviate suffering, Denys is there following his inner vocation to contribute and put his expertise at the service of critical humanitarian response.

In the response, Denys' role was to ensure internal coordination both in Afghanistan and in the coordination cell established in Pakistan. Starting with gathering strategic information, analysing issues and identifying threats to anticipate solutions Denys had to oversee each step of the set-up of the airbridge and the resumption of flights.

Denys could count on the determination and experience of the national UNHAS staff present in the country and remaining on the ground in the different operational bases to facilitate the negotiations with the authorities and implement all the necessary actions.

When asked what made this operation successful against the many challenges, Denys replies: "There is one crucial element that always makes the difference when you are confronted with emergencies of such large scale. Your team. When you operate in an emergency, it is not only about your individual skills. It is feeling part of the team and build synergies with your co-workers to achieve a common goal that makes the response successful." He continues: "UNHAS national staff role has been instrumental to reinstate passenger and cargo flights in the country when nobody else could fly. They played a key role in dealing with the authorities."

Denys' role in the emergency response goes beyond the operational and technical functions. He wore many different hats to ensure an efficient and effective response, to support the Country Office in advocating for funds, to cover the significant costs for scaling up operations to assessing staff and crew morale wellbeing. For example, with the WFP Aviation Service Chief, Philippe Martou, he had to maintain solid leadership skills throughout the response in a highly complex and volatile security situation.

"There is one crucial element that always makes the difference when you are confronted with emergencies of such large scale. Your team."

Denys Saltanov
WFP Head of Aviation Unit



Denys at WFP headquarters, Rome, Italy.



Guillaume Harel, a national of France, was assigned as Chief Air Transport Officer of the UNHAS Afghanistan operation at the beginning of the crisis.

He is currently heavily involved in managing complex operations as humanitarian needs in the country continue to escalate with the harsh winter.

“Following August’s dramatic events UNHAS team managed to implement and maintain three airbridges to Islamabad, Dushanbe, and Doha while resuming domestic flights to all 20 destinations served before the crisis within less than three months. Through this action, humanitarian passengers and cargo can continue to reach affected people and locations significantly minimizing the negative effects of the crisis,” Guillaume says.

Guillaume Harel
Chief Air Transport Officer
WFP UNHAS Afghanistan

UNHAS **AFGHANISTAN**

THE OPERATION IS CURRENTLY FUNDED UNTIL THE END OF 2022.



OPERATING SINCE 2002

After decades of conflict and instability, humanitarian needs have drastically increased following the takeover of the Taliban on 15 August 2021. The global humanitarian overview (GHO) for 2022 reports that a staggeringly high total of 24.4 million people are in need of assistance in Afghanistan. This represents a 30 percent increase from 2021, and the humanitarian response plan for 2022 is the largest ever humanitarian appeal for a single country.

Ensuring a timely response is crucial in Afghanistan, where insecurity, long distances, poor road infrastructure and unfavourable travel conditions in the fall and winter months make air travel the safest and most reliable means of transport for the humanitarian community seeking access to people in need.

Following the deterioration of the security situation in August 2021, the UNHAS fleet was immediately relocated to Islamabad, Pakistan. To facilitate smoother passenger transport connections to Kabul, a further temporary relocation to Dushanbe, Tajikistan was made in November 2021. An additional international airbridge connecting Kabul to Doha, Qatar was opened in December. The UNHAS fleet⁶ was reinforced with the addition of two aircraft (one helicopter and one fixed-wing aircraft) to respond to the growing demands of the humanitarian community in Afghanistan, resulting in a total of seven serviceable aircraft until November 2021, when use of the additional helicopter was discontinued.

Following the resumption of UNHAS flights⁷ on 28 August 2021 (to Mazar and Kandahar, with flights to Kabul starting on 12 September), an aviation security risk assessment was completed for all Afghan locations. This allowed the progressive reopening of an additional 20 pre-crisis domestic destinations by the end of the year, resulting in a total of 23 scheduled destinations in addition to the three international airbridge connections to Kabul.

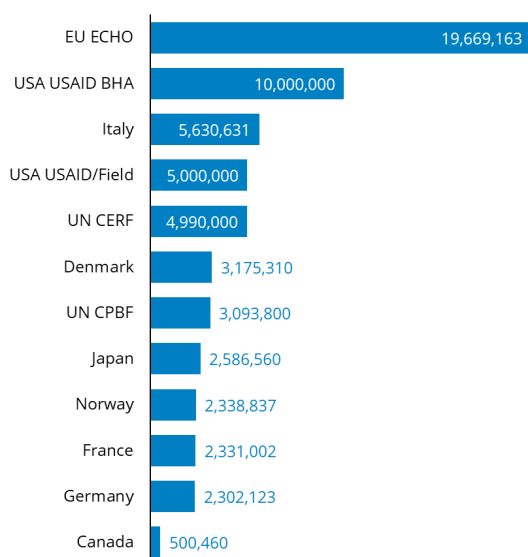
UNHAS implemented all the necessary measures for overcoming difficulties regarding visa extensions for flight crews, overfly and landing clearance for the relocated air assets, and insurance cover for long or overnight stays of aircraft in Afghanistan since August.

Adverse environmental conditions affected air operations in Kabul and at other UNHAS destinations, including winter weather inducing icy runways, and pollution-related smog causing low visibility.

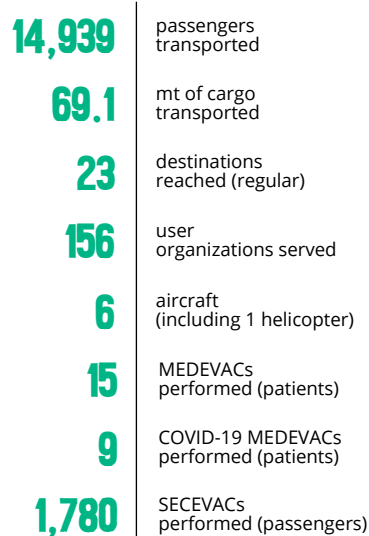
Given the emergency situation and the related operational adjustments required, in 2021 a significant budget revision was made to allow the continuation of UNHAS Afghanistan services through the end of the year.

DONOR CONTRIBUTIONS 2021

Total 61,617,886 (US\$)



PERFORMANCE FIGURES 2021



⁶ UNHAS Afghanistan fleet in 2021: 3 Beechcraft 1900 (19 seats), 1 Mi-8MTV-1 (22 seats), 1 DHC 8 (37 seats), 1 Embraer 145 (50 seats), 1 helicopter operational until November 2021.

⁷ One aircraft was relocated back to Kabul on 24 January 2022 thanks to an improved security situation and the resumption of insurance cover for long stayovers in Afghanistan by one of the contracted flight operators. Should the security situation continue to improve, the WFP Aviation Service will consider relocating other aircraft back to Kabul, pending the approval of insurance cover by related operators.

UNHAS BURKINA FASO

THE OPERATION IS CURRENTLY FUNDED UNTIL THE END OF 2022.



ОСТОРОЖНО!
Открывая замки
предварительно
взвесьте!
CAUTIONS!
OPENING LOCKS
HOLD A COVER



UNHAS
Humanitarian
AirService

OPERATING SINCE 2020

Burkina Faso has been experiencing considerable increases in insecurity related to the presence of non-state armed groups since 2018, leading to a substantial increase in internal population displacements and humanitarian needs. As reported in the GHO for 2022, 3.5 million people are in need of humanitarian assistance in the country.

Humanitarian access via land is restricted by threats posed by non-state armed groups, counter-terrorism operations, the presence of improvised explosive devices, and damage to key road infrastructure, including during the rainy season.

To overcome these challenges, and address the growing humanitarian needs, UNHAS operations were officially launched in November 2020 to allow access to the most isolated areas of the country through a safe, effective and efficient passenger air service for the entire humanitarian community.

In response to a request from the humanitarian country team, a helicopter⁸ was deployed, allowing greater operational flexibility and improved access during the rainy season compared with the use of fixed-wing aircraft or road transport.

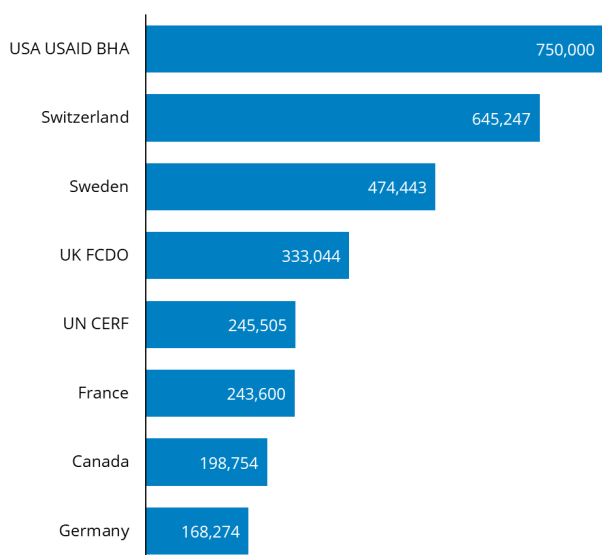
In 2021, UNHAS Burkina Faso opened ten new regular and ad hoc destinations. The number of active users and passengers transported also constantly increased owing to rising humanitarian needs coupled with continuously deteriorating security conditions for humanitarian access.

A new schedule with more frequent flights was introduced in November 2021. Two fuel bowsers were acquired to improve flight autonomy, allowing the helicopter to circulate without having to return to the capital Ouagadougou for refuelling. Since July 2021, 13 security agents have been contracted from a private company to serve as focal points at regular and other frequently served destinations.

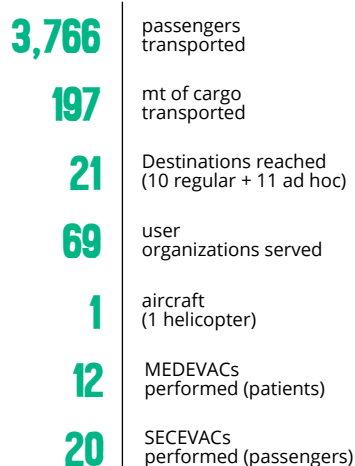
In response to findings from regular assessments of users' needs, UNHAS Burkina Faso will continue to extend its network by adding new destinations with a view to improving humanitarian access to hard-to-reach locations in the country. In addition, the confirmed introduction of a second helicopter in 2022 will allow UNHAS to respond to the increasing requests coming from the humanitarian community.

DONOR CONTRIBUTIONS 2021

Total 3,058,868 (US\$)



PERFORMANCE FIGURES 2021



⁸ UNHAS Burkina Faso fleet in 2021: 1 Mi-8MTV-1 (22 seats).

UNHAS CAMEROON

REQUIRES **US\$ 2.6 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2015

Cameroon faces a complex humanitarian situation with high humanitarian needs and massive population displacements driven by the Lake Chad basin crisis in the Far North region, the crisis in North-West and South-West regions, and the arrival of large numbers of refugees from the Central African Republic. The GHO for 2022 reports that 4 million people are in need of humanitarian assistance in the country.

Access for relief organizations is becoming more complex and dangerous as security deteriorates and humanitarian organizations are increasingly targeted by non-state armed groups. The provision of assistance to populations in need is also hampered by vast distances, poor road connections and a lack of reliable commercial air connections to project implementation sites, making UNHAS a crucial service for the humanitarian community in Cameroon since 2015.

In 2021, UNHAS continued to enable access to hard-to-reach locations where humanitarian needs have been rising. A regional connection from the capital Yaoundé to N'Djamena in Chad, through the sharing of one aircraft with UNHAS Chad, has enhanced access to people in the Far North region while offering cost savings for operations in both Cameroon and Chad. New routes have also been added to the flight schedule for South-West region, where a highly volatile security situation and the poor condition of roads prevent humanitarian actors from reaching people in need of assistance.

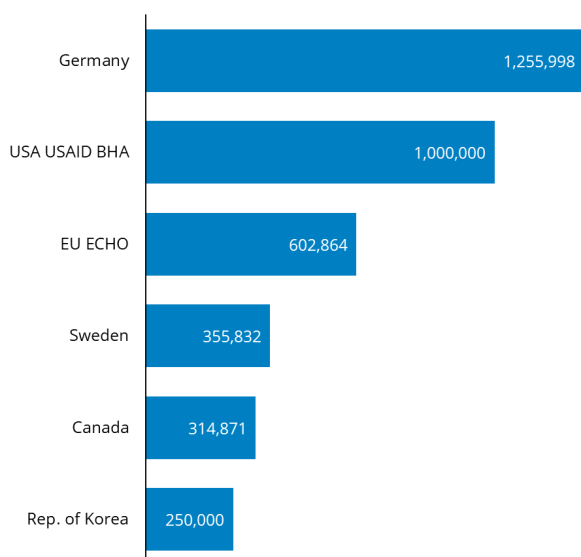
With a total of 13 regular and ad hoc destinations served during the year, UNHAS Cameroon supported several ad hoc and high-level missions in support of international humanitarian action and the visibility of people affected by conflict in the region.

Following the interruption of services to Bamenda in the North-West region due to security concerns in December 2021, UNHAS redirected its flights to another location to maintain access. However, humanitarian actors have confirmed the need to have direct access to Bamenda to ensure the continuity of interventions given the limited safe access via land. UNHAS Cameroon has brought this request to the attention of its steering committee and the necessary clearances are being discussed with the Government.

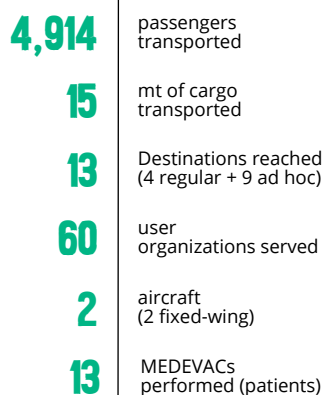
In 2021, UNHAS Cameroon also supported maintenance work on the airstrip and runway at Tiko airport.

DONOR CONTRIBUTIONS 2021

Total 3,779,565 (US\$)



PERFORMANCE FIGURES 2021



⁹ UNHAS Cameroon fleet in 2021: 1 Cessna C208 Grand Caravan (12 seats), 1 Embraer 145 (50 seats). The Embraer is shared with UNHAS Chad.

UNHAS **CENTRAL AFRICAN REPUBLIC**

REQUIRES **US\$ 14.7 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2006

The civil war that broke out in 2013 has severely destabilized the Central African Republic. Waves of increased violence continue to affect recovery, such as the December 2020 post-election violence, which caused additional population displacements and led to an increase in the number of people in need of humanitarian assistance, currently reported at 3.1 million by the GHO for 2022 – more than half of the population and the highest level in recent years.

Humanitarian access constraints continue to be severe owing to insecurity, poor road infrastructure, increasingly frequent heavy rains causing floods, and logistics constraints that reduce access to affected people. Dozens of inbound trucks with humanitarian supplies were stuck at the border for more than two months owing to post-election violence, with traffic resuming in February 2021.

In this complex setting of very severe humanitarian need accompanied by access restrictions, UNHAS operations are essential for reaching populations in need. Since December 2020, the demand for UNHAS air services, including security relocations for humanitarian personnel, increased significantly. In 2021, users emphasized the need to open an ad hoc route to Markounda in order to support organizations working with the local population in that area. Responding to user feedback, UNHAS also introduced a weekly direct route from Alindao that supports organizations based in Bambari.

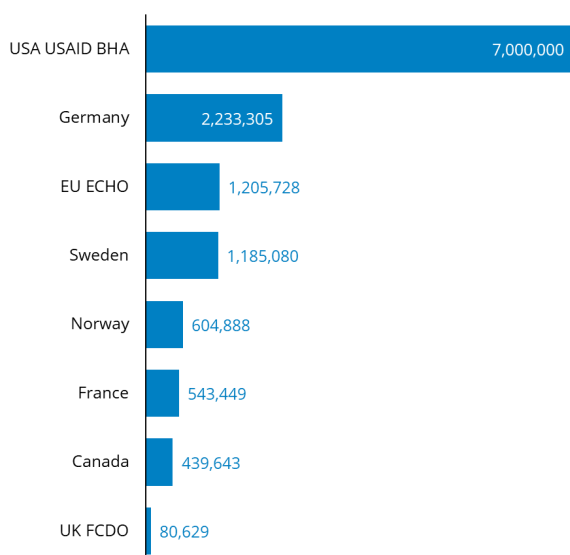
Addressing the increased demand for helicopter services, in 2021 UNHAS added a helicopter to its fleet¹⁰ as a permanent asset while previously it had relied on temporary contracts for helicopter services during the rainy season. The helicopter has facilitated assessment flights and emergency food delivery to remote areas, and continued to offer standby capacity for medical evacuations, including for COVID-19 as it is equipped with isolation chambers.

In addition, in 2021 UNHAS continued to support the World Health Organization (WHO) by transporting medical samples from hard-to-reach locations without airstrips to Bangui for testing, and by carrying 13 kits for COVID-19 vaccinations on its regular flights from Bangui to targeted destinations.

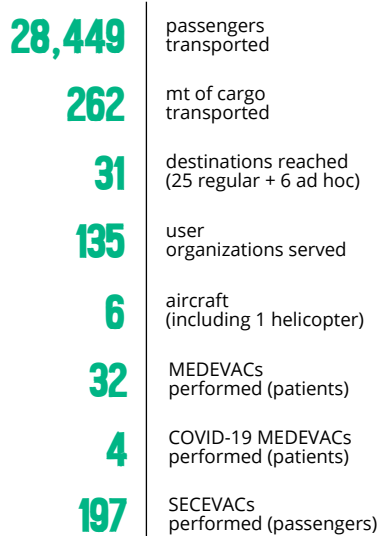
During the year, UNHAS in the Central African Republic completed airfield rehabilitation works in four locations and facilitated capacity development by offering online training to internal staff and face-to-face training on various relevant subjects for a total of 18 organizations.

DONOR CONTRIBUTIONS 2021

Total 13,292,721 (US\$)



PERFORMANCE FIGURES 2021



¹⁰ UNHAS CAR fleet in 2021: 2 LET-410UVP-E20 (19 seats), 1 Dornier 228-200 (19 seats), 1 DHC 8 (37 seats), 1 Cessna C208 Gran Caravan (12 seats), 1 Mi-8MTV-1 (22 seats).

UNHAS CHAD

REQUIRES **US\$ 3.9 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2004

Chad is among the countries most vulnerable to climate change globally and suffers from rapid desertification and environmental degradation. Since the beginning of 2020, the country has been affected by increasing internal insecurity and regional dynamics driving population displacements. The GHO for 2022 reports that 5.5 million people are in need of humanitarian assistance.

Access via land is time-consuming owing to poor road conditions, which worsen during the rainy season and are exacerbated by insecurity, particularly in Lac region. The UNHAS Chad operation offers an essential service to the humanitarian community owing to its nationwide coverage.

In addition to its current fleet¹¹ of three fixed-wing aircraft, the operation maintains a fourth aircraft based in Cameroon, which connects the two countries, thereby offering an international airbridge and reducing costs for both operations. UNHAS ensures the continuity of the aviation service with a flexible weekly schedule that responds effectively and in a timely manner to the actual needs expressed by the humanitarian community.

Owing to the closure of the country's airspace, UNHAS Chad flights were suspended from 1 to 14 January 2021 and for a short period in April.

In 2021, the service performed an ad hoc flight evacuating 14 passengers to the capital N'Djamena following security incidents in the north of the country and facilitated the roll-out of COVID-19 vaccinations for United Nations staff and refugees, transporting a total of 393 kg of vaccines over the course of five flights.

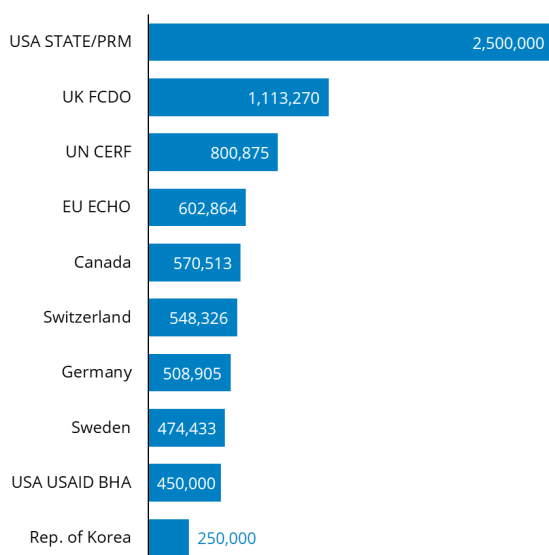
In addition, in 2021 UNHAS Chad supported airstrip rehabilitation works at three locations and helped to build capacity by delivering refresher training to a total of 136 participants including UNHAS staff, security officers, focal points, airport authorities and government and aviation partners.



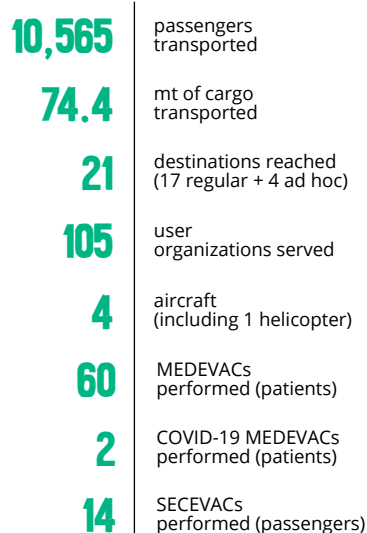
UNHAS Beechcraft and Cessna Caravan at Goz Beida airstrip.

DONOR CONTRIBUTIONS 2021

Total 7,819,196 (US\$)



PERFORMANCE FIGURES 2021



¹¹ UNHAS Chad fleet in 2021: 2 Cessna C208 Gran Caravan (12 seats), 1 Beechcraft 1900 (19 seats), plus 1 Embraer 145 (50 seats) shared with UNHAS Cameroon.

UNHAS DEMOCRATIC REPUBLIC OF THE CONGO

REQUIRES **US\$ 17.4 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2008

The Democratic Republic of the Congo is facing one of the most complex humanitarian crises in the world, fuelled by conflict and natural hazards combined with chronic poverty, which continues to exacerbate humanitarian needs in many areas. The GHO for 2022 reports an staggeringly high total of 27 million people in need of assistance, a significant increase from the 19.6 million identified in 2021.

Since 2008, UNHAS has provided air access throughout the country, including the western regions where the United Nations Organization Stabilization Mission in the Democratic Republic of the Congo (MONUSCO) stopped operating in 2015. UNHAS is also the only air service providing access to North Ubangi and South Ubangi.

Since 2018, UNHAS has collaborated with the Office of the United Nations High Commissioner for Refugees (UNHCR) on the provision of a dedicated aircraft operating regular flights to these areas and to the Republic of the Congo and the Central African Republic. The co-funded aircraft was replaced in June 2021 with an aircraft of increased capacity and higher speed, improving overall performance and cost-efficiency.

UNHAS has also improved access to eastern areas of the Democratic Republic of the Congo, the most conflict-affected part of the country; following the 2020 outbreak of the eleventh Ebola virus disease (EVD) epidemic in Equateur province, a Goma-based helicopter was

deployed to support post-Ebola surveillance and the response to other humanitarian needs in those eastern areas.

Since December 2020, UNHAS has added new remote destinations for helicopter¹² services that support the humanitarian response in Ituri, North and South Kivu, which are unreachable with fixed-wing aircraft.

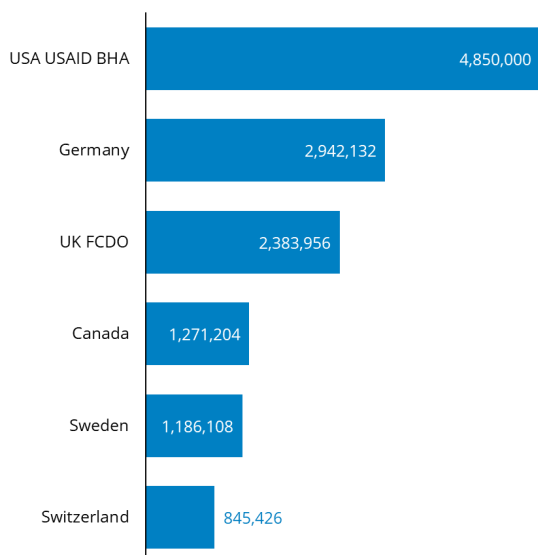
After the withdrawal of MONUSCO from conflict-affected Kasai region on 30 June, UNHAS took over the management of the Kananga airport terminal. Between September and November 2021, UNHAS conducted runway rehabilitation work at the airport of Tshikapa, the capital of Kasai province, helping to ensure that vital humanitarian assistance could reach the region's most vulnerable people¹³.

Following the closure of Goma International Airport due to the Nyiragongo volcanic eruption on 22 May 2021, the UNHAS operation ensured continued support for the emergency response by partially relocating its fleet, establishing new routes, and maintaining ad hoc helicopter flights and international flights between the Democratic Republic of the Congo and Uganda.

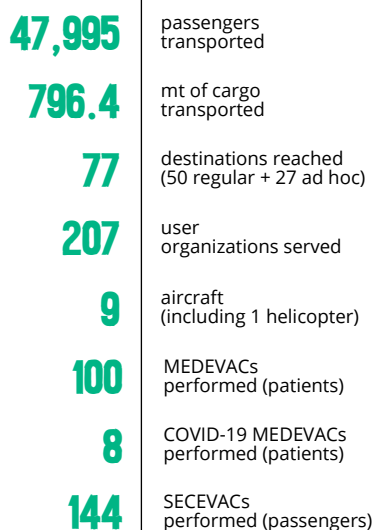
UNHAS Democratic Republic of the Congo also continued to offer training activities and organized the country's first aviation safety campaign in May 2021, with the support from the national civil aviation authority.

DONOR CONTRIBUTIONS 2021

Total 13,478,826 (US\$)



PERFORMANCE FIGURES 2021



¹² UNHAS Democratic Republic of the Congo fleet in 2021: 1 Dornier 228-200 (19 seats), 3 Cessna C208 Gran Caravan (12 seats), 1 DHC 8 (37 seats), 1 DHC 8 Q400 (70 seats), 1 Beechcraft 1900 (19 seats), 1 Mi-8AMTV (21 seats), 1 Bombardier CRJ 200LR (50 seats). ECHO Flight fleet in 2021: 1 Cessna C208 Gran Caravan (12 seats), 1 Mi-8MTV-1 (22 seats).

¹³ At the time of writing (February 2022), the connection to the Kasai region is threatened by funding cuts.

UNHAS EQUATORIAL GUINEA



OPERATIONAL IN 2021

On 7 March 2021, a series of explosions occurred at an armoury in the Nkuantoma Gendarmerie and military barracks in Bata, Equatorial Guinea's economic capital. The blast caused widespread destruction to housing and infrastructure, disruption to services and extensive damage and losses to income-generating activities.

To address the needs of humanitarian organizations in implementing their emergency response activities, WFP was requested to provide air services by establishing an airbridge between the political capital Malabo and Bata in order to enable timely and regular transport of emergency personnel and equipment.

Following the activation of a United Nations CERF contribution and the establishment of the operation, UNHAS operated return flights from Malabo to Bata from June to September 2021, with one round trip per day on four days a week using an aircraft¹⁴ based in Malabo.

UNHAS also operated special flights for visiting ambassadors and other high-level representative staff. As there is no WFP country office in Equatorial Guinea, administrative management of the operation was supported by the United Nations Development Programme.

Establishment of the Malabo–Bata UNHAS airbridge allowed timely implementation of emergency response and recovery activities to address the critical needs of an estimated 60,000 affected people, representing 20 percent of the Bata population, including through the provision of shelter, food and non-food items, health assistance, COVID-19 response, infrastructure rehabilitation, livelihood recovery, the reopening of affected schools, and other elements.

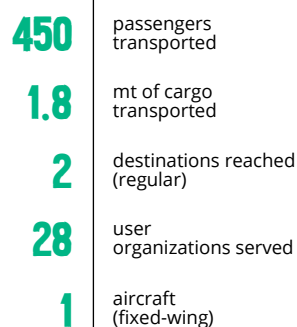


DONOR CONTRIBUTIONS 2021

Total 599,984 (US\$)



PERFORMANCE FIGURES 2021



¹⁴ UNHAS Equatorial Guinea fleet in 2021: 1 Beechcraft 1900 (19 seats). Right page: Illustrative photo of a Beechcraft 1900, in Mali.

UNHAS ETHIOPIA

REQUIRES **US\$ 2.4 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2008

Since late 2020, the escalation of conflict in the north of Ethiopia added a new challenge to an already complex humanitarian situation caused by frequent climate-related hazards such as droughts and floods, the negative impact of COVID-19, and logistics challenges including poor road infrastructure and vast distances. The number of people in need of humanitarian assistance in Ethiopia has increased significantly to an unprecedented 25.9 million, as indicated in the GHO for 2022.

The security and access situation in northern Ethiopia continued to deteriorate in 2021. Humanitarian operations in all sectors have been severely affected by supply chain disruption and lack of stocks and services, ongoing military operations, the suspension of commercial flights and road blockages. UNHAS rapidly adapted to meet the increased need for air transport services providing timely and safe access to the Tigray region for the humanitarian community. In July 2021, a 70-seat aircraft was added to the fleet¹⁵, and UNHAS started to operate regular flights from Addis Ababa to Mekelle, Tigray's capital, twice per week. UNHAS continues to provide the only safe access to Tigray region, and the only reliable means of transport to other remote locations in the country, including in the refugee camps and settlements in Somali region. Without UNHAS, humanitarian assistance and monitoring in support of more than 200,000 refugees in settlements in Dollo Ado would be hampered as there are no alternative means of transport to those sites.

In 2021, UNHAS Ethiopia supported the rehabilitation of airfields in two locations, continued to provide training for its staff, and enabled the transport of medical items, including COVID-19 vaccines for United Nations staff members.

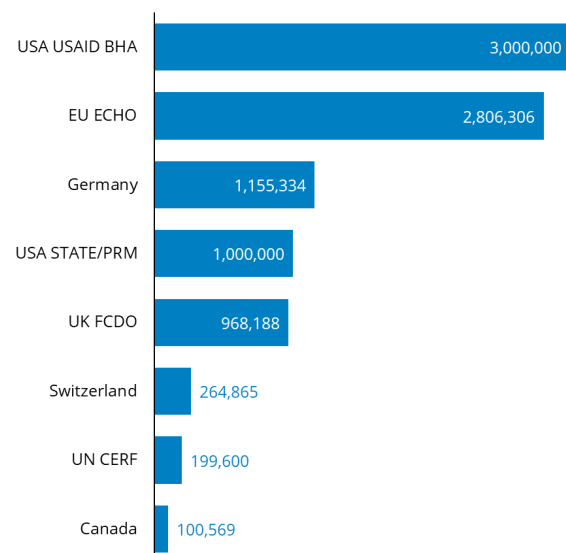
A significant budget revision was necessary following the fleet augmentation in response to the northern Ethiopia emergency.



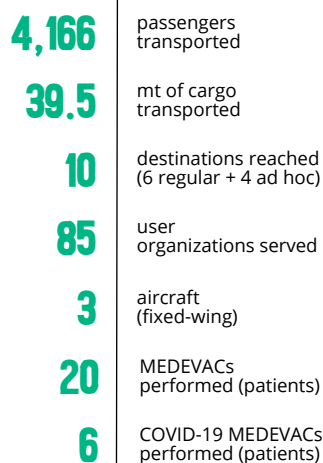
COVID-19 implemented preventive measures during passenger boarding.

DONOR CONTRIBUTIONS 2021

Total 9,494,862 (US\$)



PERFORMANCE FIGURES 2021



¹⁵ UNHAS Ethiopia fleet in 2021: 2 Cessna C208 Gran Caravan (12 seats), 1 DHC 8 Q400 (70 seats).

UNHAS GUINEA

REQUIRES **US\$ 1.5 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2021

Guinea faces significant socioeconomic challenges, with more than half of the population living below the poverty line. According to the United Nations Children's Fund (UNICEF), more than 8 million people will require humanitarian assistance in the country in 2022.

On 14 February 2021, a new outbreak of Ebola Virus Disease was announced in N'Zérékoré, south-eastern Guinea. The Government and health partners requested WFP to support the Ebola response by providing safe air transport as the distance between N'Zérékoré and the capital Conakry and the poor road infrastructure would significantly delay the arrival by land of essential medical equipment and frontline staff in the epicentre of the epidemic. In addition, heavy tropical rains isolate remote communities during the rainy season. WFP launched an UNHAS operation on 22 March 2021.

Since the Ebola outbreak was declared over on 19 June 2021, UNHAS has continued to play a vital role in facilitating access for organizations working on recovery and post-Ebola surveillance activities. Between August and September, UNHAS also supported the response activated following the declaration of an outbreak of Marburg virus disease in Guéckédou prefecture.

In response to user requests, an additional weekly flight was operated between Conakry and Kankan, a journey that otherwise requires a day's travel on roads that are in poor condition and unsafe owing to the risk of armed robbery. A combination of flights¹⁶ from Conakry to Kankan with connections to N'Zérékoré is foreseen as a way of facilitating mobility for humanitarian workers based in the field.



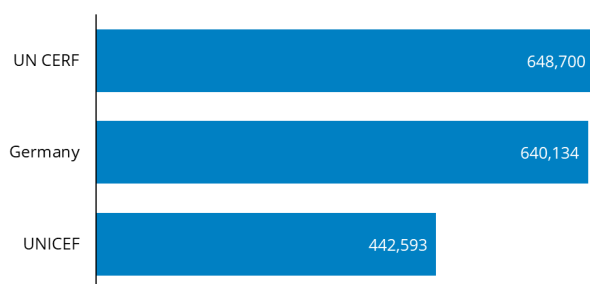
Passengers boarding UNHAS flight at N'Zérékoré airfield, Guinea.

In 2021, in less than a year of activity, UNHAS Guinea also supported runway renovations in two locations, conducted training activities for its staff and other humanitarian personnel, and operated a special flight to transport a mission of the Special Representative of the United Nations Secretary-General for West Africa and the Sahel.

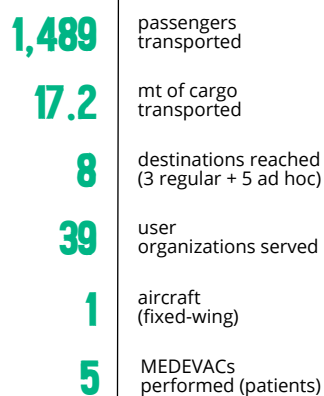
On behalf of WHO, the operation also moved 1,622 kg of COVID-19 vaccines from the capital to field destinations.

DONOR CONTRIBUTIONS 2021

Total 1,731,427 (US\$)



PERFORMANCE FIGURES 2021



¹⁶ UNHAS Guinea fleet in 2021: 1 Beechcraft 1900 (19 seats).

UNHAS HAITI

REQUIRES **US\$ 5 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2019

Haiti continues to be a complex setting characterized by volatile socioeconomic, security and political conditions, compounded by severe poverty and high likelihood of disruptive natural events. An estimated 4.9 million people will require humanitarian assistance in 2022 according to the GHO for 2022.

Following a request by the United Nations country team, UNHAS started to operate in November 2019 with one helicopter connecting the main airports to remote and hard-to-reach locations. Since July 2021, UNHAS has increased the frequency of its flights to the south of Haiti in response to a deterioration in the humanitarian situation in that region and the resulting increase in internal population displacements.

Sudden-onset emergencies and climate-related hazards are a continuous threat to Haiti and include hurricanes, earthquakes, droughts and floods, making UNHAS a crucial enabler of humanitarian response in the field. An earthquake of 7.2 magnitude struck Haiti on 14 August 2021 causing large-scale damage across the country's southern peninsula, including to roads and public infrastructure. The earthquake was followed by Tropical Storm Grace, which caused flooding in the earthquake-affected areas, worsening the situation.

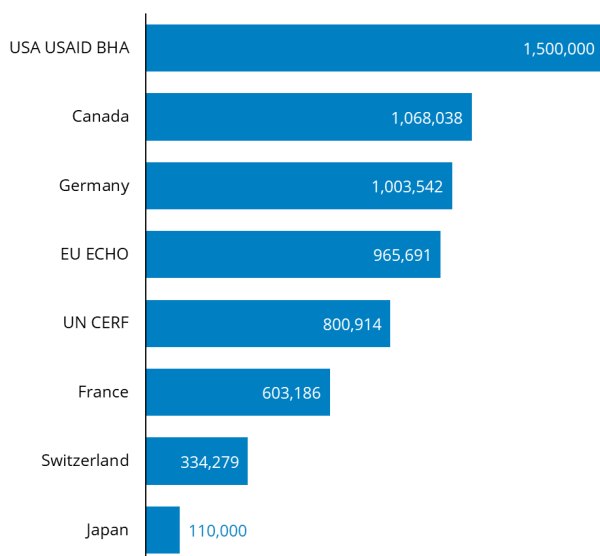
In response to a surge in the need for humanitarian flights in areas hit by the earthquake, UNHAS quickly activated extra helicopter¹⁷ rotations (increasing the number of weekly rotations to the south from four to 12) to ensure an effective response during the emergency, as a

humanitarian airbridge was the only means of transport for assistance for affected communities in the south; transport by barge was used to circumvent the insecure areas in and around the southern region of Martissant, which had been hit by the earthquake. The immediate reconfiguration of the UNHAS fleet, with the deployment of a fixed-wing aircraft in September, was crucial in supporting humanitarian workers delivering the rapid and effective responses needed during the emergency and recovery phases. The fleet reconfiguration also ensured UNHAS's swift response to Tropical Storm Grace when it hit southern Haiti on 17 August, causing flooding, and to the oil tanker explosion in Cap Haitien on 14 December 2021. UNHAS supported the emergency operation by transporting life-saving medical equipment and conducting medical evacuations. Thanks to the generous contributions of donor partners, UNHAS Haiti was able to respond to the emergency and continue to coordinate its vital services. However, the funding situation remains a concern. Timely and adequate funding is necessary for UNHAS to continue to operate in a country where its services are essential for the delivery of humanitarian relief items and the transport of humanitarian workers to rather than in remote and hard-to-reach areas that cannot be reached through other means.

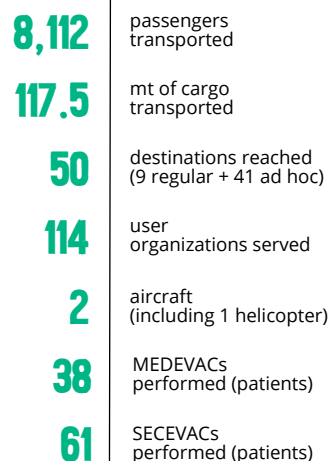
In 2021, UNHAS completed 64 flights transporting COVID-19 medical equipment, including vaccines. The operation completed aircraft maintenance works and cleared landing zones in three locations.

DONOR CONTRIBUTIONS 2021

Total 6,376,651 (US\$)



PERFORMANCE FIGURES 2021



¹⁷ UNHAS Haiti fleet in 2021: 1 Mi-8AMT (22 seats), 1 DHC-6-300 (20 seats).

UNHAS KENYA

REQUIRES **US\$ 2.2 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2012

Kenya is affected by climate hazards such as droughts and floods, driving population displacements and exacerbating humanitarian needs. Since 2020, the humanitarian situation in the country has deteriorated owing to the impact of COVID-19, the latest infestation of East Africa desert locust and flooding.

More than 500,000 refugees are present in Kenya, most of whom are hosted in Dadaab and Kakuma refugee camps and Kalobeyei settlement, located in semi-arid areas close to the borders with Somalia and South Sudan respectively. Refugees are highly dependent on international assistance owing to their limited opportunities to develop self-reliance.

UNHAS¹⁸ is one of the few reliable and safe means of transport between Dadaab and Kakuma refugee camps and the rest of the country for passengers and cargo for the humanitarian community. In 2021, the operation shared air assets and resources through joint management arrangements with UNHAS Somalia, ensuring cost-efficiency and the flexibility to respond effectively in both countries.

During the year, UNHAS Kenya operated special charter flights from Dadaab to Kakuma on behalf of UNHCR, carrying 63 refugee students to sit their national exams, a critical step in building resilience and self-reliance. UNHAS also operated seven voluntary repatriation flights transporting a total of 270 passengers to Somalia and Burundi, and supported resettlement activities by transporting, on behalf of the International Organization for Migration, more than 430 refugees from the camps to Nairobi for pre-departure activities.

UNHAS Kenya also continued to assist the COVID-19 response by transporting vaccines and medical supplies such as testing kits, samples and personal protective equipment to and from the camps.

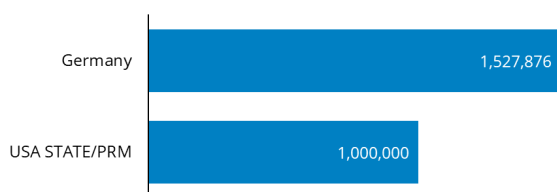
Capacity development for UNHAS staff in 2021 included training on temperature-sensitive logistics systems and processes in support of cold chain activities related to the transport of COVID-19 vaccines. UNHAS also conducted induction briefings for 18 crew members.



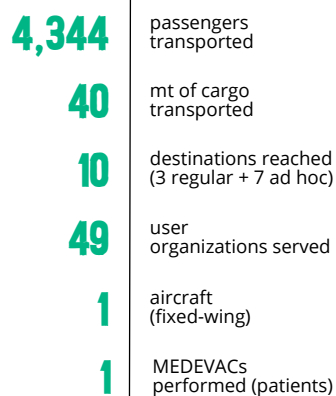
A charter flight operated in March 2021 on behalf of UNHCR to Kakuma for refugee students to sit for the national exams.

DONOR CONTRIBUTIONS 2021

Total 2,527,876 (USD)



PERFORMANCE FIGURES 2021



¹⁸ UNHAS Kenya/ECHO Flight Kenya fleet in 2021: 1 Dash DHC8 (37 seats). The aircraft is also shared with UNHAS Somalia.

UNHAS LIBYA

REQUIRES US\$ 3.4 MILLION TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2018

Since the 2011 uprising in Libya, ongoing instability has dramatically deteriorated socioeconomic, humanitarian and protection conditions, with many households struggling to meet their basic needs. As reported in the GHO for 2022, 800,000 people require assistance in the country.

Given the unpredictable security situation on the ground and the country's extensive territory, access to beneficiary sites is extremely difficult and highly dependent on reliable air services, which only UNHAS offers. Some areas affected by years of instability are nearly inaccessible but have critical needs. The operating environment in 2021 was also challenged by COVID-19-related movement restrictions, including the closure of air and land borders between Tunisia and Libya for more than two months.

Despite the challenges, in 2021, UNHAS continued to guarantee uninterrupted, life-saving humanitarian access via its aircraft¹⁹ based in Tunisia. In response to users' additional needs for light cargo transport, UNHAS managed to provide and increase relevant transport services from Tunisia to and within Libya.

In February 2021, UNHAS was able to reopen access to Misrata. During the year, the operation served a total of five regular destinations, providing crucial links from the capital to the east of the country and a new connection to the south, which became accessible in June with the addition of Sebha as a regular destination in response to users' interest in having access to the region.

Following the completion of a positive airfield assessment in Alkufrah in December 2021, this southern location has been included as a sixth regular destination in the 2022 flight schedule.

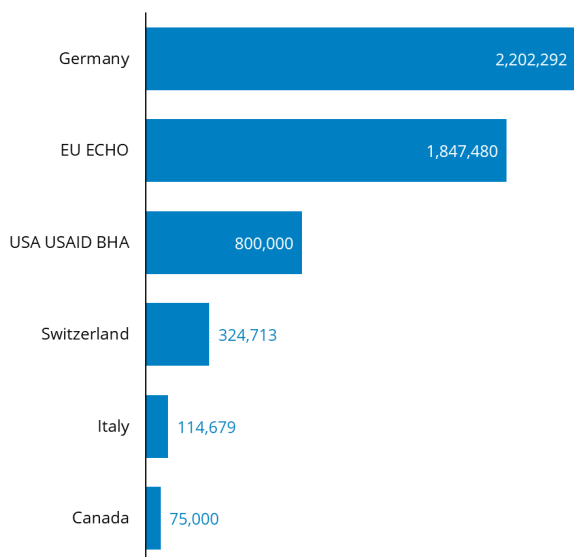
In 2021, UNHAS Libya facilitated the transport of 80 kg of COVID-19 vaccines from Tripoli to Benghazi and Sebha on behalf of the United Nations medical section.



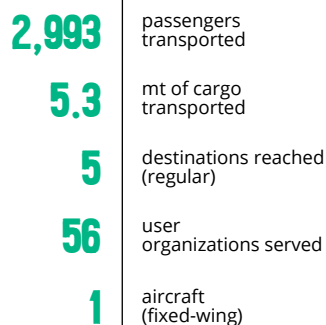
Loading COVID-19 supplies from Tripoli airport.

DONOR CONTRIBUTIONS 2021

Total 5,364,164 (US\$)



PERFORMANCE FIGURES 2021



¹⁹ UNHAS Libya fleet in 2021: 1 Embraer 135 (37 seats).

UNHAS **MADAGASCAR**

THE OPERATION IS CURRENTLY FUNDED UNTIL THE END OF 2022.



OPERATING SINCE 2021

Madagascar is one of the poorest countries in the world, facing recurrent climate- and health-related hazards that affect the population cyclically. In 2021, prolonged drought, poor crop production and restrictions related to the COVID-19 pandemic continued to drive humanitarian needs, leaving an estimated 1.6 million people in need of assistance in 2022 according to the GHO.

Grand Sud region has been particularly badly affected by back-to-back droughts during the most recent rainy seasons, with severe impacts on the agriculture sector forcing people to resort to desperate survival measures. The region was also affected by locust infestations, crop pests, sandstorms and outbreaks of livestock disease during the year.

These shocks resulted in alarming levels of food insecurity and famine-like conditions for at least 14,000 people, leading the humanitarian community to scale up life-saving interventions and request the activation of reliable air transport services to affected areas, given that long distances and poor road infrastructure hamper access by land.

UNHAS began operating flights to the Grand Sud region in August 2021, with one dedicated 12-seater Cessna Grand Caravan²⁰ aircraft offering a weekly connection from the capital Antananarivo to four southern locations – Ambovombe, Fort Dauphin, Toliara and Ampanihy – as well as ad hoc flights.

Given the growing demand from the humanitarian community, UNHAS launched a new schedule offering two additional regular destinations and increased flight frequency in November 2021, providing a second weekly rotation and two new destinations (Bekily and Betroka).



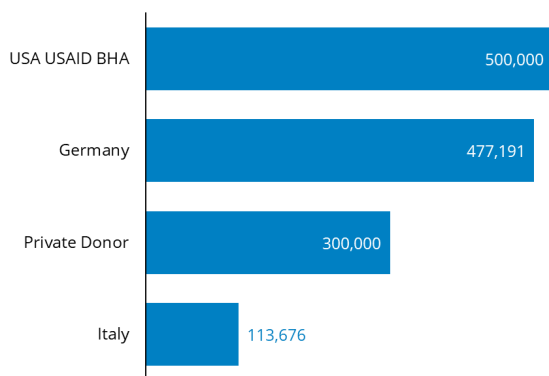
Touching down at Antananarivo airport.

According to the results of a December 2021 Integrated Food Security Phase Classification (IPC), while the number of people requiring emergency food and nutrition assistance remains high, the activation of a timely humanitarian response facilitated by UNHAS prevented a further worsening of the situation, with famine-like conditions stabilizing in emergency category IPC 4.

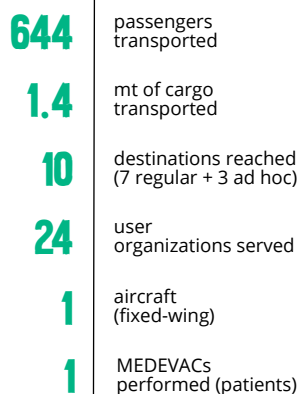
Since the launch of its operation, UNHAS has also been working to improve the airfield's infrastructure by refreshing markings, installing windsocks and rehabilitating runways, and is planning new rehabilitation interventions in 2022.

DONOR CONTRIBUTIONS 2021

Total 1,318,821(US\$)



PERFORMANCE FIGURES 2021



²⁰ UNHAS Madagascar fleet in 2021: 1 Cessna C208 Gran Caravan (12 seats).

UNHAS MALI

REQUIRES **US\$ 3.6 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2013

In Mali, an escalation in conflict, insecurity and population displacements continued to drive humanitarian needs in 2021, leaving an estimated 6.3 million people in need of assistance in 2022 according to the GHO.

Despite growing needs, access remains a major challenge for humanitarian organizations in the country, where overland transport is unsafe or impractical owing to poor infrastructure and flooding during the rainy season, and the continuously deteriorating security conditions, making air transport the safest or only viable solution for reaching certain response sites.

UNHAS has been operational in Mali since 2013 following the outbreak of internal conflict which required a large-scale humanitarian response in northern and central regions of the country.

After incorporating an additional aircraft into the fleet²¹ in April 2020 in response to growing user demand, in 2021, UNHAS continued to observe a surge in demand and traffic owing to increasingly limited humanitarian access by road. A needs assessment conducted in October 2021 uncovered growing user interest in access to specific deep-field destinations reachable only by helicopter, and the humanitarian community expressly requested that UNHAS incorporate a new air asset into its fleet. In 2022, a helicopter will allow access to new destinations, reaching the most remote villages and communities.

In 2021, UNHAS Mali continued to support the COVID-19 response by transporting personnel and supplies, as well as 8,153 kg of COVID-19 vaccines on behalf of UNICEF, through both special and regular flights. A total of 29 special flights were completed within and out of Mali to support vaccine distributions and high-level missions.

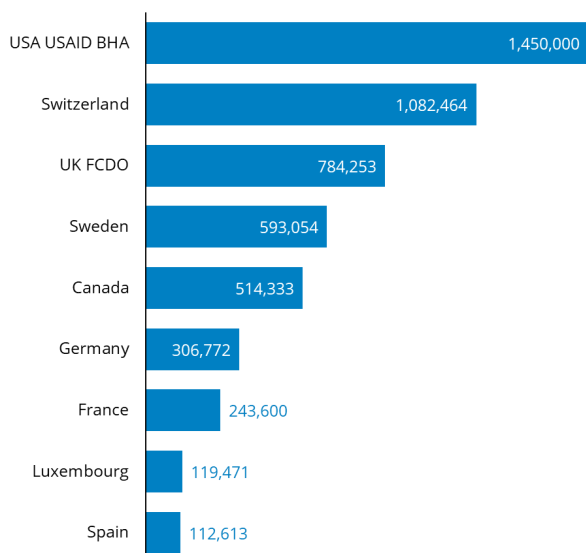
During the year, UNHAS facilitated the rehabilitation of one airstrip and continued to build staff capacity by organizing weekly and monthly meetings and bilateral training for staff members.



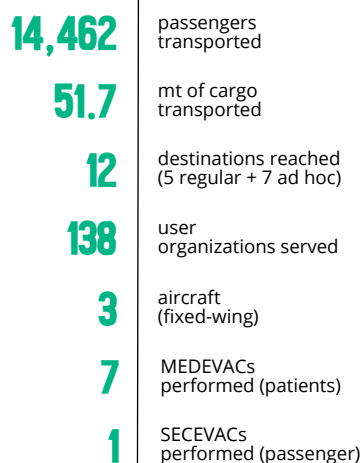
Passengers boarding at Gao airport.

DONOR CONTRIBUTIONS 2021

Total 5,206,559 (US\$)



PERFORMANCE FIGURES 2021



²¹ UNHAS Mali fleet in 2021: 2 Beechcraft 1900 (19 seats), 1 Dornier 228-202 (19 seats). ECHO Flight Mali fleet in 2021: 1 Cessna C208 Gran Caravan (12 seats).

UNHAS MAURITANIA

REQUIRES **US\$ 2 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2012

Mauritania suffers from chronic vulnerability driven by a challenging natural environment and extreme weather conditions that cause recurrent droughts and floods. In addition, regional instability in the Sahel and the volatile security situation in Mali continue to drive population displacements into Mauritania, which hosts the largest number of Malian refugees in West Africa. Refugees and host communities rely on humanitarian interventions for access to basic needs and services. According to UNICEF, more than 700,000 people are estimated to be in need of assistance across the country in 2022.

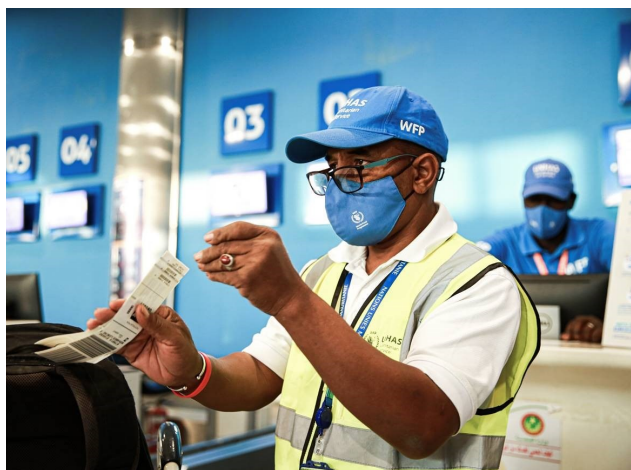
UNHAS is the backbone of humanitarian activities in Mauritania, providing crucial access to areas that would otherwise be unreachable.

Established in 2012 in response to the sudden arrival of large numbers of refugees fleeing conflict in northern Mali, in 2021 UNHAS provided a crucial link from the capital Nouakchott to four destinations, including one opened at the end of the year, Bassikounou in the south-east, considered to be the epicentre of humanitarian activities in the country given the presence of the Mbera refugee camp which hosts more than 65,000 refugees.

UNHAS flights²² proved particularly essential when Bassikounou aerodrome was closed for rehabilitation works, impeding direct and safe access to the camp for humanitarian partners. In 2021, special monitoring of airstrip maintenance was carried out with the aim of

ensuring that the runway remains in good condition, particularly during the rainy season. As the runway is made of laterite, a protocol calls for cancellation of all planned flights for 48 hours after rain to allow the runway to dry out.

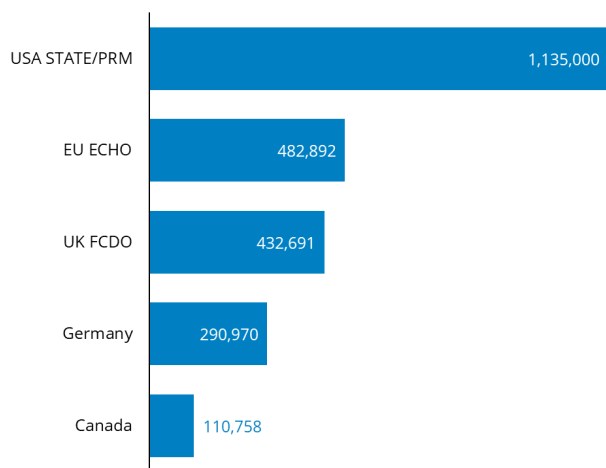
UNHAS plans to open two more destinations in 2022, pending the completion of rehabilitation works to render them fully operational and in compliance with safety conditions.



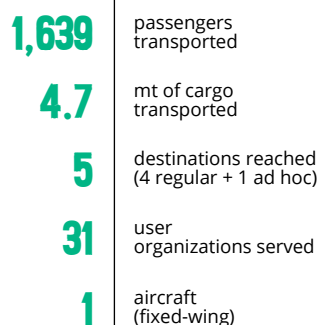
UNHAS staff checking-in passengers at Nouakchott airport..

DONOR CONTRIBUTIONS 2021

Total 2,452,312 (US\$)



PERFORMANCE FIGURES 2021



²² UNHAS Mauritania fleet in 2021: 1 Beechcraft 1900 (19 seats).

UNHAS MOZAMBIQUE

THE OPERATION IS CURRENTLY FUNDED UNTIL THE END OF 2022.



OPERATING SINCE 2020

The conflict in the northern province of Cabo Delgado continued to intensify over the past year, with one in three people being internally displaced and many having to flee several times. Multiple population displacements and the consequent disruption of livelihoods are causing humanitarian needs to rise, leaving an estimated 1.5 million people requiring assistance in 2022 according to the GHO. In addition, Mozambique is one of the world's most disaster-prone countries, cyclically affected by droughts, pests, cyclones and floods.

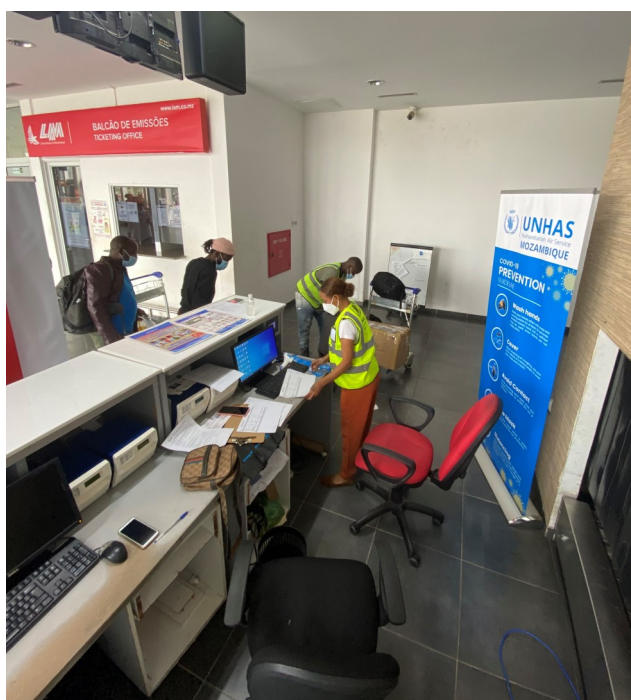
Given the highly volatile security situation and poor road conditions, particularly during the rainy season, WFP launched its UNHAS Mozambique operation in December 2020, using a fixed-wing aircraft²³. UNHAS has played a pivotal role in providing humanitarian actors with access to crisis-affected areas in Cabo Delgado province, enabling them to deliver life-saving humanitarian assistance in hard-to-reach locations of northern Mozambique.

UNHAS is extending its services, following the spread of conflict into the neighbouring area of Niassa province in December 2021, leading to population displacements across the province.

The operation plans to expand its fleet in 2022 to address the increasing needs of humanitarian actors as they expand their responses to escalating insecurity through the timely and efficient provision of life-saving assistance to affected communities. UNHAS has also proposed the introduction of twice weekly cargo flights to all destinations given the increased demand registered since May 2021.

Between 24 and 31 March 2021, following attacks in Palma, UNHAS transported 380 civilians to connect them to critical services.

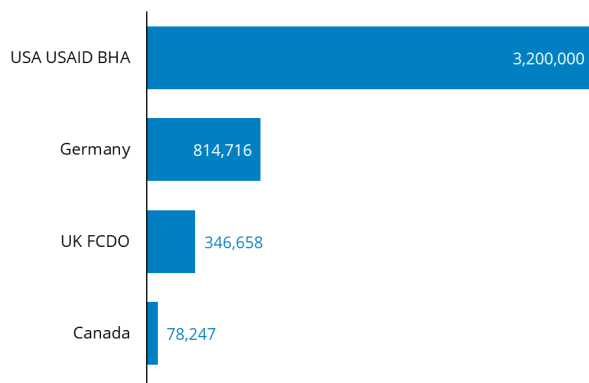
In 2021 UNHAS Mozambique transported a total of 496 kg of COVID-19 vaccines on behalf of the Ministry of Health and WHO and completed airstrip rehabilitation works at one location.



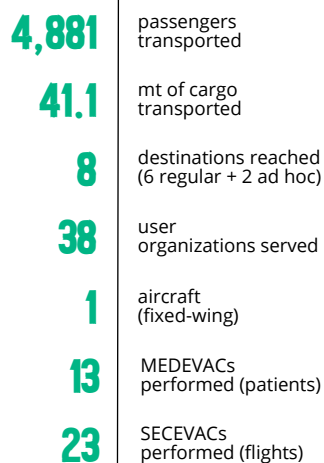
UNHAS check-in counter in Pemba, Province of Cabo Delgado.

DONOR CONTRIBUTIONS 2021

Total 4,439,621 (US\$)



PERFORMANCE FIGURES 2021



²³ UNHAS Mozambique fleet in 2021: 1 LET-410UVP-E20 (19 seats).

UNHAS NIGER

REQUIRES **US\$ 6.3 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2008

The humanitarian crisis in the Niger continued to deteriorate in 2021. Increasing internal insecurity and escalating crises in neighbouring countries resulted in increases in refugee numbers and internal population displacements in border areas. The GHO for 2022 reports that 3 million people will need humanitarian assistance in 2022.

Vast distances and inadequate road infrastructure make overland travel challenging for humanitarian actors, hindering their ability to reach affected populations. Since 2020, the delivery of humanitarian assistance has also been increasingly challenged by insecurity, the impact of COVID-19 restrictions and the need for all international organizations to have military escorts during movement outside major cities until May 2021²⁴. In addition, heavy rains and floods struck the country in July 2021, making ground transport impossible in certain areas.

In this setting, the entire humanitarian community relies on UNHAS operations in order to carry out critical activities across the country, as there are few alternative safe and reliable air service providers. In 2021, UNHAS replaced one of its two fixed-wing aircraft²⁵ with a faster model, allowing shorter flight times on the long routes within the Niger, and increasing performance and cost-efficiency. Thanks to this change, the number of transported passengers increased by 60 percent between the first and second semesters of 2021. Given the growing demand from users, in November 2021, the frequency of flights was increased from three to four a week.

In addition, UNHAS transported 70 engineers to rehabilitation works at Diffa airport, where it also contributed to the positioning of a fire truck by financing 70 percent of the costs. Thanks to these measures, Diffa airport can currently host civilian flights and UNHAS is able to land its new faster aircraft, drastically cutting the flight time between the capital Niamey and Diffa.

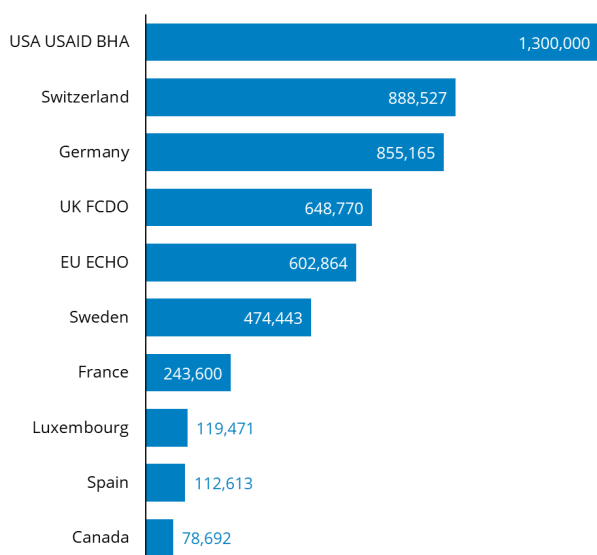
The opening of a new airport in Tillabéri city is also pending clearance from the Niger civil aviation authority. Once functional, the airport could provide an additional destination for UNHAS, thus increasing the service's coverage across the country.



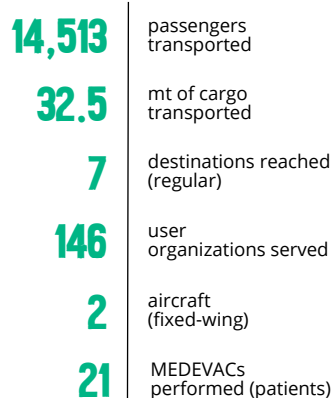
Aircraft crew briefing passengers before take-off.

DONOR CONTRIBUTIONS 2021

Total 5,324,146 (US\$)



PERFORMANCE FIGURES 2021



²⁴ In May 2021, the Government lifted the obligation of having military escorts during road travel outside the main cities, leaving the use of escorts in risky areas to the discretion of regional and departmental authorities. Nonetheless, access constraints continued to affect humanitarian operations.

²⁵ UNHAS Niger fleet in 2021: 1 DHC 8 (37 seats), 1 Embraer 135 (37 seats).

UNHAS NIGERIA

REQUIRES **US\$ 9.2 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2015

The crisis in Borno, Adamawa and Yobe states in north-eastern Nigeria is among the most severe humanitarian crises in the world. Ongoing hostilities and military operations have led to widespread population displacement, while flooding and the effects of climate change have exacerbated existing vulnerabilities. The number of people in need of assistance has been on the rise in recent years, reaching an estimated 8.3 million people in 2022 according to the GHO.

In addition, since 2020, movement restrictions associated with COVID-19 have hampered humanitarian operations, and there has been a decrease in the availability of military escorts for deployment on unsafe, primary routes, making reliable air transport services increasingly crucial for the humanitarian community in providing timely access to people in need in hard-to-reach and deep-field locations, while operational commercial airlines are unreliable.

In 2021, the UNHAS operation continued to be a critical component of the humanitarian access strategy in the northeast thanks to its use of helicopters²⁶ that reach locations that are inaccessible via land. UNHAS also performs emergency medical and security evacuations when required and special ad hoc missions to various locations as needed. In August 2021, with the United Nations Department of Safety and Security, UNHAS Nigeria conducted a reconnaissance flight to Gulak in preparation for a visit by the Humanitarian Coordinator,

and then transported the high-level assessment mission by helicopter. During the year, UNHAS Nigeria transported 60 kg of COVID-19 vaccines to three field locations and 8 kg of test samples from one field location to the testing laboratory.

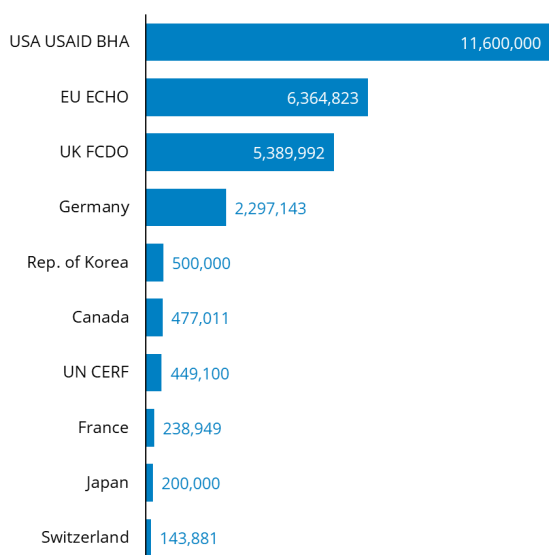
Training was held for 210 UNHAS focal points across various sessions. Airport infrastructure rehabilitation projects carried out by UNHAS Nigeria are expected to be completed in 2022.



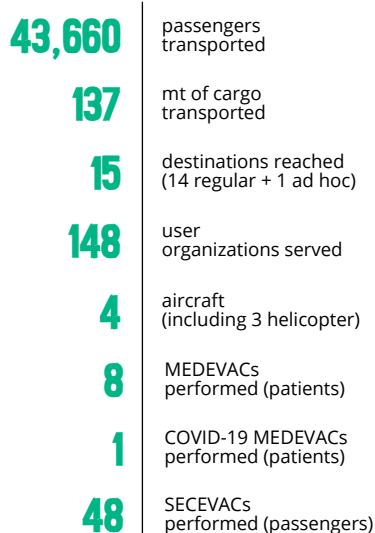
A Super Puma landed at Maiduguri airport.

DONOR CONTRIBUTIONS 2021

Total 27,660,898 USD)



PERFORMANCE FIGURES 2021



²⁶ UNHAS Nigeria fleet in 2021: 1 Dornier 328-100 (50 seats), 3 Bell 412 (13 seats).

UNHAS SOMALIA

REQUIRES **USD 4.3 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2007

The prolonged humanitarian crisis in Somalia is characterized by ongoing conflict, climate-related shocks, communicable disease outbreaks and chronic poverty. In 2021, insecurity continued to drive population displacements, livelihoods disruption and reductions in humanitarian access, which were compounded by drought leading to increased malnutrition rates. As a result, the GHO for 2022 reports that 7.7 million people are in need of assistance, an increase from the 5.9 million identified in December 2021.

With significant infrastructure gaps in Somalia and a lack of countrywide safe air services, UNHAS is a vital means of air transport for the humanitarian community in reaching people in need.

Throughout 2021, UNHAS recorded a gradual increase in passenger numbers. To address the higher demand, which is expected to grow further in 2022, UNHAS added one route to its regular schedule and increased the fleet size by adding two fixed-wing aircraft²⁷. The operation shared air assets and resources under joint management arrangements with UNHAS Kenya to ensure cost-efficiency and flexibility.

Having been the only active air carrier at the height of COVID-19-related restrictions in 2020, UNHAS was again the only air service providing access for humanitarian organizations when all commercial air operators were suspended in 2021.

UNHAS was asked to operate a dedicated charter on behalf of the United Nations Office for the Coordination of Humanitarian Affairs (OCHA) to facilitate access to 22 field and deep-field locations, enabling 262 partners to implement joint monitoring and assessment missions.

Throughout the year, UNHAS Somalia supported humanitarian partners by transporting 15 mt of COVID-19 vaccines and critical medical supplies.

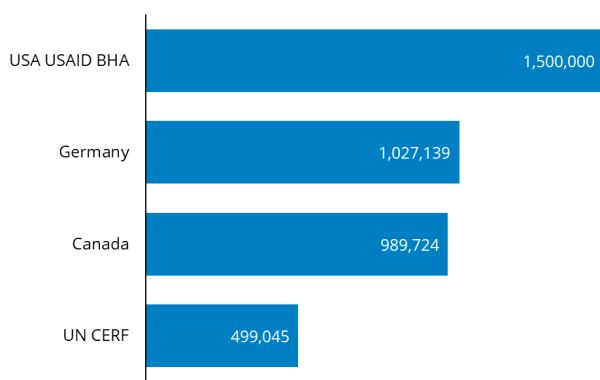
UNHAS facilitated airstrip improvement works in two locations and continued to provide capacity development activities for its staff, covering various subjects including temperature-sensitive logistics systems and processes in support of cold chain activities related to the transport of COVID-19 vaccines. Induction briefings were completed for 16 crew members.



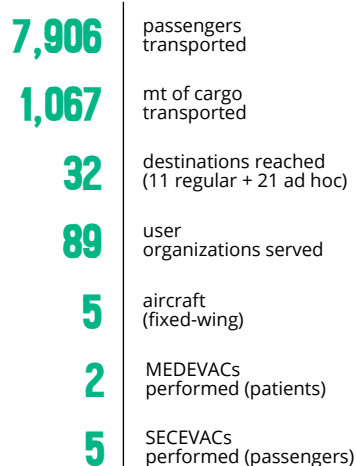
Cessna Caravan fleet in Mogadishu.

DONOR CONTRIBUTIONS 2021

Total 4,015,909 (US\$)



PERFORMANCE FIGURES 2021



²⁷ UNHAS Somalia fleet in 2021: 1 Cessna C208 Grand Caravan (12 seats), 1 Beechcraft 1900 (19 seats), 2 DHC 8 (37 seats), 1 Fokker 50 (cargo aircraft). One of the two DHC 8 is shared with UNHAS Kenya.

UNHAS SOUTH SUDAN

REQUIRES **US\$ 25.7 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2011

In 2021, South Sudan continued to suffer from the effects of years of civil war, outbreaks of localized violence, COVID-19, the latest infestation of East Africa desert locust, and a third year of unprecedented flooding.

Insecurity in neighbouring countries resulted in the arrival of increasing numbers of refugees. These factors, compounded by limited humanitarian access, have led to continuously increasing numbers of people in need, reaching an estimated 8.4 million people in 2022, as reported by the GHO.

Poor road infrastructure, seasonal challenges related to weather conditions, gaps in aviation services, and insecurity make humanitarian air transport the only safe way to move to and from most counties in the country.

In line with the scale of needs, the UNHAS fleet²⁸ in South Sudan is the largest in the world, with 12 air assets, including four helicopters. In 2021, one aircraft was replaced by another two, allowing an increase of four percent in seat availability and higher operational effectiveness.

UNHAS South Sudan serves numerous non-scheduled and ad hoc locations, and facilitates inter-agency and multi-sector assessment missions, including in sudden-onset emergencies such as floods.

In 2021, it transported 38 assessment missions of the inter-cluster working group, and requests from the humanitarian community for this service are expected to grow in 2022 owing to increasing needs.

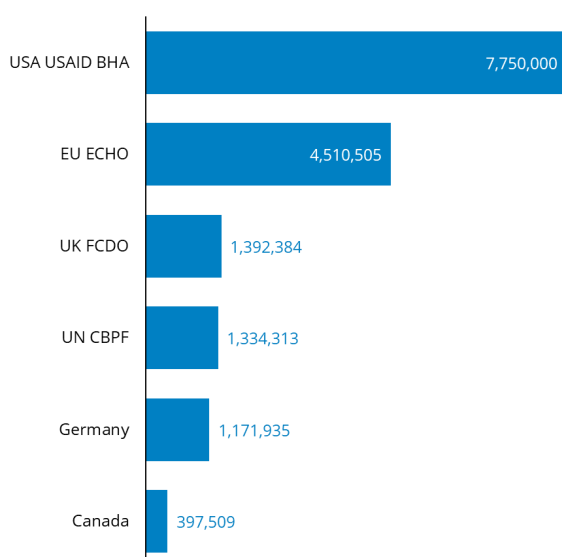
During the year, UNHAS continued to play a valuable role in the COVID-19 response by transporting 400 samples for testing and more than 2,300 kg of medical equipment and COVID-19 vaccines between 50 destinations across the country.

UNHAS also contributed to the rehabilitation of six damaged airstrips to allow the landing of its aircraft, and participated in grass cutting at nine airstrips and airport perimeters for increased safety. It organized training activities on various subjects for a total of 608 staff members from 24 organizations. Capacity building in 2022 will include a programme for students from local training institutions, such as Juba University, which will provide exposure to UNHAS activities and capacity development focused on local women in aviation.

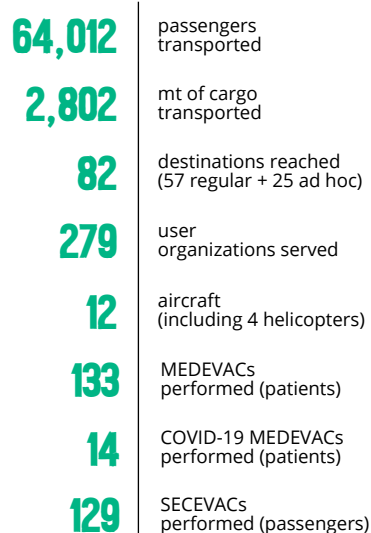
To address the high levels of congestion at Juba international airport, UNHAS successfully negotiated the use of a dedicated terminal, enabling it and other humanitarian air operators to ensure compliance with COVID-19-related physical distancing advice and protect the well-being of all humanitarian passengers.

DONOR CONTRIBUTIONS 2021

Total 17,756,645 (US\$)



PERFORMANCE FIGURES 2021



²⁸ UNHAS South Sudan fleet in 2021: 1 Mi-8MTV-1 (22 seats), 1 Mi-8AMT (22 seats), 2 Mi-8T (22 seats), 1 LET-410UVP-E20 (19 seats), 2 Cessna C208 Gran Caravan (12 seats), 1 DHC-8-202 (37 seats), 2 DHC-8-106 (37 seats), 2 Dornier 228-202 (19 seats).

UNHAS SUDAN

REQUIRES **US\$ 14.9 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2004

The Sudan faces overlapping challenges including large population displacements triggered by internal violence and climate-related hazards such as heavy rains and flooding, the arrival of refugees from neighbouring countries, and deteriorating economic conditions, together leading to high levels of humanitarian need with 14.3 million people estimated to be in need of assistance in 2022 according to the GHO.

Having served the Darfurian states since 2004, UNHAS has expanded to reach nationwide coverage, supporting the movement of humanitarian personnel and cargo facing logistical challenges to access resulting from poor infrastructure, flooding and gaps in commercial aviation. Combined with the most recent closure of Port Sudan and the blocking of key land routes nationwide, UNHAS Sudan is critical in delivering life-saving assistance to vulnerable populations. The operation's four helicopters²⁹ provide access to hard-to-reach areas within those states where no landing site is available for fixed-wing aircraft, transporting teams for needs assessments and the distribution of supplies in affected areas.

Since the intensification of conflict in northern Ethiopia in 2020, tens of thousands of Ethiopian refugees have crossed into eastern Sudan, with more expected to arrive as the situation deteriorates. In response to the northern crisis, UNHAS Sudan increased flights to Kassala with a daily service, and positioned one helicopter at Kassala to facilitate onwards travel to Gedaref and the two refugee

camps of Hemdayet and Um Rakouba. UNHAS seeks special clearance from the Government on a case-by-case basis, for high-visibility missions to Gedaref and is ready to do the same for medical emergency evacuation flights and the expansion of its services in eastern Sudan as needed.

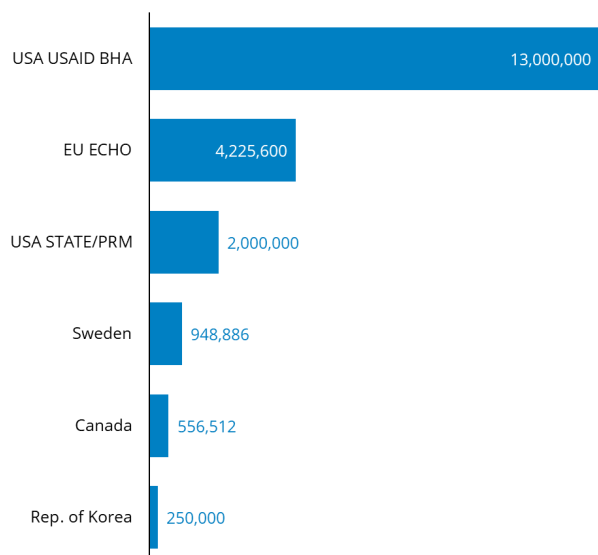
In 2021, UNHAS supported the distribution of 410 kg of COVID-19-related items such as vaccination cards, vaccination registration books, hand sanitizers, masks and testing kits to various field destinations, and conducted training for 20 internal staff members.



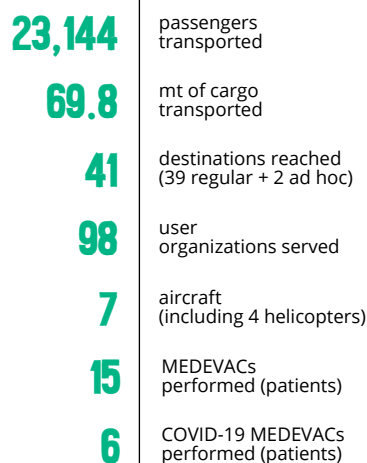
A UNHAS helicopter at Elobeid airport.

DONOR CONTRIBUTIONS 2021

Total 20,979,999 (US\$)



PERFORMANCE FIGURES 2021



²⁹ UNHAS Sudan fleet in 2021: 1 Cessna C208 Gran Caravan (12 seats), 1 Embraer 145 (50 seats), 1 Beechcraft 1900 (19 seats), 1 Mi-8AMT (22 seats), 2 Mi-8MTV-1 (22 seats), 1 Mi-8T (22 seats).

UNHAS SYRIAN ARAB REPUBLIC

REQUIRES **US\$ 1.7 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2020

In 2021, the Syrian crisis entered its tenth year. Owing to continued hostilities in localized areas, multiple and protracted population displacements and the erosion of communities' resilience, the severity and complexity of humanitarian needs remain extensive, with an estimated 14 million people currently in need of assistance, as reported by the GHO for 2022.

Climate-related hazards such as heavy rains and cold temperatures affect displaced people living in tents, while a late rainy season and extreme heat in April 2021 led to the worst drought in 70 years, affecting people's livelihoods in northeast areas of the Syrian Arab Republic.

Vast distances and localized insecurity make road travel difficult, time-consuming and potentially dangerous, and many humanitarian organizations are not permitted to use commercial flights in the Syrian Arab Republic. These factors led to the establishment of UNHAS operations in the country in July 2020 to provide safe and timely air connections between Damascus and Qamishli in the northeast. Based on consultations with users, UNHAS expanded its connections to the north with the addition of Aleppo as a regular destination in January 2021.

During the year, demand for UNHAS³⁰ services significantly increased, confirming the importance of reliable air transport services for the humanitarian community in the country. Two special flights to Beirut in Lebanon and Amman in Jordan supported high-level missions by the

WFP Executive Director and the OCHA Under-Secretary-General for Humanitarian Affairs and Emergency Relief Coordinator respectively.

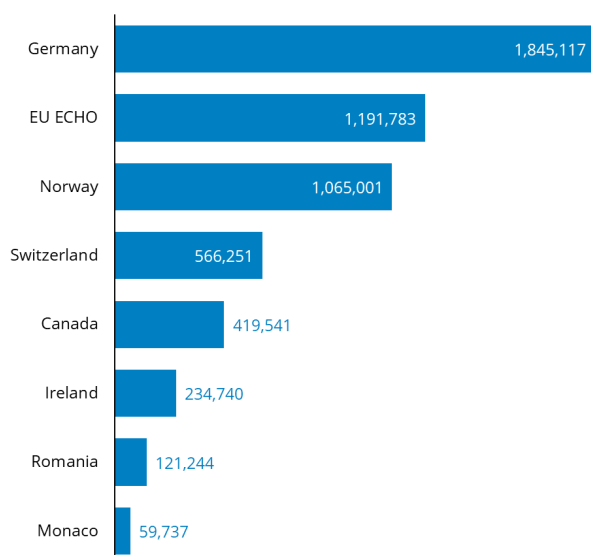
In 2021, UNHAS provided in-person training in aviation security and online sessions on aviation safety for the Syrian civil aviation authority.



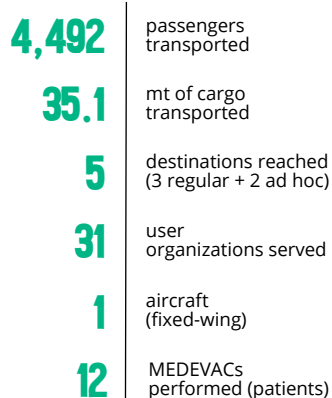
Front view of the Bombardier CRJ/200.

DONOR CONTRIBUTIONS 2021

Total 5,503,414 (US\$)



PERFORMANCE FIGURES 2021



³⁰ UNHAS Syria fleet in 2021: 1 CRJ-200 (50 seats).

UNHAS YEMEN

REQUIRES **US\$ 20.3 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2022.



OPERATING SINCE 2015

Yemen remains among the world's most concerning humanitarian crises owing to protracted conflict coupled with vulnerability to natural hazards such as drought and flooding, the impact of COVID-19, economic decline and pre-existing structural issues and widespread poverty. As of November 2021, 16.2 million people were food-insecure, including 5 million people facing food insecurity emergency conditions and 47,000 in famine-like conditions. Conflict intensified over the course of 2021, leaving 20.7 million people, more than half of the population, in need of humanitarian assistance in 2022 according to the GHO.

Humanitarian access is hampered by armed conflict, insecurity and vast distances. In these conditions and given the limited international transport options in and out of Yemen, UNHAS continues to represent the only safe and reliable option for travel for the entire humanitarian community. The continuation of UNHAS operations is vital in preventing the further deterioration of humanitarian conditions for the most vulnerable people, who otherwise risk falling into famine.

UNHAS³¹ Yemen follows strict protocols to obtain landing clearances from various parties, and faces other operational challenges, including a lack of aviation fuel in the country and the limited functioning of airports.

The operation recorded continuously increasing user demand throughout 2021. Following the escalation of

conflict in Marib, a lack of air transport and logistics services was identified as a critical limitation for effective response in the region, which hosts high numbers of internally displaced persons who face acute food insecurity. As a result, UNHAS quickly implemented all the necessary measures for adding a weekly connection to Marib, thereby allowing improved humanitarian access to the area. Flights started in March 2021 and are currently operated twice a week with connections to Sayoun and Aden. In late March, an additional fixed-wing aircraft was included in the fleet to support access in and out of Marib.

In 2021, UNHAS transported a total of 70 kg of COVID-19 vaccines from Djibouti to Aden and from Aden to Sana'a.

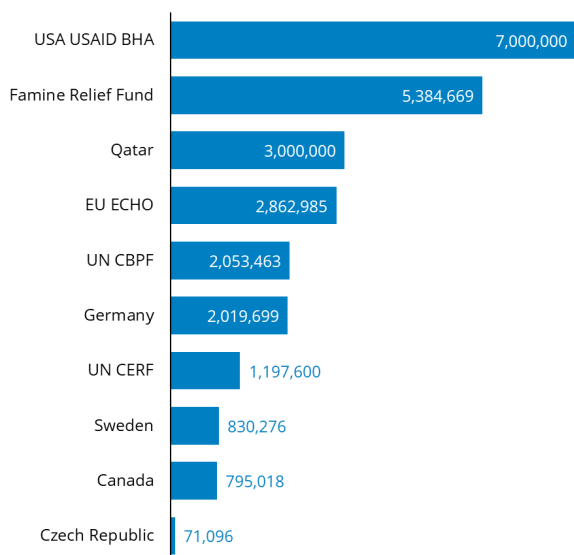
Training on aircraft handling and safety management topics was provided to eight local staff members in Amman.



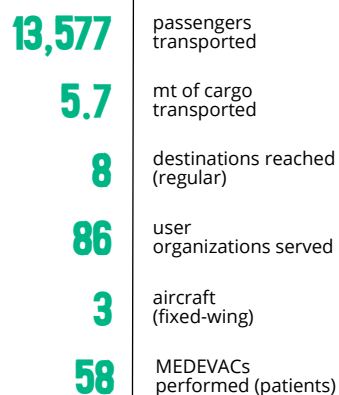
UNHAS DHC-8 at Aden airport in March 2021.

DONOR CONTRIBUTIONS 2021

Total 25,214,805 (US\$)



PERFORMANCE FIGURES 2021



³¹ UNHAS Yemen fleet in 2021: 1 Embraer 145 (50 seats), 1 Airbus A320 (180 seats), 1 DHC 8 (37 seats).

UNHAS FUNDING OUTLOOK 2021–2022

UNHAS is a demand-driven common service for the entire humanitarian and development community. It requires sustained financing.

To ensure that UNHAS can respond effectively to the increased requirements for access provision, there is need for a growing number of UNHAS operations matched with increased financial resources. An escalation in the deterioration of humanitarian conditions has triggered the need to scale up UNHAS, and in some cases to reconfigure the service's aviation assets, as seen most recently in Afghanistan, Ethiopia and Haiti.

UNHAS requires USD 394 million in 2022 in order to ensure sustained access to populations in need for humanitarians. Any gaps in resourcing for UNHAS lead to a reduction in services, leaving the humanitarian community with limited or no ways of reaching remote locations. Following a significant reduction in income from cost recovery in 2020 owing to the grounding of a number of UNHAS services resulting from COVID-19-related restrictions, there are limited carryover funds for maintaining services into 2022.

Unless immediate action is taken to enhance sustained funding for UNHAS, financial unpredictability will continue to dominate the service, threatening humanitarian access by increasing the risk of abrupt closures of operations in many countries, with dramatic consequences on humanitarian and development response efforts to provide timely and life-saving assistance for the most vulnerable people and communities.

UNHAS operation funding status - March 2022*

COUNTRY OF OPERATION	BUDGET APPROVED (US\$)	SUSTAINABILITY DATE	SHORTFALL (SURPLUS) UP TO MARCH 2022 (US\$)
Afghanistan	57,226,761	04/01/2023	(1,324,824)
Burkina Faso	5,343,406	27/01/2023	(465,105)
Cameroon	5,768,405	16/07/2022	2,624,713
CAR	22,727,870	08/05/2022	14,683,913
Chad	13,885,071	17/09/2022	3,858,248
DRC	42,542,293	01/08/2022	17,458,783
Ethiopia	12,240,657	18/10/2022	2,352,202
Guinea	3,800,000	08/08/2022	1,484,182
Haiti	8,479,844	28/05/2022	4,994,859
Kenya	5,178,005	29/07/2022	2,165,038
Libya	5,617,646	25/05/2022	3,368,677
Madagascar	2,161,851	23/12/2022	22,649
Mali	11,685,077	06/09/2022	3,616,478
Mauritania	3,142,943	12/05/2022	1,994,025
Mozambique	3,753,846	01/05/2023	(1,305,685)
Niger	10,670,097	29/05/2022	6,255,302
Nigeria	27,151,909	27/08/2022	9,187,056
Somalia	19,816,560	09/10/2022	4,306,348
South Sudan	55,495,067	13/07/2022	25,657,365
Sudan	33,287,966	18/07/2022	14,898,385
Syrian Arab Republic	5,880,788	13/09/2022	1,699,735
Yemen	38,357,970	19/06/2022	20,286,632
TOTALS (US\$)	394,204,031		137,818,976

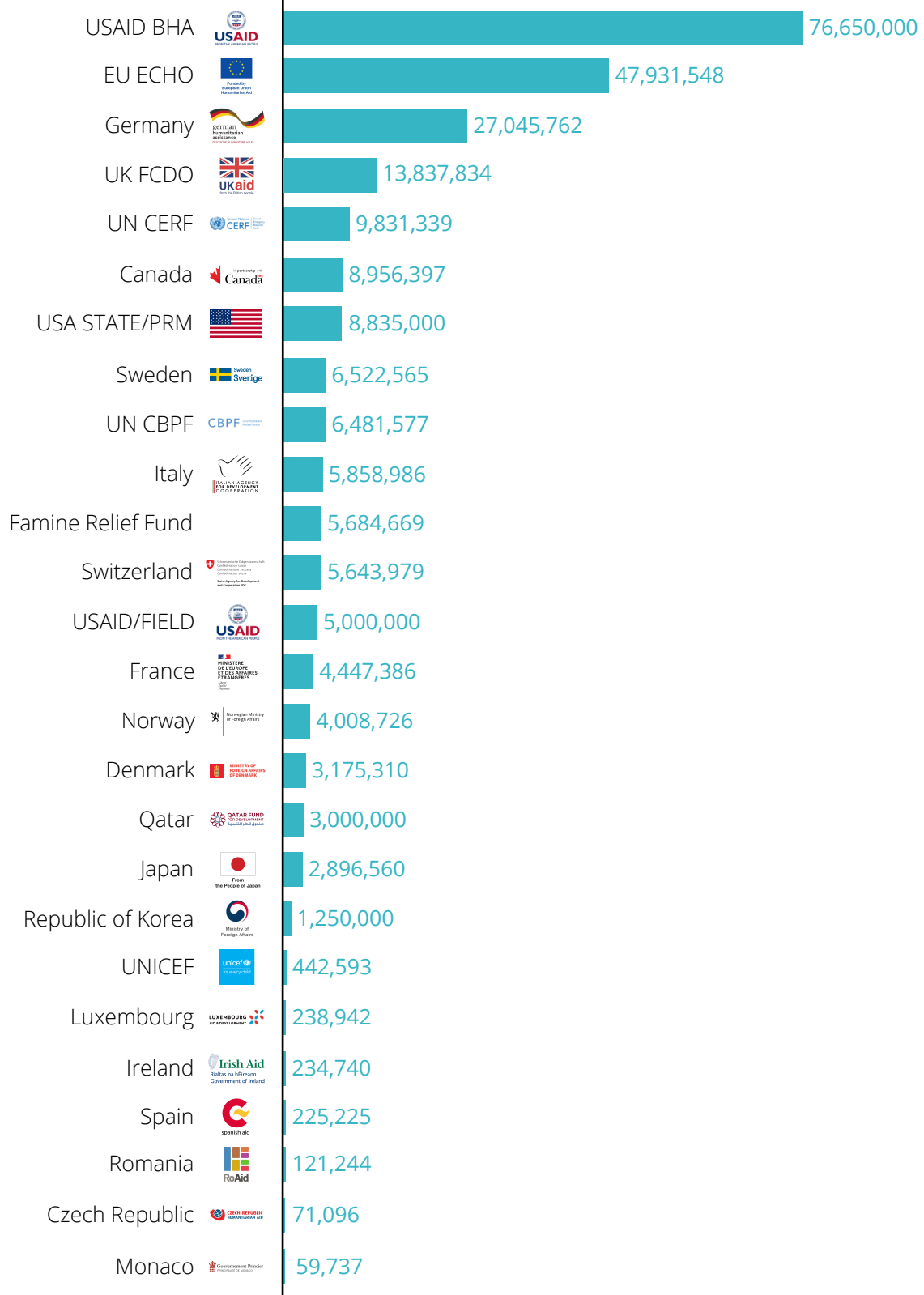
■ UNHAS operations in critical need of additional financial support

* At the time of writing, 2022 funding requirements for UNHAS operations were being assessed. Individual funding updates will be provided over the coming months.

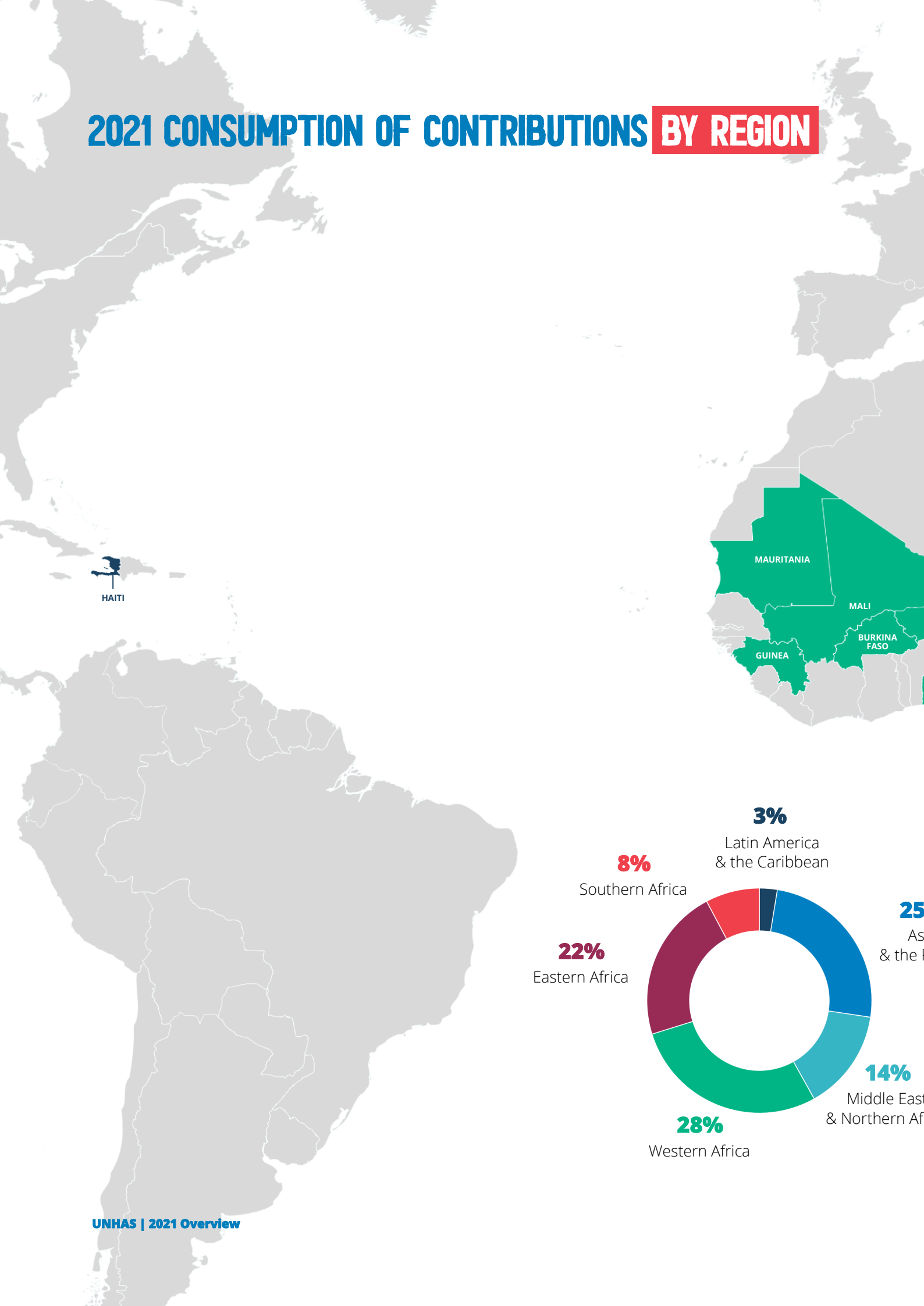
UNHAS DONORS 2021

TOTAL CONTRIBUTIONS

US\$ 248,487,215



2021 CONSUMPTION OF CONTRIBUTIONS BY REGION



HAITI

3%

Latin America & the Caribbean

8%

Southern Africa

25%

Asia & the Pacific

22%

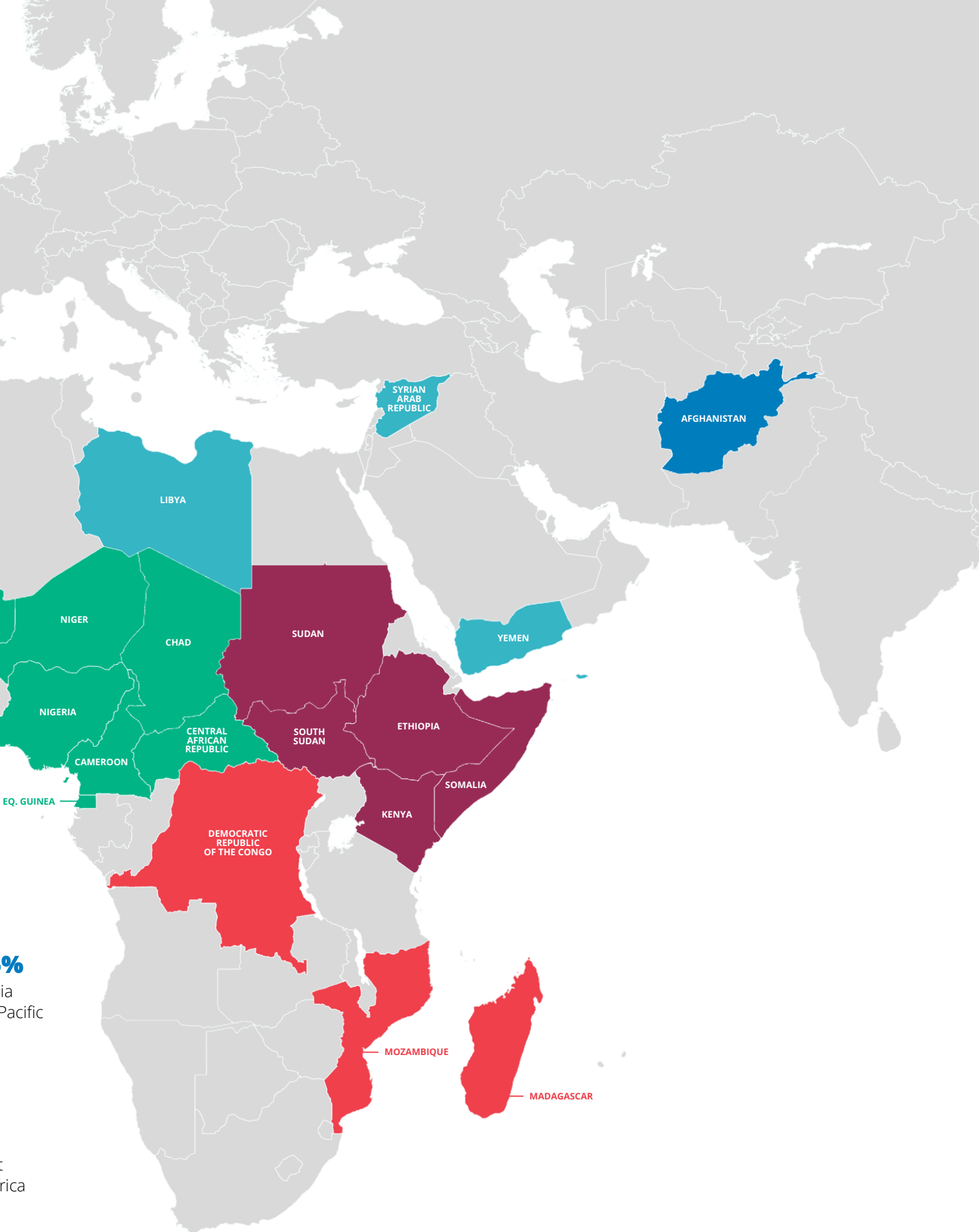
Eastern Africa

14%

Middle East & Northern Africa

28%

Western Africa



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IN FOCUS





UNHAS SUPPORT FOR THE DISTRIBUTION OF COVID-19 VACCINES AND MEDICAL EQUIPMENT IN 2021

UNHAS played an essential role in the distribution of COVID-19 vaccines and medical equipment at the country level, transporting a total of more than 28 mt as follows:

UNHAS Central African Republic supported WHO by transporting medical samples from hard-to-reach locations without airstrips to Bangui for testing, and 13 COVID-19 vaccine kits on regular flights from Bangui to targeted regions.

UNHAS Chad facilitated the COVID-19 vaccination roll-out for United Nations staff and refugees, with a total of 393 kg of vaccines transported on five flights.

UNHAS Ethiopia transported medical items, including COVID-19 vaccines for United Nations staff members.

UNHAS Guinea moved 1,622 kg of COVID-19 vaccines on behalf of WHO from the country's capital to field destinations.

UNHAS Haiti completed 64 flights transporting COVID-19-related medical equipment, including vaccines.

UNHAS Kenya assisted the COVID-19 response by transporting medical supplies such as testing kits, samples, personal protective equipment and COVID-19 vaccines to and from Dadaab and Kakuma refugee camps.

UNHAS Libya transported 80 kg of COVID-19 vaccines from Tripoli to Benghazi and Sebha on behalf of the United Nations medical section.

UNHAS Mali supported the COVID-19 response through the transport of personnel, supplies, and 8,153 kg of COVID-19 vaccines on behalf of UNICEF through both special and regular flights.

UNHAS Mozambique transported a total of 496 kg of COVID-19 vaccines on behalf of the Ministry of Health and WHO.

UNHAS Nigeria transported 60 kg of COVID-19 vaccines to three field locations and 8 kg of test samples from one field location to the laboratory.

UNHAS Somalia supported its users with the delivery of critical medical supplies, including COVID-19 vaccines, with a total of 15 mt transported.

UNHAS South Sudan assisted the COVID-19 response by transporting 400 suspected samples for testing and more than 2,300 kg of medical equipment, including vaccines, between 50 destinations across the country.

UNHAS Sudan supported the distribution of 410 kg of COVID-19 items (vaccination cards, vaccination registration books, sanitizers, syringes, masks and COVID-19 test materials) to various field destinations.

UNHAS Yemen transported a total of 70 kg of COVID-19 vaccines from Djibouti to Aden and from Aden to Sana'a.



DHC 8 cargo charter operated on behalf of WHO to Mogadishu, Somalia in July 2021.

WFP-MANAGED EU HUMANITARIAN AID FLIGHT (ECHO FLIGHT)

In February 2020, WFP signed the Indirect Management Delegation Agreement with the Directorate-General of the European Civil Protection and Humanitarian Aid Operations (DG ECHO), under the project title “Provision of Air Service in Support of DG ECHO Funded and other Humanitarian Aid Projects in DRC, Mali and Kenya”, also known as the ECHO Flight project. Following a coordinated approach that ensures complementarity between UNHAS and ECHO Flight services, the collaboration, which is currently active in the Democratic Republic of the Congo, Kenya and Mali, leverages the substantial experience and existing partnerships of the two services, optimizing operational outputs and offering effective and efficient air services for the humanitarian and development communities in the three countries.

Democratic Republic of the Congo



With one helicopter based in Goma and one fixed-wing aircraft in Kalemie, the service provides access to areas affected by conflict and disruptive natural events, such as the volcanic eruption in the northeast of the country. In 2021, UNHAS-managed ECHO flights transported a total of 6,258 passengers and 161.3 mt of humanitarian cargo.

Kenya



UNHAS Kenya has been managing ECHO flights, mainly to provide support to ECHO-funded humanitarian activities in the country. ECHO Flight connects Nairobi to Kakuma and Dadaab refugee camps via air assets shared with UNHAS. In 2021, UNHAS-managed ECHO flights transported 3,944 passengers and 30.8 mt of light cargo.

Mali



Since 2020, UNHAS Mali has been managing ECHO flights, mainly to support ECHO-funded humanitarian activities in the country. ECHO Flight operates one additional fixed-wing aircraft out of Mopti and offers air transport to some remote locations. In 2021, UNHAS-managed ECHO flights transported 1,873 passengers and 16.4 mt of cargo.



A Cessna Caravan of EU Humanitarian Aid Flight at Bamako airport.

WFP AVIATION

ENVIRONMENTAL AND SUSTAINABILITY PROGRAMME



WFP launched its environmental and sustainability programme in May 2021 with the aim of defining aviation-specific principles, objectives and outcome activities that optimize and improve environmental efficiency in order to reduce the impacts of air transport services.

The programme includes the development of a methodology for calculating carbon dioxide (CO₂) emissions in accordance with International Civil Aviation Organization guidelines. The methodology tracks real-time CO₂ emissions, including those from all regular UNHAS flights and those associated with other WFP air transport services, such as airdrops, ad hoc flights and COVID-19-related passenger air services. As part of programme implementation, WFP also rolled out guidance and training on cabin waste management and other environmental awareness-raising campaigns for passengers, and established a mechanism for consultation, regular dialogue and information sharing with stakeholders.

A case study was developed with contracted air operators to analyse the operational opportunities for reducing fuel burn and emissions. The WFP Aviation Service is also defining a study that will identify the costs of establishing a greener fleet and linking those costs to green fund requirements.

ABOUT SAFETY

WFP does not manage any aircraft of its own, but contracts aircraft from other operators. Chartered operators need to comply with International Civil Aviation Organization standards and recommended practices and the United Nations aviation standards for peacekeeping and humanitarian air transport operations. Operators are approved by the WFP Aviation Safety Unit (ASU). Based in Rome with regional offices in Kenya, South Africa and the United Arab Emirates, ASU, which reports directly to the Deputy Executive Director, conducts safety evaluations of commercial air operators in all regions with a view to including them in a list of registered air operators.

The safety evaluation process includes a review of certifications, safety records and gaps and informs air operators' efforts to improve their safety systems. ASU also provides training in safety management systems for commercial air operators, civil aviation authorities and WFP staff in all operations. UNHAS prioritizes the management of aviation security risks in all field operations and provides assessments in areas where new air operations are needed with a view to mitigating risks and putting in place processes and systems that reduce exposure to security-related incidents.

WFP facilitates aviation safety campaigns twice a year in various parts of the world, raising awareness of recurrent safety concerns and fostering a culture of safe aviation among civil aviation authorities, airport authorities, air carriers and regulators. ASU organizes the annual [Global Humanitarian Aviation Conference](#) with the aim of strengthening the capacity of civil aviation authorities, aviation industries and other national institutions in locations where humanitarian organizations work, fostering close relations among air operators and enhancing collaboration in the aviation sector.

Since its launch in 2009, the conference has become a landmark event for the humanitarian aviation industry and has paved the way for new safety initiatives, innovative partnerships and greater efficiency in humanitarian air operations through better collaboration.

ABOUT INNOVATION

WFP aviation is fully aligned with the corporate vision of exploring innovative approaches that enhance progress towards zero hunger. The remotely piloted aircraft system and airship technology initiatives take advantage of untapped potential for the "last-mile" delivery of food and other life-saving cargo to populations in remote locations, where the use of traditional aircraft is not cost-efficient, or insecurity poses significant security and safety threats to the deployment of air assets.

In 2021, the WFP Aviation Service worked on intensifying market intelligence and performing test flights of already identified remotely piloted aircraft systems aimed at expanding WFP's cargo delivery capabilities in countries with growing needs such as Mozambique and South Sudan. WFP also collaborates with various industry stakeholders on the development of regulatory frameworks to guide future operations, particularly in countries where it has an operational presence, and regularly engages with airship manufacturers to evaluate cargo delivery scenarios for humanitarian action and validating them for WFP operations.

Throughout 2021, the aviation innovation unit coordinated with airship companies on a study to:

- Evaluate airship cargo delivery scenarios for humanitarian operations and validate them in WFP operations;
- Develop scalable airship options for the adoption of airship technology in the humanitarian air transport sector;
- Where appropriate, and subject to consultation with relevant stakeholders, develop a generic project plan for airship certification and the use of airships for humanitarian air transport.

Once the study is complete, it will be used as a public tool for expanding knowledge about the deployment of such technology in the wider humanitarian sector for the benefit of the communities served by the sector and the advancement of alternative humanitarian transport solutions.

HUMAN INTEREST STORY



THE MILLION
FOCUS IS THE
TO PLACE
ON

Like the stories of many girls who want to change the world, this story starts with a pen and a book.

Meet WFP Aviation Finance Officer, Delkhah.

“Growing up in a country at war leaves you scarred and wounded, but at the same time, the struggle gives you more strength to work with greater dedication,” she says. “In history, some people suffer more than others, and through their suffering, lessons are learned that change the course of events and improve the situation for many others.”



SCAN TO READ THE FULL ARTICLE



WFP AVIATION STORIES



HUMANITARIAN AIRDROPS

LIGHT AT THE END OF THE TUNNEL

On any given day, the World Food Programme as more than 5,000 trucks bringing lifesaving food to people who need it.

Yet, some of the most vulnerable people remain out of our reach, they are often stuck behind front lines in conflict zones, or in areas that are inaccessible due to extreme weather or a lack of roads.

When more effective options fail, WFP resorts to airdrops.

The journey of an airdrop begins in the warehouse: strong packaging is key for airdropped parcels to withstand ground impact. The colour of the outer bag varies to signal different contents: white for cereals, red for pulses and blue or green for specialized nutritious foods.

Airdrops can be performed from different altitudes, ranging from about 300 to up to 5,600 metres in conflict zones, where there is a danger aircraft might be hit from ground artillery.

Designated **drop zones need to be open areas,** ideally flat and clearly visible from the air. A team on the ground ensures the drop zone is clear and gives the crew onboard the aircraft the green light to release the cargo.

SCAN OR CLICK TO READ THE FULL ARTICLE



UNHAS VOICES



“ I FEEL USEFUL BY HELPING OTHERS.
IT IS SUCH A MOTIVATING WORK.

LAMINE MAHAMOUDOU
AVIATION ASSISTANT | GAO, MALI

EACH DAY 'A NEW ADVENTURE' FOR RASHA IN SYRIA

It is a Wednesday afternoon and Rasha has just finished closing the day's flights between Damascus and her home city of Qamishli in the Syrian Arab Republic. For the second time this week she has helped humanitarian staff to check in, board and fly safely between the capital and the country's north.

Rasha joined WFP's team in Syria in early 2021 as an Aviation Assistant for UNHAS at Qamishli airport in Syria's northeast. Prior to that, she'd worked in commercial aviation for seven years.



Rasha at Qamishli airport

Rasha's passion for airports goes back to childhood days. "My mother served at the same airport for 35 years. I vividly remember her wearing her silver uniform with a white blouse and a silky maroon scarf neatly tied around her neck."

In 2021, the humanitarian needs across the Syrian Arab Republic reached unprecedented levels. It is more important than ever that staff can rapidly and safely reach those who are in urgent need of assistance.



Rasha works closely with colleagues visiting from Damascus.

As conflict lines shifted dramatically over the years of crisis in the Syrian Arab Republic, the roads linking Damascus to the two northern governorates of Qamishli and Aleppo were difficult. Air became the most viable way for United Nations staff and humanitarian workers to travel between Damascus and the country's north. With domestic airlines further disrupted by COVID-19, the launch of UNHAS in the Syrian Arab Republic in July 2020 was a crucial link between staff, the people we serve and families.

What is now a one-hour flight used to be a 16-hour drive. "If it was not for UNHAS, humanitarian staff would have faced many challenges in accessing families in need," says Rasha.

“

ALTHOUGH, I HAVE BEEN AROUND AIRCRAFT FOR SO LONG, I STILL GET THIS HEART FLUTTER EVERY TIME I WATCH AN AIRCRAFT TAKE-OFF TO THE SKIES.

IT NEVER GETS ORDINARY BEING HERE.

RASHA SALIBA

AVIATION ASSISTANT | QAMISHLI

UNHAS does not just fly people, but life-saving medical assistance, too. In 2021 the airline transported critical medical equipment, including mobility aids for people with disabilities and COVID-19 vaccines.

SCAN TO READ THE FULL ARTICLE



FLEET DESCRIPTION

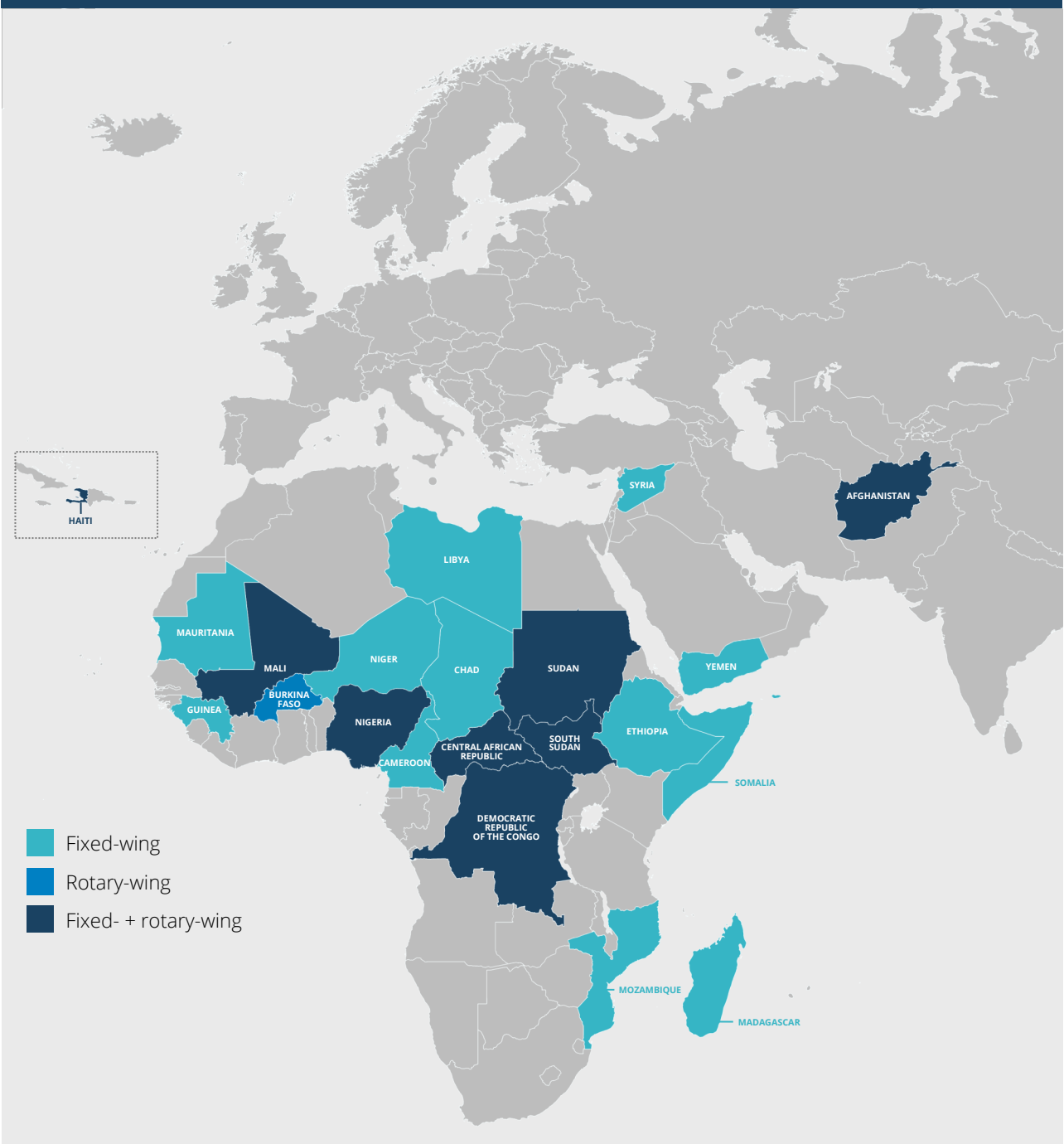


59
FIXED-WING



16
ROTARY-WING

75
AIRCRAFT



FIXED-WING



AIRBUS A320



Passenger capacity totals 180, with two wing pylon mounted turbofan engines. The aircraft cruises at about 470 knots (871 km/h).



BEECHCRAFT 1900



A 19-passenger, pressurized twin-engine turboprop, it cruises at about 285 knots (528 km/h) and can operate safely on relatively short airstrips and can take off and land on grass and rough runways.



BOMBARDIER CRJ



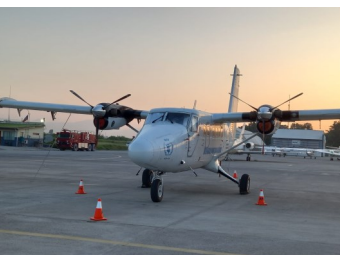
A 50-seat aircraft is powered by two turbofans, mounted on the rear fuselage. The cruise speed is 420 knots (780 km/h).



CESSNA 208 CARAVAN



The strutted, high wing 208 typically seats nine passengers in its unpressurized cabin. The maximum speed is 186 knots (344 km/h).



DE HAVILLAND CANADA 6



The DHC 6 is a 19-passenger Short Take-off and Landing (STOL) utility aircraft of 20 seats.



DE HAVILLAND CANADA DASH 8 (100/200 SERIES)



A turboprop-powered airplane with a capacity of 37 passengers.

FIXED-WING



DE HAVILLAND CANADA DASH 8 (Q400 SERIES)



Capacity of 70 passengers.
The aircraft has a cruise speed of 360 knots (667 km/h) and includes the ANVS (Active Noise and Vibration Suppression) system.



DORNIER DO 228



Twin-turboprop STOL utility aircraft with a seat capacity for 19 passengers.
It has a cruise speed of 413 km/h (223 knots).



DORNIER DO 328



A turboprop-powered commuter airliner with a passenger capacity of 30 to 33.
The cruise speed is 620 km/h (330 knots).



EMBRAER 135



Twin-engine regional jets, 37-passenger capacity.
It has a capacity cruise of 420 knots (780 km/h).



EMBRAER 145



A turbofan-powered aircraft with 50 seats.
It has a capacity cruise of 450 knots (833 km/h).



FOKKER 50



A turboprop-powered airliner used for cargo.
Its maximum speed is 302 knots (560 km/h).

FIXED-WING



ILYUSHIN IL-76



A multi-purpose four-engine turbofan strategic airlifter. The aircraft has extensive service as a commercial freighter for ramp-delivered cargo, with a capacity of 40,000 kg of payload. Its maximum speed is 430 knots (790 km/h).



LET L-410



A twin-engine short-range transport aircraft, capable of landing on short and unpaved runways and operating under extreme conditions from +50 °C (122 °F) to -50 °C (-58°F). Its capacity is 19 passengers/1,800 kg. The cruise speed is 219 knots (405 km/h).

ROTARY-WING



BELL 412



A twin-engine utility. Its capacity is up to 13 passengers. Maximum external load of nearly 3,000 kg. The cruise speed is 122 knots (226 km/h).



MIL MI-8T



A medium twin-turbine helicopter with a capacity of 18 passengers or 2,500 kg. The cruise speed is 110 knots (205km/h); maximum speed is 120 knots (225 km/h).



MIL MI-8-MTV/AMT



A multi-engine (twin) with a passenger capacity of 22 seats and a payload of 4,000 kg. The cruise speed is 110 knots (205 km/h), the maximum speed is 120 knots (225 km/h).

UNHAS NIGERIA FLEET

In Northeast Nigeria, over 8 million children, women, and men have a critical shortage of food, water, and health care services³². With the ongoing conflict caused by Boko Haram and IS, the only reliable access to most people in need is by air. Since 2016, UNHAS has provided this critical service to over 150 aid agencies with thousands of aid workers. UNHAS transports around 5,000 aid workers each month, including essential humanitarian aid, to 11 hard-to-reach locations.

To ensure a more efficient support service to all aid agencies, UNHAS Nigeria introduced the first Airbus EC225 (Super puma) helicopter for any UNHAS operation in early 2022. With its higher speed, passengers, and cargo capacity, this helicopter will be an essential addition to the UNHAS fleet in Nigeria and assure all aid agencies can better support and provide aid to millions of people in need in Northeast Nigeria. In addition, the helicopter will also be essential for security and medical relocations in the region.

UNHAS Nigeria routes



³² <https://reliefweb.int/report/nigeria/nigeria-humanitarian-response-plan-2022-february-2022>



Passengers boarding on Airbus EC225 (Super puma) helicopter operated by Global Helicopter Service for the United Nations Humanitarian Air Service.

#IFLYWITHUNHAS

WFP has launched a visibility campaign, “I Fly with UNHAS” to involve passengers to advocate for UNHAS in these difficult times because who better to advocate how important our service is than the people who use it?

In just one month since it was launched, the campaign received significant engagement through WFP Supply Chain’s twitter account, leading to more than 30 humanitarian organizations and countless individuals sharing their experiences of flying with UNHAS and the positive impact generated by this essential service.

Join the movement!

Nobody can better speak to the criticality of the service we provide than you, the people who use it.

So how can you help?

1. You can reach out to donors to let them know how much you value the service that UNHAS provides and how your own operations would be impacted if the service ceases.
2. You can publicly show your support on social media by sharing the below postcard or your own image from an UNHAS flight using the hashtag #IFlyWithUNHAS. Better still, share your stories on how UNHAS allows you to carry out your work.
3. Ask your colleagues to do the same.



UNHAS services – in Haiti and around the world – ensure that humanitarian workers can reach the most remote areas and communities saving lives. Keep up this crucial work!

Amina J. Mohammed

Deputy Secretary-General | United Nations



Over the past few years, my colleagues and I have relied on UNHAS to take us to hard-to-reach locations. We would not be able to do the good job we do without them. Saving lives.

Samuel Jegede

Media & Communications | NRC Nigeria



HOW DO I BOOK A UNHAS FLIGHT?

Confirmation of reservation on scheduled flights for users is issued on a first-come, first-served basis. The reservation office receives booking requests based on timelines described in the local Standard Aviation Operating Procedures (SAOP). Usually, this is no later than 24 to 48 hours before the planned departure date. For online bookings, the same procedures are followed as with manual bookings, except that validation by the authorized agency's focal point is done electronically. Tickets are issued in the name of the passenger only to all confirmed and waitlisted passengers, prior to the flight and within the timeframe stipulated in the local SAOP.

The United Nations Booking Hub platform was successfully leveraged as a critical platform for booking flights and sharing crucial information with passengers, including country-specific requirements, local arrangements, preventive measures, among others, during the COVID-19 emergency response for global passenger flights covered and managed by WFP. WFP has developed a singular and flexible web page for each UNHAS country operation throughout 2021. There are many benefits of incorporating this approach, such as better user experience, quick access to important information, easier booking process and effective travel planning.



UNITED NATIONS BOOKING HUB



Download the App



or visit UNBooking.org

Powered by



ACRONYMS

ASU	Aviation Safety Unit
BHA	USAID Bureau for Humanitarian Assistance
COVID-19	2019 coronavirus disease
DRC	Democratic Republic of the Congo
DG ECHO	Directorate-General for European Civil Protection and Humanitarian Aid Operations
EU	European Union
EVD	Ebola virus disease
FCDO	Foreign, Commonwealth and Development Office (United Kingdom)
GHO	Global Humanitarian Overview
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IPC	Integrated (Food Security) Phase Classification
MEDEVAC	medical evacuation
MONUSCO	United Nations Organization Stabilization Mission in the Democratic Republic of the Congo
OCHA	United Nations Office for the Coordination of Humanitarian Affairs
PRM	Bureau of Population, Refugees, and Migration (United States of America)
SAOP	Standard Aviation Operating Procedures
SECEVAC	Security evacuation
STOL	Short Take-off and Landing
UAE	United Arab Emirates
UN CBPF	Country-based pooled funds
UN CERF	United Nations Central Emergency Response Fund
UNHAS	United Nations Humanitarian Air Service
UNHCR	Office of the United Nations High Commissioner for Refugees
UNICEF	United Nations Children's Fund
USA	United States of America
USAID	United States Agency for International Development
WHO	World Health Organization
WFP	World Food Programme

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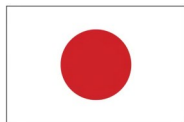
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