



World Food Programme

SAVING
LIVES
CHANGING
LIVES

United Nations Humanitarian Air Service (UNHAS)

2020 Overview

June 2021

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WFP work starts where the commercial aviation sector ends

Have you ever wondered how aid workers travel in the middle of a humanitarian crisis? How do they bring food, medicines and other relief items to affected populations in remote areas? How do they reach areas of conflict and access places in the immediate aftermath of a disaster?

The World Food Programme (WFP) manages the United Nations Humanitarian Air Service (UNHAS), which provides passenger and light cargo transport services for the entire humanitarian and development community. The importance of UNHAS is widely acknowledged, particularly in terms of its contribution to the safe and reliable transport of humanitarian and development workers to remote and challenging locations despite the extreme challenges posed by emergencies, including the coronavirus disease 2019

(COVID 19) pandemic.

When COVID-19 began to spread worldwide in early 2020, global supply chains and transport markets were severely affected. With borders closing and critically limited commercial air transport capacity and restrictions on travel and cargo movement imposed by authorities worldwide to slow the spread of the virus, humanitarian and health partners faced severe challenges in addressing the direct public health and indirect humanitarian consequences of the pandemic. In this context, UNHAS continued to support the global response to COVID-19 by quickly implementing preventive measures so that it can continue to fly, securing government authorizations, providing medical evacuation capacity, and transporting test samples and medical cargo, including COVID-19 vaccines.



When a disaster strikes, the humanitarian community's ability to mount an immediate and effective response is often the difference between life and death. Availability of an efficient air service goes a long way in enabling the response."

Philippe Martou,
Chief of WFP Aviation Services

HIGHLIGHTS COVID-19 Response

UNHAS currently operates more than 100 aircraft and serves over 400 regular destinations in 24 countries. Despite the extreme challenges posed by the COVID-19 pandemic, UNHAS operations have continued to serve the humanitarian community. Significant initiatives have included the following:

- Within the context of the WFP COVID-19 common services response, an international air bridge connecting Kabul with Doha, Qatar, was opened by the UNHAS Afghanistan team in April 2020 and has since provided transport services to more than 1,000 passengers from 50 organizations, including humanitarian workers and diplomats. During the peak of the pandemic, all commercial international flights were suspended, only resuming on 24 June, 2020.
- In 2020, the UNHAS Libya operation transported 320 kg of COVID-19-related supplies from Tripoli to Benghazi on behalf of the International Organization for Migration (IOM) and 625 kg of vital medical supplies and personal protection equipment (PPE) from Tunis to Tripoli, in coordination with the African Union and the Libyan authorities.
- As part of the COVID-19 response, the UNHAS Sudan team operated a vital airlink connecting Khartoum with Addis Ababa, Ethiopia, between May and June 2020.
- Following the suspension of all flights to and from Yemeni airports in March 2020, the UNHAS Yemen operation played a critical role not only in facilitating humanitarian access but also in mediating with the Civil Aviation Authority and other government officials on issues related to visas, COVID-19 testing and quarantine.
- UNHAS in the Central African Republic supported WHO and the Ministry of Health and Population by transporting health supplies and more than 155 COVID-19 test samples from field locations to the capital, Bangui. Moreover, during the rainy season, UNHAS transported essential cargo, medical supplies and test samples to the capital by helicopter from hard-to-reach locations without airstrips.
- In Nigeria, the Government authorized WFP to continue air operations to all locations served by UNHAS during the COVID-19-related lockdown. UNHAS also supported WHO by providing air cargo transport for COVID-19 test kits, test samples and PPE.
- UNHAS Somalia supported the country's Government by transporting test samples from rural areas to laboratories in Mogadishu and Nairobi, Kenya. In coordination with the WFP-led Logistics Cluster, a mechanism designed to ensure efficient and effective emergency responses, UNHAS carried out airlifts of COVID-19-related relief supplies on behalf of the Government and other partners.
- In coordination with WHO, UNHAS South Sudan supported the humanitarian community by providing medical evacuation capacity and transporting COVID-19 test samples from field locations to its capital, Juba, to facilitate medical evacuations of suspected and confirmed COVID-19 patients.

FIVE THINGS TO KNOW

about the WFP-led United Nations Humanitarian Air Service:

01

UNHAS began its large-scale air operations over 40 years ago to transport food and humanitarian workers to countries such as Angola, Ethiopia, Somalia and the Sudan. WFP was chosen because of its role as a leader in humanitarian logistics.

02

2.5 million passengers have been transported by UNHAS since 2013, and these trends are comparable to the passenger volume of a medium-sized airline.

03

The service has the capacity to transport trucks weighing up to 10,500 kg inside the cargo hold of its MI-26 helicopter.

04

It is the first non-military air transport service to have performed high altitude airdrops in a complex humanitarian context, delivering food to the besieged Syrian city of Deir Ezzor.

05

In 2019, UNHAS deployed the first-ever humanitarian/civilian version of the Casa-295. Although the aircraft was initially conceived as a military transport plane, WFP backed the civilian certification of the approved version, the Casa-295H variant consuming 50 percent less fuel per hour compared to older aircraft with similar capabilities.



WFP/German Puente

UNHAS 2020 IN NUMBERS



248,026
Passengers transported



3,975 mt
Cargo transported



409
Medical evacuations completed



32
COVID-19 Medical evacuations



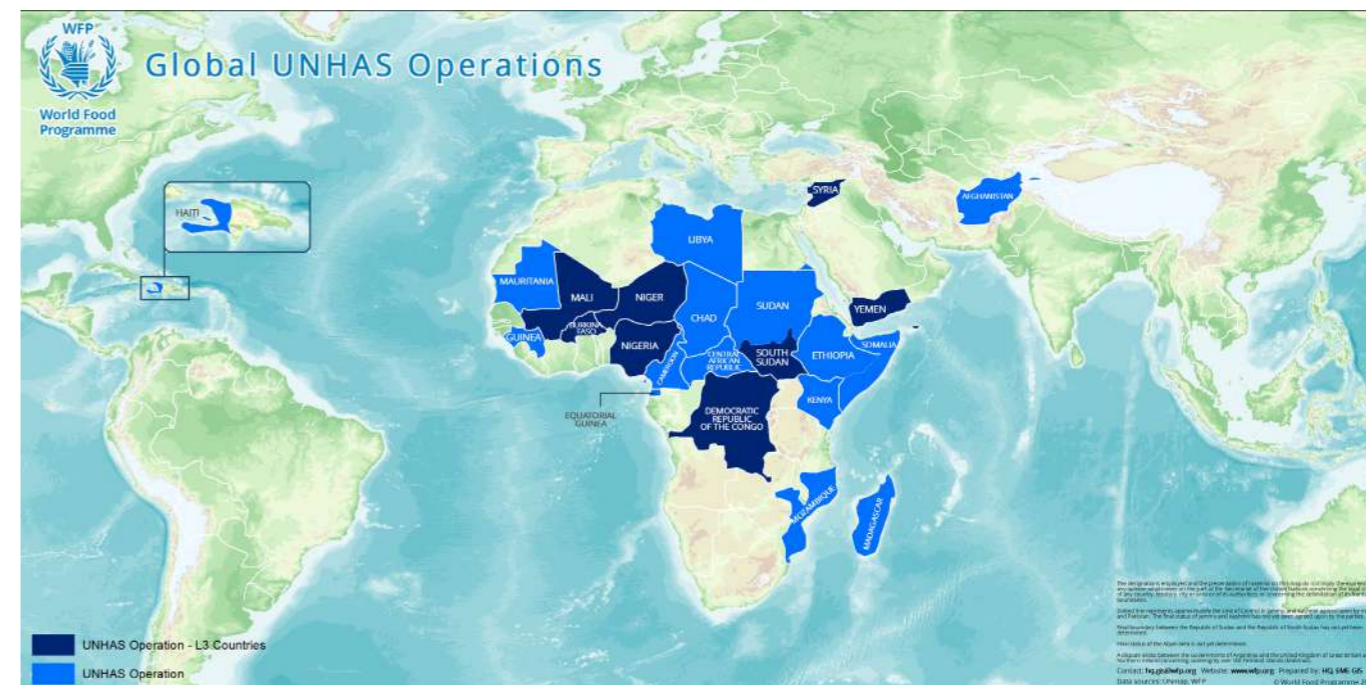
932
Security relocations

Until February 2020, UNHAS transported about 31,000 passengers each month. In the following seven months, during the peak of the pandemic and the period in which most countries restricted movement, the number of passengers transported fell approximately by half, with only 15,000 people transported each month.

In October and November 2020, the number of passengers transported by UNHAS started to return rapidly towards pre-COVID-19 levels, with a monthly average of more than 25,000. As for cargo, because certain countries did not restrict cargo shipments by air and because the COVID-19 pandemic increased the demand for certain goods, some UNHAS operations transported greater quantities of cargo in 2020 than in 2019. In East Africa, for example, UNHAS cargo shipments increased by some 15 percent.

GLOBAL UNHAS OPERATIONS

as of June 2021



22 operations:

Afghanistan, Burkina Faso, Cameroon, Chad, Central African Republic, Democratic Republic of the Congo, Equatorial Guinea, Ethiopia, Guinea, Haiti, Kenya, Libya, Mali, Mauritania, Mozambique, the Niger, Nigeria, Somalia, South Sudan, the Sudan, Syrian Arab Republic and Yemen.

Covering 24 countries:

All the countries above plus Djibouti and Jordan. WFP Aviation is also managing ECHO Flights in the Democratic Republic of the Congo, Kenya and Mali effective May 2020.

New operations:

In 2021, WFP launched an additional UNHAS operation to support the Ebola outbreak response in Southern Guinea, and UNHAS assets have been deployed to establish an air bridge between the capital Malabo and Bata in response to the 7 March blast in Equatorial Guinea.

One additional UNHAS operation will also be launched upon receiving funding in Madagascar to enable access and ensure life-saving humanitarian operations in the south of the country, hit by severe hunger.

UNHAS AFGHANISTAN

REQUIRES **US\$2.3 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



OPERATING SINCE 2002

2020 Overview

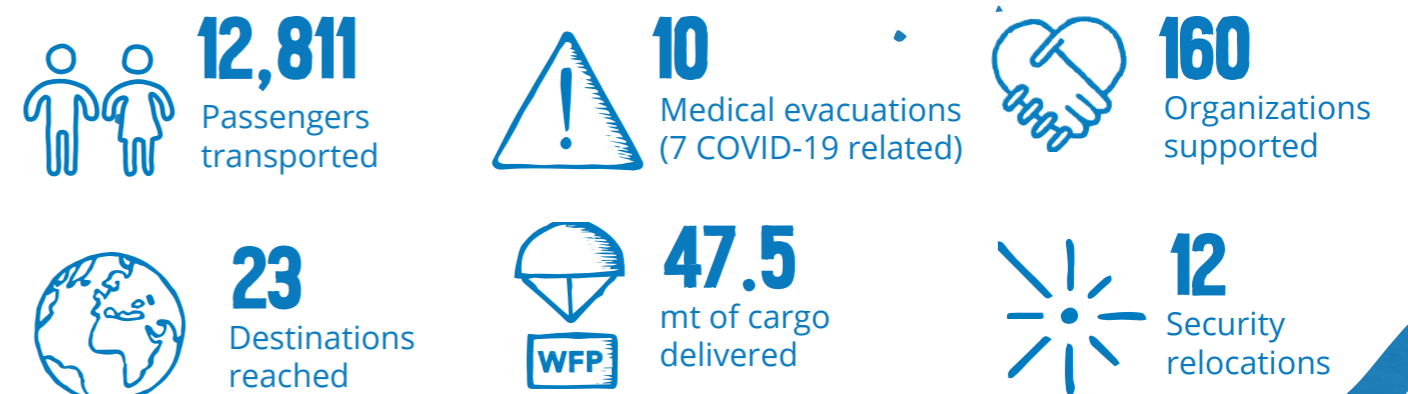
In 2020, after 40 years of war, recurrent disasters and persistent poverty, the population of Afghanistan was hit by the COVID-19 pandemic with devastating humanitarian and socioeconomic impacts, doubling the number of people in need to 18.4 million by year end, according to the Global Humanitarian Overview (GHO) 2021. With a limited number of commercial airlines operating meeting International Civil Aviation Organization standards, UNHAS remains an essential service for Afghanistan's humanitarian community. Due to insecurity, long distances to main project sites, poor quality roads in remote areas which are regularly closed due to flooding, landslides, snow or avalanches in high altitude areas, air travel remains the safest and most reliable means of transport in the country.

UNHAS provides effective and efficient air service to aid workers and partners, and transports humanitarian cargo, including medical equipment, vaccines and medications. The service maintains 24/7 capacity for medical evacuations and security relocations, operating a fleet of four aircraft, three fixed wing and one helicopter, to a network of over 20 destinations. As part of the COVID-19 response and due to suspension of all commercial flights, an international air bridge connecting Kabul with Doha, Qatar, was opened in April 2020, transporting over 1,000 passengers from 50 humanitarian organizations.

2021 Outlook

The humanitarian outlook scenario for 2021 remains bleak in both urban and rural settings owing to a series of factors, including worsening insecurity, with a deterioration in the conflict situation expected in 2021, road blockages during winter months and unpredictable floods. The operation must continue to be present in the country to ensure humanitarians can access these critical air services.

2020 KEY PERFORMANCE FIGURES



UNHAS BURKINA FASO

OPERATING SINCE 2020

2020 Overview


Over the past years, Burkina Faso has faced insecurity due the presence of non-state armed groups (NSAGs), with the security situation deteriorating further in 2020 leading to the an increase in the number of internally displaced people and worsening the already limited access to basic services.

In this context, given that humanitarian access to populations in need of assistance has increasingly reduced over the past two years and considering the rapidly evolving situation in the country, UNHAS was 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. The fleet is composed of an Mi-8 MTV helicopter, which allows higher operational flexibility and improved access during the rainy season compared with a fixed-wing aircraft or road transport. The service also operates medical and security evacuations as needed.

2021 Outlook

As recommended in the GHO 2021, given the worsening situation, further increases in response capacity are required through the year, as well as concerted efforts to address disparities concealed by response-wide results. To this end, it will be essential to ensure greater capacity and coverage of rapid response action through the provision of continuous access to crisis-affected populations, including via UNHAS air services that were found necessary to ensure safe and reliable access to hard-to-reach locations.

2020 KEY PERFORMANCE FIGURES

 **237**
Passengers transported

 **36**
Organizations supported

 **13**
Destinations reached

 **7.4**
mt of cargo delivered

UNHAS CAMEROON

REQUIRES **US\$2.2 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.

OPERATING SINCE 2015

2020 Overview

Cameroon is in a complex humanitarian situation fuelled by three conflict-related crises: the Lake Chad Basin crisis, the Central African Republic refugee crisis, and the Northwest/Southwest security crisis.

The provision of assistance to populations in need is hampered by vast distances, insecurity, poor road connections and lack of reliable commercial air options to project implementation sites, making UNHAS a crucial service for the humanitarian community in Cameroon. The deployment of UNHAS also enhances the ability to relocate or evacuate staff quickly and safely in a situation that remains fragile and prone to sudden deterioration. UNHAS operates with two aircraft: a 37-seater regional jet aircraft (EMB-135) that serves operations in both Cameroon and Chad, thereby representing a cost-effective approach and offering a regional connection; and a 12-seater (Cessna C208B) for the Northwest and Southwest regions. The service connects Yaoundé with remote locations in the northern part of the country as well as to some cities in Chad. In 2020, new routes in the Northwest and Southwest regions were added to the UNHAS flight schedule, for a total of eight locations served, and UNHAS Cameroon also operated six charter flights to Maroua and Libreville supporting United Nations agencies. The UNHAS Cameroon team also supported the country's national authorities by providing air transport services to facilitate COVID-19-related cargo deliveries to Maroua, the capital of the Far North Region. Despite the persisting COVID-19 situation, increased passenger traffic demand since June 2020 reflects the pressing need for UNHAS Cameroon to connect user organizations to people in need of humanitarian assistance in remote locations across the country, however administrative challenges are challenging UNHAS's ability to provide a flexible service.

2021 Outlook

In 2021, 4 million people in Cameroon will need humanitarian assistance. The highest risks are linked to conflicts, epidemics and floods. The security situation is expected to continue to deteriorate, and attacks by NSAGs in the Lake Chad Basin will likely continue to trigger the arrival of refugees from Nigeria and further internal displacement in the Far North region. Access by relief organizations will become more complex and dangerous as security deteriorates and humanitarian organizations are increasingly targeted by NSAGs. Ensuring adequate and safe access by air remains crucial.

2020 KEY PERFORMANCE FIGURES



3,791
Passengers transported



91
Organizations supported



8
Destinations reached



19.8
mt of cargo delivered



5
Medical evacuations

UNHAS CENTRAL AFRICAN REPUBLIC

REQUIRES **US\$9.3 MILLION** TO SUSTAIN
OPERATIONS UNTIL THE END OF 2021.



WFP/Mohamed Siri

OPERATING SINCE 2006

2020 Overview

The COVID-19 pandemic has increased vulnerabilities and exacerbated the existing constraints for humanitarian operations in the Central African Republic, adding to poor road networks and a deteriorating security context which has impacted the availability of food, equipment, relief items and medical supplies.

UNHAS, with its fleet composed of five fixed-wing aircraft (one DASH-8-100, two LET-410UVP-E20, one Dornier 228-200, and one Cessna Grand Caravan C-208B) and one seasonally-contracted helicopter (Mi-8MTV-1), remains the backbone of humanitarian access in the Central African Republic, enabling personnel to safely reach affected populations, including in hard-to-reach areas. Simultaneously in 2020, the operation continued to face continuous challenges related to airstrip maintenance, unfavourable weather conditions and recurrent armed clashes, in some instances leading to cancellation of flights. Despite challenges, in 2020, UNHAS transported over 20,000 passengers and completed seven special flights for emergency missions. It also supported WHO and the Ministry of Health to transport health supplies and over 155 samples of suspected cases from field locations to Bangui for testing in the only two diagnostic institutions capable of conducting COVID-19 testing across the country. Moreover, during the rainy season, UNHAS mobilized a helicopter to transport essential cargo, medical supplies and test samples from hard-to-reach locations without airstrips to the capital. The helicopter was also equipped with isolation chambers to facilitate medical evacuation of suspected and confirmed COVID-19 cases.

2021 Outlook

Since the beginning of December 2020, the demand for UNHAS air services, including for security relocations for humanitarian personnel, has particularly increased. For this reason, as well as the remoteness of certain areas with poor road conditions and the lack of commercial air service providers meeting international aviation safety standards, the humanitarian community will continue to rely on the critical service that UNHAS provides.

2020 KEY PERFORMANCE FIGURES



20,915
Passengers transported



35
Medical evacuations



183
Organizations supported



32
Destinations reached



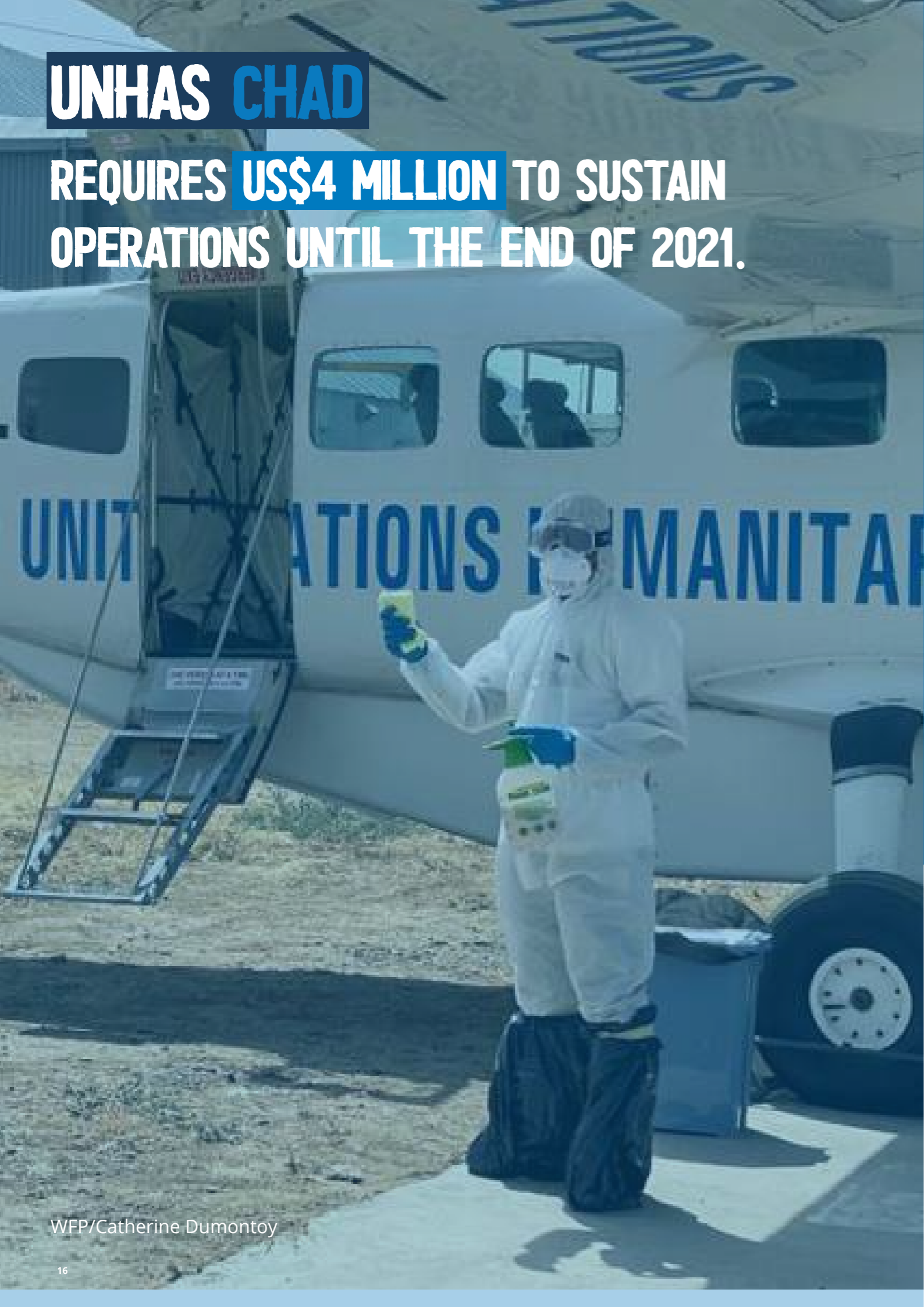
562.7
mt of cargo delivered



387
Security relocations

UNHAS CHAD

REQUIRES US\$4 MILLION TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



WFP/Catherine Dumontoy

OPERATING SINCE 2004

2020 Overview

The country is among the world's most vulnerable to climate change and, since the beginning of 2020, has seen insecurity both within the country and the region, driving internal and external population movements. 6.4 million people are estimated to be in need of assistance.

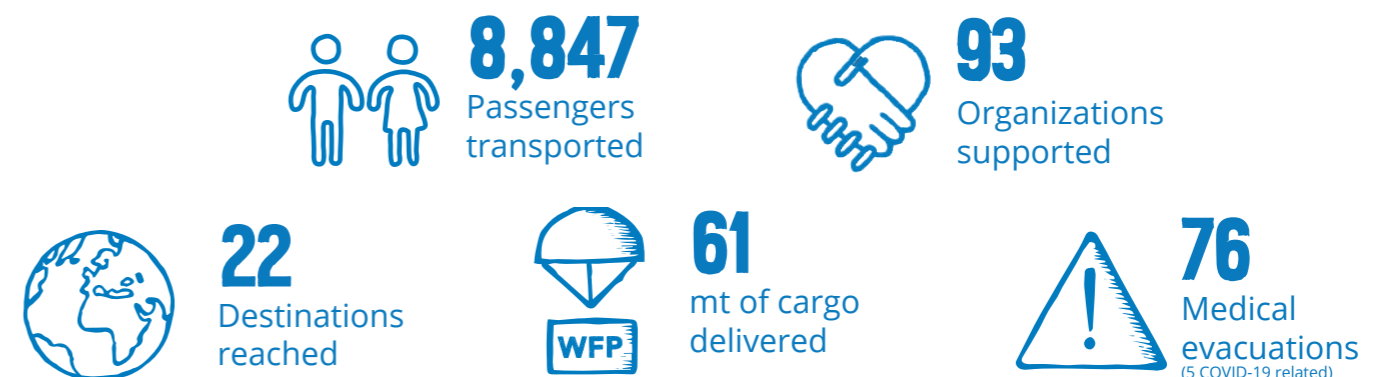
Given that humanitarian access throughout the country is hampered by physical constraints, insecurity and administrative obstacles, the UNHAS Chad operation offers a crucial service to the humanitarian community thanks to its nationwide coverage, with a total of 22 destinations served between scheduled and ad hoc flights. The UNHAS Chad fleet is composed of two aircraft strategically based at the borders with the Sudan; an aircraft based in N'Djamena providing connections between the west and the east of the country, the southern region bordering the Central African Republic, and the Lake Chad area; and a fourth, a 37-seat interregional jet aircraft based in Cameroon connecting the two countries, thereby reducing costs for both operations.

In 2020, the UNHAS Chad team continued to provide uninterrupted air services to its users during the pandemic and conducted five COVID-19-related medical evacuations.

2021 Outlook

In 2021, Chad is expected to remain affected by the political and security dynamics in neighbouring countries. Access to basic social and health services will remain challenging, especially with the persistence of epidemics, including COVID-19. Nearly 1.1 million people are expected to be severely food insecure. Ensuring adequate logistical access is crucial to enabling the humanitarian response.

2020 KEY PERFORMANCE FIGURES



UNHAS DEMOCRATIC

REPUBLIC OF THE CONGO

REQUIRES **US\$200,000** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



WFP/Cintia Rocco

OPERATING SINCE 2008

2020 Overview

The Democratic Republic of the Congo (DRC) remains home to the largest population of internally displaced persons in Africa, with 5.2 million displaced people. Since the beginning of 2020, the security situation in the DRC has further deteriorated, particularly in the east of the country, affecting the operating environment while leading to additional population displacement. The country also hosts some 529,000 refugees from neighbouring countries. Moreover, a new Ebola virus disease epidemic, the eleventh outbreak in the DRC, was declared on 1 June 2020 in the province of Equateur, causing 55 deaths. At the same time, the challenges posed by the COVID-19 emergency have impacted an already overwhelmed health system.

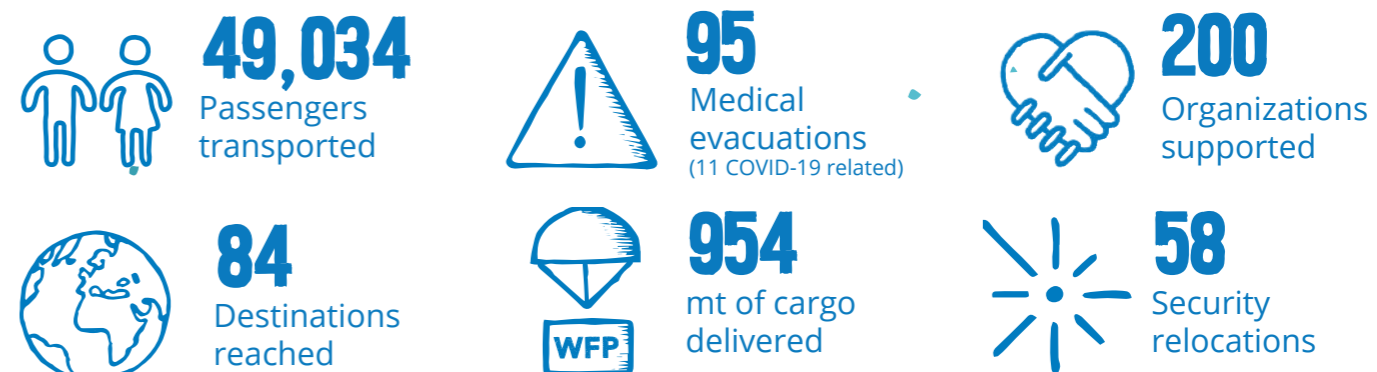
UNHAS DRC is one of the largest UNHAS operations with 11 aircraft, nine for UNHAS (one Dornier 228-200, three C-208B, one B1900D, one EMB 145LR, two DHC-8-102, and one MI-8AMT) and two for the ECHO Flight project under UNHAS management, covering 48 scheduled locations and 36 ad hoc, for a total of 84 destinations reached in 2020. The flights respond to the humanitarian community's critical air transport needs to overcome access constraints to hard-to-reach areas due to insecurity, poor road conditions and the lack of reliable commercial air transport options. As of July 2020, one dedicated helicopter was deployed to Mbandaka to provide air connectivity to the hard-to-reach isolated forestry zones.

During COVID-19-related travel restrictions and suspension of passenger flights, UNHAS remained the only means of air transport available to both the humanitarian and diplomatic communities, operating with strict COVID-19 preventive measures in place. UNHAS has been supporting the Government response by transporting samples to testing labs and has managed to support the dispatch of COVID-19 preventive kits destined to the Central African Republic and the deployment of WHO staff to the Comoros. In 2020, 95 medical evacuations were carried out, including 11 COVID-19 related.

2021 Outlook

Any disruption to UNHAS services will further reduce physical access of humanitarian partners to the most vulnerable, leaving thousands of people from assistance. In addition, over the course of 2021, there are risks of a resurgence of the Ebola epidemic and/or worsening of the effects of COVID-19.

2020 KEY PERFORMANCE FIGURES



UNHAS ETHIOPIA

REQUIRES **US\$1.3 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



OPERATING SINCE 2008

2020 Overview

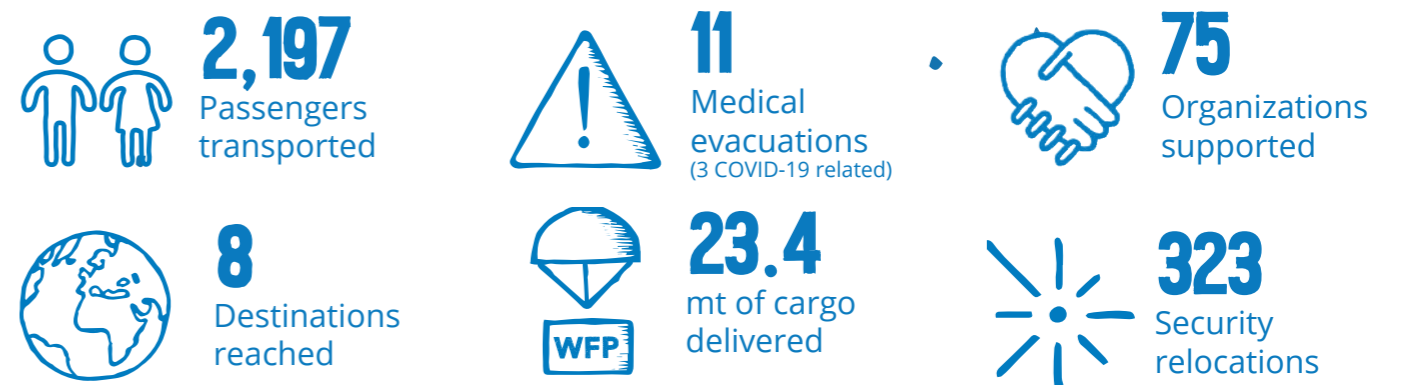
The impact of COVID-19 stretched weak health systems in Ethiopia beyond capacity. This context also exacerbated political and ethnic tensions and intercommunal violence. In late 2020, a conflict between federal and regional armed forces broke out in the Tigray region, adding a new challenge to an already complex humanitarian situation.

The UNHAS operation had two aircraft (C-208B) from January to July 2020, while since August one of the two aircraft has remained on standby to perform ad hoc flights. In November 2020, UNHAS managed the relocation of 323 United Nations and NGO personnel and their dependents due to the crisis in Tigray, and it transported over 250 refugees on behalf of IOM by the end of the year.

2021 Outlook

The Tigray crisis along with the fallout from the COVID-19 pandemic is likely to continue to see humanitarian needs grow in 2021, and subsequently demand for UNHAS services. UNHAS Ethiopia remains the only way to safely access remote locations in the country, operating in isolated areas where humanitarian assistance is critically needed, mainly in the Somali region where refugee camps and settlements are established and no commercial flights are available.

2020 KEY PERFORMANCE FIGURES



UNHAS HAITI

REQUIRES **US\$1.7 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.

OPERATING SINCE 2019

2020 Overview

Haiti is in a complex context of severe poverty, high proneness to disasters, and disruptive weather events, along with volatile social, economic, security, and political conditions. In this context, projections on the impact of the COVID-19 pandemic showed an extremely worrying scenario in Haiti, given the local health system's limited capacity to respond to a nationwide emergency, which led to initial preventive measures adopted by the Government on 15 March 2020, including the closure of airports and ports to passenger traffic.

To respond to the COVID-19 emergency overlapping with the hurricane season, UNHAS Haiti supported WFP with establishing an Integrated Regional Logistics Hub in Barbados to facilitate the distribution of personal protective equipment, testing kits, and relief items, as part of the COVID-19 Global Humanitarian Response Plan.

During 2020, the dedicated UNHAS helicopter (Mi-8AMT) based in Port-au-Prince transported personnel and essential medical supplies for the COVID-19 response, serving seven destinations in the south and north of the country. In December 2020, the UNHAS helicopter based in Haiti was deployed to Honduras for the response to Hurricanes Eta and Iota.

2021 Outlook

Sudden-onset emergencies and climate-related hazards continue to represent a threat to Haiti. Reduced access to populations in need of assistance will lead to at least 900,000 people not being able to meet their basic needs and to access vital services such as health, education, water, sanitation, hygiene, shelter and protection, putting their lives at risk. In this context, UNHAS must continue serving the humanitarian community operating across the country.

2020 KEY PERFORMANCE FIGURES



2,720
Passengers transported



70
Organizations supported



7
Destinations reached



102.7
mt of cargo delivered

UNHAS KENYA

REQUIRES **US\$1.6 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



OPERATING SINCE 2012

2020 Overview

Kenya is affected by climate hazards, particularly droughts, floods and desert locust infestations, which drive displacement and exacerbate the risk of food insecurity, malnutrition and recurrent waterborne disease outbreaks. Kenya also hosts nearly half a million refugees, mostly from the Democratic Republic of the Congo, Ethiopia, Somalia and South Sudan, among others. Refugees live in several urban locations and in the Dadaab and Kakuma camps, placed in semi-arid areas at the borders with Somalia and South Sudan and host more than 206,000 and 224,000 people respectively, who are highly dependent on international assistance.

Throughout 2020, the humanitarian situation in Kenya deteriorated rapidly owing to the impact of the COVID-19 pandemic. UNHAS is the only reliable and safe means of transport of passengers and cargo services for the humanitarian community between the refugee camps in the north and the rest of the country, covering three locations. The operation shares air assets under joint management with UNHAS Somalia to ensure the flexibility to respond effectively to both operations.

In 2020, UNHAS Kenya also addressed increasing demand for cargo transport, including the transport of COVID-19-related medical supplies and personal protective equipment (PPE) to the Kakuma and Dadaab refugee camps.

2021 Outlook

The COVID-19 pandemic, occurring against a backdrop of increased humanitarian needs registered in 2020, will continue to exacerbate existing vulnerabilities across Kenya, particularly for the urban poor, migrants, refugees and asylum seekers, who will require immediate action. The humanitarian and development communities working in these sectors strongly rely on sufficient funding for UNHAS services to continue, as these offer the only fast and safe transport means to the otherwise remote and hard-to-reach refugee settlement locations of Dadaab and Kakuma.

2020 KEY PERFORMANCE FIGURES



5,444
Passengers transported



53
Organizations supported



3
Destinations reached



103.4
mt of cargo delivered



8
Medical evacuations

UNHAS LIBYA

REQUIRES **US\$3 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



OPERATING SINCE 2018

2020 Overview

Over the course of 2020, the intensification of conflict and the multidimensional impact of COVID-19 have further exacerbated humanitarian needs in Libya.

The UNHAS service in-country regularly connects Tunis, Tripoli and Benghazi. Through its 37-seat aircraft (one EMB 135LR), UNHAS has shown its added value in augmenting the United Nations Support Mission in Libya (UNSMIL) flights' capacity and filling gaps where necessary, allowing for the continuation of humanitarian operations within the country. Misrata Airport, serving the capital, and all international airports were closed until 29 October 2020 for international passenger travel but remained open for cargo, with a flight scheduled once a week, rerouting through either Europe or Istanbul, Turkey.

The UNHAS operation was affected by the Tunisian air space closure that impeded the repositioning of its aircraft, causing the interruption of flights in March, until their resumption in June 2020 and following strict procedures imposed by the Government for each flight. UNHAS transported 320 kg of COVID-19 supplies from Tripoli to Benghazi on behalf of the International Organization for Migration (IOM), as well as 625 kg of vital medical supplies and personal protection equipment from Tunis to Tripoli, in conjunction with the African Union and Libyan authorities. Domestically, road travel within Libya remains volatile, making UNHAS safe and reliable domestic flights within Libya a vital mode of transport for humanitarian actors by connecting east and west regions.

2021 Outlook

The country is dealing with the effects of a nearly decade-long conflict and the long-term impact of COVID-19. Due to an unpredictable security situation on the ground, the implementation of humanitarian assistance in Libya remains strongly connected to reliable air services. In addition, great interest has been expressed regarding the possibility of providing further connection to the south, where the latest multisectoral assessment shows that needs are higher than at the coastline. In this respect, in May 2021 UNHAS operated one flight to Sebha (Nexus mission) and plans to operate the connection once every two weeks, if operational conditions allow. An additional connection is also expected to be offered in the south to Alkufrah, pending runway rehabilitation to be completed, and results from following airfield and risk assessments.

2020 KEY PERFORMANCE FIGURES



1,024
Passengers transported



40
Organizations supported



5
Destinations reached



3.3
mt of cargo delivered



1
Medical evacuation

UNHAS MALI

REQUIRES **US\$300,000** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



OPERATING SINCE 2013

2020 Overview

Throughout 2020, the multidimensional humanitarian crisis in Mali continued to deteriorate with the number of people in need of assistance estimated at 7.1 million people, more than doubling over the course of the year. In Mali, insecurity, poor infrastructure and flooding means that air transport remains the safest solution to reach various response sites.

UNHAS continued to support health and humanitarian responses to COVID-19 through transportation of personnel and supplies and the provision of medical evacuations, which can be performed in full safety thanks to the equipment of one of the aircraft with a dedicated isolation unit. Despite an initial passenger traffic reduction during the pandemic peak, requests for UNHAS services have risen again since the reopening of borders. UNHAS Mali has a fleet of three aircraft (two B1900D and one Dornier 228-201) – one of which was deployed in April 2020 to respond to additional needs registered due to the deterioration of the security situation deterioration.

In 2020, UNHAS served eight regular destinations across the country while responding to humanitarian access demands with on-demand flights to three remote and otherwise inaccessible locations and to secondary airstrips.

2021 Outlook

Given the deterioration of the humanitarian context, related needs will increase through 2021. In 2021, UNHAS will continue to operate regular services out of Bamako to Mopti, Timbuktu, Gao and to the remote airstrip Menaka, the conflict-affected regions in the centre and north of the country where humanitarian needs are the highest. Additionally, the operation will serve on-demand destinations and secondary airstrips.

2020 KEY PERFORMANCE FIGURES



12,527
Passengers transported



4
Medical evacuations
(2 COVID-19 related)



143
Organizations supported



8
Destinations reached



63.3
mt of cargo delivered



2
Security relocations

UNHAS MAURITANIA

REQUIRES **US\$800,000** TO SUSTAIN
OPERATIONS UNTIL THE END OF 2021.



WFP/Aissata Ely Thiam

OPERATING SINCE 2012

2020 Overview

Mauritania is characterized by recurrent drought and a challenging landscape along with frequent influxes of refugees driven by conflict in the Sahel.

Bassikounou, in the southeast, is considered the epicentre of humanitarian action in Mauritania, given the presence of the Mbera refugee camp in this region. The closure of the Bassikounou aerodrome due to the airstrip's deterioration on 18 September 2019 was a limiting factor in the rapid deployment of humanitarian workers to the camp.

Due to COVID-19-related flight restrictions and the inaccessibility of the Bassikounou airstrip, passengers could only be disembarked in Nema, followed by a road journey escorted by the security forces of the Mauritanian army. Thanks to the generous contributions of donors and the excellent collaboration established by the operation with various Mauritanian governmental entities, rehabilitation works for the now 1,800m long Bassikounou airstrip were completed on 15 October 2020. Humanitarian workers in the region can directly reach project implementing sites in the area in only two and a half hours, departing from Nouakchott to Bassikounou. The successful rehabilitation is also enabling UNHAS to use the airstrip to perform medical evacuations whenever necessary.

2021 Outlook

The country continues to face a chronic vulnerability situation. Humanitarian response activities are crucial to ensure the continuation of resilience programmes. UNHAS flight services support humanitarian and development partners by providing safe and continuous access to beneficiaries, which proved particularly essential during the closure period of the Bassikounou aerodrome that impeded direct and safe access of humanitarian partners to the Mbera refugee camp.

2020 KEY PERFORMANCE FIGURES



1,031
Passengers transported



31
Organizations supported



4
Destinations reached



4.1
mt of cargo delivered



3
Medical evacuations

UNHAS MOZAMBIQUE

REQUIRES **US\$1.3 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.

OPERATING SINCE 2020

2020 Overview

After two decades of peace and stability, in 2020, the intensification of violence in Cabo Delgado province rapidly escalated, leading to hundreds of thousands of people displaced from their homes. Mozambique also remains one of the most disaster-prone countries in the world, with drought and pests affecting staple crops in much of the country. Nearly half the population remains below the poverty line and the economic growth forecast was revised further downwards, following the impact of cyclones, subsequent floods and the socioeconomic strain caused by the COVID-19 pandemic.

Given the situation and rapidly rising humanitarian needs, in December 2020 WFP launched UNHAS, operating a fixed-wing aircraft (Let L-410/420 Turbolet). UNHAS has been playing a pivotal role in enabling humanitarian actors to access crisis-affected areas in the Cabo Delgado Province and deliver life-saving humanitarian items. UNHAS's aircraft has provided air support to hard-to-reach locations, such as Palma, Mueda, Macomia and Ibo districts, to transport humanitarian supplies, passengers and information technology equipment.

2021 Outlook

The fragile humanitarian situation in the northern province of Cabo Delgado continues to deteriorate in 2021, with an increase in the number and scope of attacks of armed groups and the subsequent humanitarian impact. The UNHAS service is planned to continue until December 2021. The humanitarian community is scaling up its response.

2020 KEY PERFORMANCE FIGURES



UNHAS NIGER

REQUIRES **US\$2 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



WFP/Mariama Ali Souley

OPERATING SINCE 2008

2020 Overview

In 2020, humanitarian access became increasingly difficult owing to insecurity, flooding, the impact of COVID-19 restrictions, as well as the need for all international organizations to have military escorts during movement outside of major cities. UNHAS air service is offering the only viable way to reach main Nigerien cities, as travel by road without a military escort is not allowed.

The security situation remains extremely volatile in all crisis-affected regions. The activities of NSAGs in Diffa, Tillabéri and Tahoua and their recurrent incursions from bordering countries have caused population movements, particularly in the Tillabéri and Maradi regions.

In this context, UNHAS services are vital for many organizations working in hard-to-reach areas.

2021 Outlook

The impact of 2020 flooding, localized droughts, COVID-19, as well as insecurity will increase the number of vulnerable people already living in precarious conditions. The entire humanitarian community relies on the UNHAS service to carry out critical activities across the country.

2020 KEY PERFORMANCE FIGURES



6,927
Passengers transported



132
Organizations supported



7
Destinations reached



16.1
mt of cargo delivered



12
Medical evacuations

UNHAS NIGERIA

REQUIRES **US\$10.5 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.

OPERATING SINCE 2015

2020 Overview

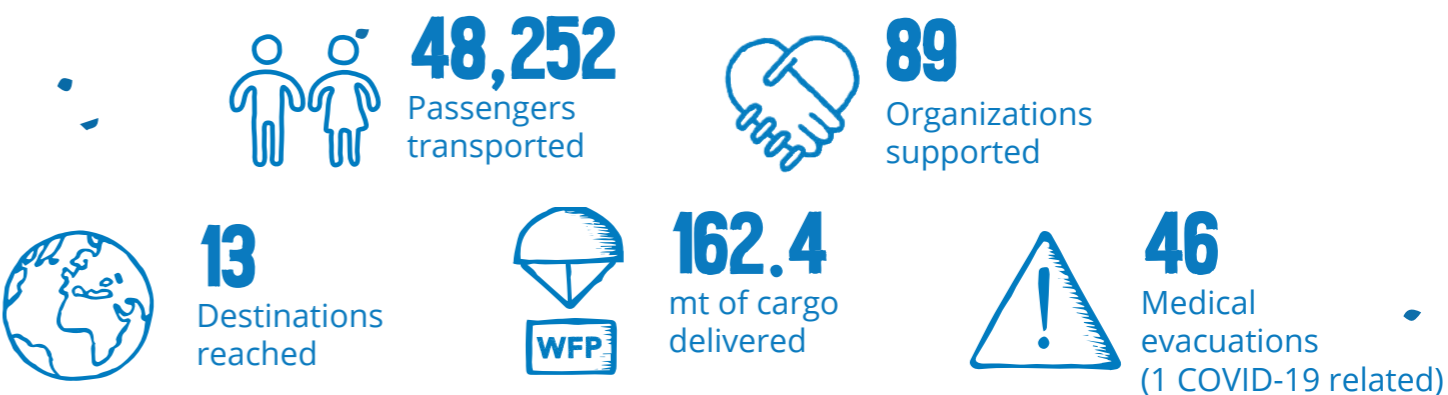
COVID-19 has spread rapidly in Nigeria, causing further strain on health systems and the economy, already impacted due to the fall in oil prices. Restrictions associated with the COVID-19 pandemic affected the movement of humanitarian personnel and equipment, as did insecurity, with some major access routes remaining inaccessible for safety reasons for extended periods, especially the Maiduguri to Monguno and Maiduguri to Damboa routes, due to local brigades' limited capacity to provide escort.

Such a complex operational environment on the ground has made UNHAS activity even more crucial. In 2020, besides maintaining four helicopters and one fixed-wing aircraft, UNHAS preparedness measures included deploying a helicopter equipped for COVID-19 medical evacuations to connect field locations with Maiduguri for treatment.

2021 Outlook

As reported in the 2021 GHO, the ongoing conflict will continue to severely affect millions of people in 2021, subjecting them to displacement, impoverishment and threat of violence. The operating environment remains extremely volatile, particularly in Borno State where all the major supply routes have become dangerous for civilians and aid workers, humanitarian cargo and assets. If historical trends continue, the 2021 rainy season (June to September) will exacerbate the risk of malaria, cholera and other water-related diseases for most of the hotspot locations, and flooding will keep causing loss of livelihoods. The UNHAS operation remains vital in Nigeria for humanitarian assistance to reach locations affected by such crises.

2020 KEY PERFORMANCE FIGURES



UNHAS SOMALIA

REQUIRES **US\$2.9 MILLION** TO
SUSTAIN OPERATIONS UNTIL THE END
OF 2021.

OPERATING SINCE 2007

2020 Overview

Somalia is grappling with increased humanitarian needs owing to the impact of the COVID-19 pandemic and protracted insecurity. In addition, in 2020, Somalia continued to face the impact of multiple shocks, including floods and desert locusts. A total of 120,000 people were affected by tropical Cyclone Gati, which made landfall on 22 November 2020 in Iskushuban and Bosasso Districts, Bari Region in Puntland State.

In 2020, UNHAS remained the only air carrier serving hard-to-reach destinations across the country and providing critical services despite the logistical challenges posed by COVID-19. UNHAS supported the Government by transporting medical samples from rural Somalia to testing laboratories in Mogadishu and Nairobi, Kenya. The WFP-led Logistics Cluster and UNHAS have facilitated airlifts of relief supplies in response to COVID-19 and floods on behalf of the Government and other partners.

2021 Outlook

Armed conflict and insecurity are expected to continue causing displacement while simultaneously impeding effective humanitarian operations and access to vulnerable or marginalized communities. Because of the security situation in Yemen and instability in Ethiopia, it is expected that Somalia will continue to receive refugees and asylum seekers. UNHAS is crucial to facilitate access and ensure assistance is continuously provided.

2020 KEY PERFORMANCE FIGURES



Passengers transported

5,801



Organizations supported

115



15
Destinations reached



608.5
mt of cargo delivered

UNHAS SOUTH SUDAN

REQUIRES **US\$16.7 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.

OPERATING SINCE 2011

2020 Overview

South Sudan remains fragile, dealing with years of conflict, as well as the devastating impact of the 2019 and 2020 floods, COVID-19 and the East Africa desert locust infestation. Overall, some 1.6 million people are internally displaced, and 2020 saw a further deterioration in humanitarian access due to insecurity as well as movement restrictions put in place to limit the spread of the virus. UNHAS operations in the country have undergone some changes because of the COVID-19 context, including operational adjustments to introduce preventive measures such as aircraft and vehicle disinfection, social distancing during flights, hand sanitizer provision, crew and staff training on COVID-19, which also had an impact on the UNHAS budget and spending of resources. An additional Caravan 5X-ASD was brought on board in May 2020 for six months to assist the demands related to the COVID-19 response, including from WHO and the Ministry of Health, to transport suspected samples and perform COVID-19 medical evacuations. From April to October 2020, UNHAS transported 597 samples from field locations to Juba, delivered 16.4 mt of supplies and performed two COVID-19-related medical evacuations, and saw an uptick in security evacuations due to ongoing violence in Greater Pibor.

2021 Outlook

Humanitarian organizations are expected to face increasing access constraints, affecting their ability to effectively respond to people's needs. Limited access by air to affected populations by humanitarian actors will further exacerbate existing vulnerabilities and trigger additional ones. UNHAS must continue to provide life-saving uninterrupted access in South Sudan.

2020 KEY PERFORMANCE FIGURES



42,520
Passengers transported



111
Medical evacuations
(2 COVID-19 related)



289
Organizations supported



61
Destinations reached



1,166
mt of cargo delivered



3
Security relocations

UNHAS SUDAN

REQUIRES **US\$3.6 MILLION** TO TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.

OPERATING SINCE 2004

2020 Overview

The impact of the COVID-19 pandemic has exacerbated economic instability and food insecurity levels. At the same time, 2020 marked the worst flooding in decades, affecting more than 875,000 people and destroying infrastructure, livelihoods and crops. Inaccessibility due to poor road conditions was overcome with the support of a UNHAS helicopter transporting teams for needs assessments and distribution of supplies to affected areas. Moreover, since the intensification of conflict in the Tigray region of Ethiopia in 2020, over 60,000 Ethiopian refugees have crossed into eastern Sudan, while incidents of intercommunal violence also increased in Darfur during the second half of 2020.

UNHAS regular flights had to be suspended following a three-week national lockdown declaration however the airport remained operational for cargo and emergency flights, including for medical supply import purposes, and UNHAS services were able to resume. In addition to regular operations, in order to ensure continued movement of humanitarian staff and supplies during COVID-19, UNHAS Sudan opened a vital air link connecting Khartoum with Addis Ababa, Ethiopia, between May and June 2020. In response to the Ethiopian Tigray crisis, UNHAS increased flight frequency to Kassala to daily and positioned one helicopter in Kassala to facilitate onward travel to Gedaref and the two camps of Hemdayet and Um Rakuba. The UNHAS fleet comprises seven aircraft, made up of three fixed-wing and four helicopters.

2021 Outlook

In 2021, a further economic decline is expected owing to the impact of COVID-19, floods, desert locusts and shortages of critical production inputs. The impact of these factors on the population is projected to grow throughout the year. Demand for UNHAS services into key destinations in the Sudan remains high, as expressed by users via needs assessments conducted throughout 2020. More than 80 user organizations comprising NGOs, United Nations agencies, donor organizations and diplomatic missions rely on UNHAS to be able to implement and monitor humanitarian and development activities across the Sudan.

2020 KEY PERFORMANCE FIGURES



15,587
Passengers transported



80
Organizations supported



39
Destinations reached



52.5
mt of cargo delivered



5
Medical evacuations

UNHAS SYRIAN ARAB REPUBLIC

REQUIRES **US\$4.1 MILLION.**
TO SUSTAIN OPERATIONS UNTIL THE END
OF 2021.



OPERATING SINCE 2020

2020 Overview

The spread of COVID-19 crossed over with a further increase of humanitarian needs in the country following a deterioration of the security situation in the north west of the country. Vast distances and localized insecurity make road travel between Damascus and the north-eastern areas of the country difficult, time consuming and dangerous. Many humanitarian organizations are not permitted to use commercial flights in Syria, and unpredictable flight schedules make air movements between Damascus and Qamishli challenging.

As such, a needs assessments survey was conducted by the Office for the Coordination of Humanitarian Affairs in December 2019, which revealed substantial interest from the humanitarian community in the establishment of UNHAS in Syria. Based on this, WFP launched the operation in July 2020, deploying a 70-seat Bombardier CRJ Series aircraft to serve the Damascus-Qamishli route.

By the end of 2020, the UNHAS operation in the Syrian Arab Republic had transported 806 passengers and 15.4 mt of humanitarian relief cargo, including medical supplies and PPE used in the response to the COVID-19 pandemic. A total of 26 humanitarian organizations involved in shelter, health, food security, nutrition, non-food items, and water, sanitation and hygiene (WASH) sectors in north-eastern Syria relied on UNHAS services to carry out their work.

2021 Outlook

Worsening levels of humanitarian needs are expected to continue into 2021. Should adequate funding and timely access to populations in need be reduced, including through UNHAS air services reaching otherwise inaccessible locations, about 10.5 million people targeted with humanitarian assistance in 2021 will face worsening living conditions.

2020 KEY PERFORMANCE FIGURES



806
Passengers transported



34
Organizations supported



3
Destinations reached



15.4
Mt of cargo delivered

UNHAS YEMEN

REQUIRES **US\$8.9 MILLION** TO SUSTAIN OPERATIONS UNTIL THE END OF 2021.



OPERATING SINCE 2015

2020 Overview

The escalation of conflict since March 2015 has caused dramatic effects on Yemen's economy and population, shaping all aspects of people's lives. In 2020, conflict intensified causing civilian casualties and displacement. In this context, an observed funding shortfall severely impacted the response, particularly in the northern areas of the country, and the impact of COVID-19 is expected to have long-lasting effects. Limited international transport options in and out of Yemen present significant constraints in getting required personnel as well as equipment and commodities into the country.

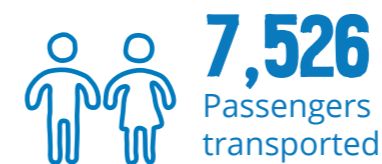
In this context, UNHAS guarantees safe and regular air services while following strict protocols in obtaining landing clearances from different parties and facing other operational challenges, including a lack of aviation fuel in-country and limited functionalities of the airports. The UNHAS fleet comprises two aircraft, for a total of 230 available seats.

UNHAS kept providing essential services during the COVID-19 peak and, following the suspension of all flights to and from Yemen airports due to COVID-19 in March 2020, the operation base was shifted from Amman/Djibouti to Addis Ababa/Nairobi. One aircraft was repositioned to Addis Ababa in April 2020, followed by the other one in mid-May, enabling staff awaiting to return to Yemen due to COVID-19 restrictions. UNHAS played a critical role not only in providing access but also mediating with the Civil Aviation Authority and the Ministry of Health on issues related to visas, COVID-19 testing and quarantine.

2021 Outlook

In 2021, the impact of natural hazards, in combination with increased conflict and a deteriorating economic situation, will most likely increase vulnerabilities and humanitarian needs. Humanitarian access and space is expected to be further challenged and will likely reduce with an anticipated increase in hard-to-reach areas throughout 2021. Following the termination of the sea passenger service operated by WFP via the Logistics Cluster in November 2019, UNHAS presents the main option of travel for the entire humanitarian community into and within Yemen, enabling the humanitarian response to continue across the country in 2021 and beyond. passenger service operated by WFP via the Logistics Cluster in November 2019, UNHAS presents the main option of travel for the entire humanitarian community into and within Yemen, enabling the humanitarian response to continue across the country in 2021 and beyond.

2020 KEY PERFORMANCE FIGURES



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. The current fleet composition includes three dedicated aircraft: one Cessna Caravan in Mali, and one Mi-8 and one Cessna

Caravan in the Democratic Republic of the Congo. In Kenya, WFP is sharing with an ECHO Flight one DHC-8 aircraft currently contracted under long-term Air Charter Agreements for UNHAS operations. The ECHO Flight project aims to be flexible and agile to respond to changing environments in protracted contexts. The project should adjust requirements when needs for dedicated, safe and cost-effective air transport in support of European Union-funded humanitarian projects are identified in existing or in new operational contexts.

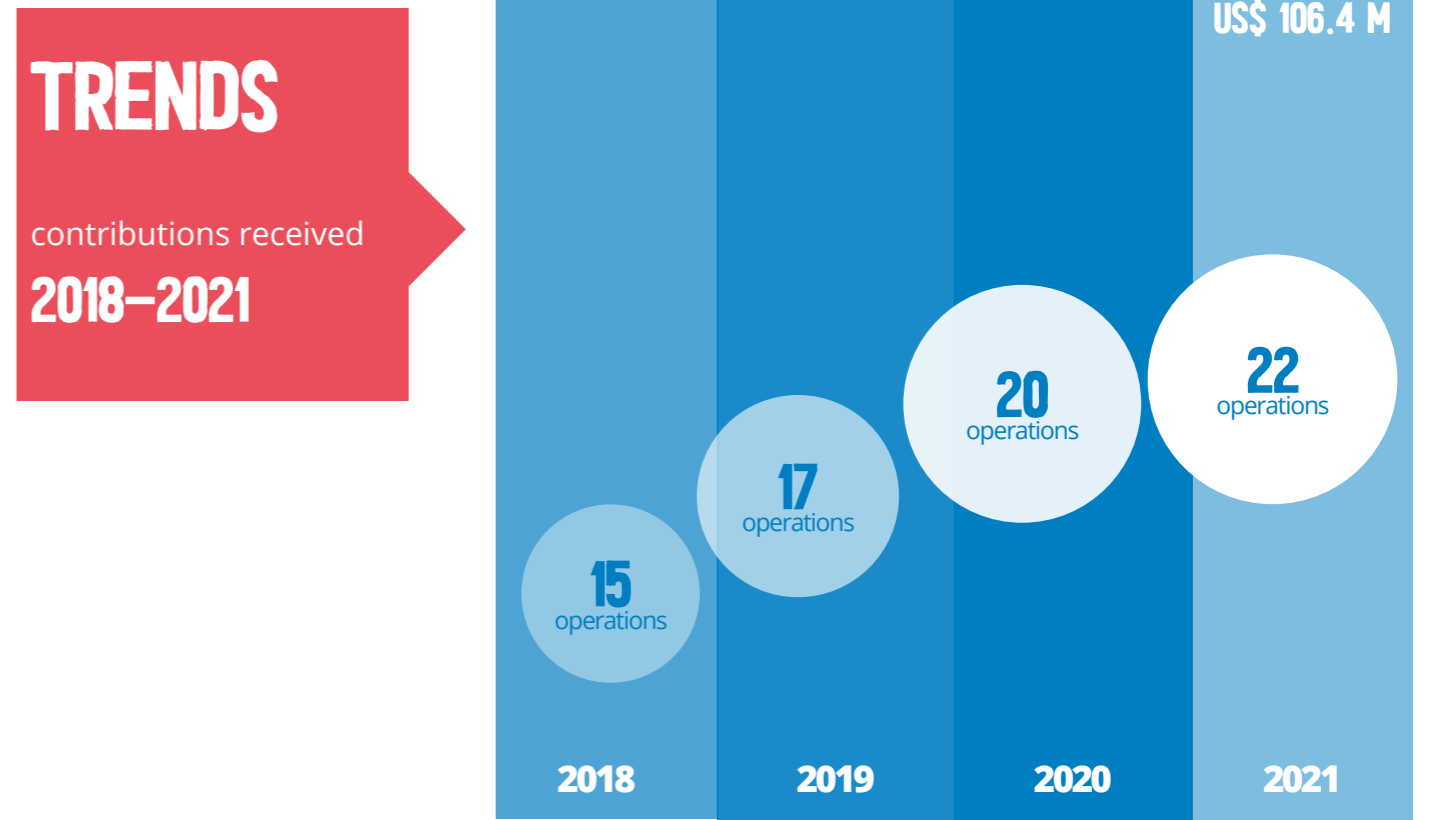


WFP/Ben Anguandia

FUNDING OUTLOOK 2021

The unprecedented challenges stemming from the COVID-19 pandemic meant that UNHAS started 2021 with limited carry-over of funds from the previous year, a financial shortfall and funding instability. This came at a time when UNHAS operations had expanded significantly and there was increasing demand for new air transport operations in part also impacted by the additional access constraints resulting from the COVID-19 pandemic. Unlike WFP operations that can be scaled up and down, linked to resourcing levels, any resourcing breaks for UNHAS services

lead to a complete suspension of operations. UNHAS is currently facing an alarming funding situation, threatening some of its operations' ability to offer continued air transport services across the year. Humanitarian and development organizations depend on the air transport services provided by UNHAS. As humanitarian needs continue to grow, insufficient funding for UNHAS will challenge the ability of the humanitarian community to provide timely and life-saving assistance to those in need.



Considering the past three full years, 2018–2020, donor contributions increased by 6 percent in 2019 compared to 2018, while 2020 registered a minimum increase of 1 percent compared to 2019. At the same time, the number of UNHAS operations increased over the three years: in 2020, a total of 20 operations were active, representing a 25 percent increase compared to 2018, and a 15 percent increase compared to 2019, vis-à-vis a donor contributions' increase of 7 and 1 percent, respectively

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

As of May 2021,
the total financial shortfall stood at **US\$75.9 million.**

Country of operation	Budget approved (US\$)	Funding received (US\$)	Percentage funded	Operation funded until
Libya	5,889,079	2,212,241	37	End of June
Syrian Arab Republic	8,561,961	3,092,905	36	End of June
Central African Republic	22,540,504	13,017,376	58	End of July
Guinea	3,409,182	998,700	29	End of July
Nigeria	24,077,502	30,548,786	55	Beginning of August
Haiti	4,440,000	2,483,585	52	Mid-August
Mozambique	3,587,600	1,571,097	45	Mid-August
Cameroon	6,912,455	3,539,624	51	End of August
Kenya	5,142,294	2,023,227	39	End of August
Mauritania	2,891,848	2,099,367	72	Beginning of September
South Sudan	54,081,097	30,548,786	56	Beginning of September
Yemen	33,169,739	20,945,456	63	Mid-September
Ethiopia	4,577,405	2,066,002	45	Mid-September
Chad	16,665,708	19,150,303	61	End of September
Niger (the)	9,589,156	6,671,507	69	Mid-October
Afghanistan	18,788,498	14,288,523	76	Beginning of November
Sudan (the)	27,646,735	22,823,539	82	Beginning of November
Somalia	25,222,868	22,823,539	65	Mid-November
Mali	8,700,000	8,801,991	101	Mid-December
Democratic Republic of the Congo	42,155,120	30,610,827	93	End of 2021
Burkina Faso	5,221,807	6,274,612	120	End of 2021

*Funding requirements are currently being updated for certain UNHAS operations. Funding updates that reflect those changes will be made available over the next few months.

** Dates are based on the January to May actual expenditures plus forecasted expenditures as per budget approved from June to December 2021.

WFP UNHAS DONORS 2020-2021

	US\$		US\$		
	Donor	2020	Donor	2021 as of May	
	USA USAID/OFDA	52,911,722		USA USAID/FFP	34,000,000
	DG ECHO	21,565,252		DG ECHO	12,237,228
	Germany	19,186,452		Canada	8,953,728
	UK DFID	10,025,192		UK DFID	8,498,518
	UN CBPF	8,383,665		Germany	5,716,054
	USA STATE/PRM	6,650,000		Famine Relief Fund	5,384,669
	Sweden	6,613,759		Sweden	5,337,485
	Switzerland	5,476,282		Switzerland	5,254,787
	USA USAID/FIELD	5,000,000		USA USAID/FIELD	5,000,000
	USA USAID/FFP	4,831,628		UN CBPF	3,592,800
	Norway	4,799,807		UN CERF	2,545,345
	Canada	4,765,953		IRA/AF	2,115,487
	UN CERF	4,343,931		UK FCDO	1,801,780
	WORLD BANK	3,000,000		Norway	1,648,908
	Korea	2,500,000		France	1,314,217
	UK FCDO	2,001,378		Korea	1,250,000
	France	1,205,916		Japan	896,560
	Japan	1,154,545		UNICEF	350,000
	Ireland	1,065,000		Ireland	234,740
	Denmark	835,893		Luxembourg	122,503
	Spain	234,951		Romania	121,244
	Australia	228,224		Monaco	59,737
	Luxembourg	109,134			



ENVIRONMENTAL AND SUSTAINABILITY PROGRAMME

WFP launched the Environmental and Sustainability Programme to define aviation-specific principles, objectives and outcome activities to optimize and improve environmental efficiency to reduce the impacts associated with air transport service provision.



WE

MEASURE

REPORT

REDUCE

The WFP Aviation Services has developed a CO₂ emission calculation methodology aligned with ICAO guidelines. The method is known as the Carbon Offsetting and Reduction Scheme Calculation Methodology, which tracks real-time CO₂ emissions, including CO₂ emissions of all UNHAS flights and emissions associated with other WFP air transport services, such as airdrops, dedicated ad hoc flights and COVID-19-related passenger air services.

In 2020, total CO₂ emissions were 184,559 mt, recording an increase compared to 2019 (148,443 mt), resulting from an augmented request to transport cargo, including essential medical supplies and equipment in response to COVID-19. However, it should be emphasized that, as recently as 2018, total CO₂ emissions stood at 252,112 mt, and WFP Aviation has therefore made significant progress since that date in reducing its carbon footprint.

ABOUT SAFETY

WFP does not manage any aircraft of its own, but contracts aircraft from other operators. The chartered operators need to be compliant with both ICAO 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, the ASU, which directly reports to the Deputy Executive Director, conducts safety evaluations of commercial air operators across all regions for possible inclusion in the List of Registered Air Operators. The safety evaluation process, which includes a review of certifications, safety records and identification of gaps, enables air operators to improve their safety systems. The ASU also provides safety management system training to commercial air operators, civil aviation authorities and WFP staff across all operations. UNHAS prioritizes aviation security risk management in all field operations while providing assessments in areas where the need for new air operations is identified to mitigate existing risks and put in place processes and systems that reduce exposure to security-related incidents. WFP facilitates aviation safety campaigns twice a year in different parts of the world to raise awareness on recurrent safety concerns and to promote a culture of safe aviation among civil aviation authorities, airport authorities, air carriers and regulators.

ABOUT INNOVATION

WFP is fully aligned with the corporate vision to explore innovative approaches that enhance progress towards Zero Hunger. The Remotely Piloted Aircraft System (RPAS) and Airship technology offer untapped potential for last-mile delivery of food and other life-saving cargo to populations in remote locations, where the use of traditional aircraft is either less cost-efficient or where, due to insecurity, deployment of air assets poses significant security and safety threats. In 2021, WFP Aviation aims to intensify market intelligence and perform test flights of already identified RPAS to expand the organization's cargo delivery capabilities in the countries of growing need like Mozambique and South Sudan. WFP collaborates with various industry stakeholders to contribute to developing regulatory frameworks to guide eventual operations, particularly in the countries where WFP has an organizational presence and regularly engages with airship manufacturers to evaluate cargo delivery scenarios for humanitarian action to validate them in WFP operations.

MEET THE FOUR WOMEN

behind WFP's humanitarian helicopter in Haiti

In the year since the World Food Programme (WFP) deployed a MI-8AMT helicopter to serve the entire humanitarian community in Haiti, the WFP...

Click on the photo to read the full article



UNHAS Chief Air Transport Officer's tale of response during COVID-19

Story by Eleonora Ponti

Geoffrey Mwangi is no stranger to overcoming challenges. As a Chief Air Transport Officer for the World Food Programme, he has worked in some of the most difficult operational contexts. Now based in the Democratic Republic of the Congo, he works to support humanitarians as they respond to Ebola Virus Disease and the effects of conflict including displacement, hunger and health. A large country, around two thirds the size of Western Europe, without UNHAS quite simply humanitarians could not make it to where they need to go.

When a state of emergency was declared in March following the outbreak of COVID-19, borders were closed and flights were suspended. Geoffrey and his team had to move quickly, working closely with the Government to secure the appropriate permissions to keep flying and to implement measures to ensure the safety of passengers, staff and local populations. "We knew that UNHAS was the only available option to provide vital air transport services." Granted permission to keep operating, "We were the only active aviation service in the country that could continue transporting humanitarian workers and medical personnel and deliver life-saving supplies," he recalls. "This was motivating us enough to continue supporting those who were needing us the most, despite the extreme pressure, tiredness and fatigue."

But as any good logistician is prepared for, nothing ever goes quite according to plan. "Like falling dominoes, issues kept lining up." Restrictions to stop the spread of the disease led to reduced flight frequency impacting the operation's financial stability, and a staff member testing positive for the disease led to further concerns. But still, Geoffrey remained positive.

His mantra for dealing with the pressure? "Continuously communicate transparently and proactively." He also credits the support he and his team have received to helping them through - "Thanks to our donor community and partners who have strongly supported us throughout the emergency response."

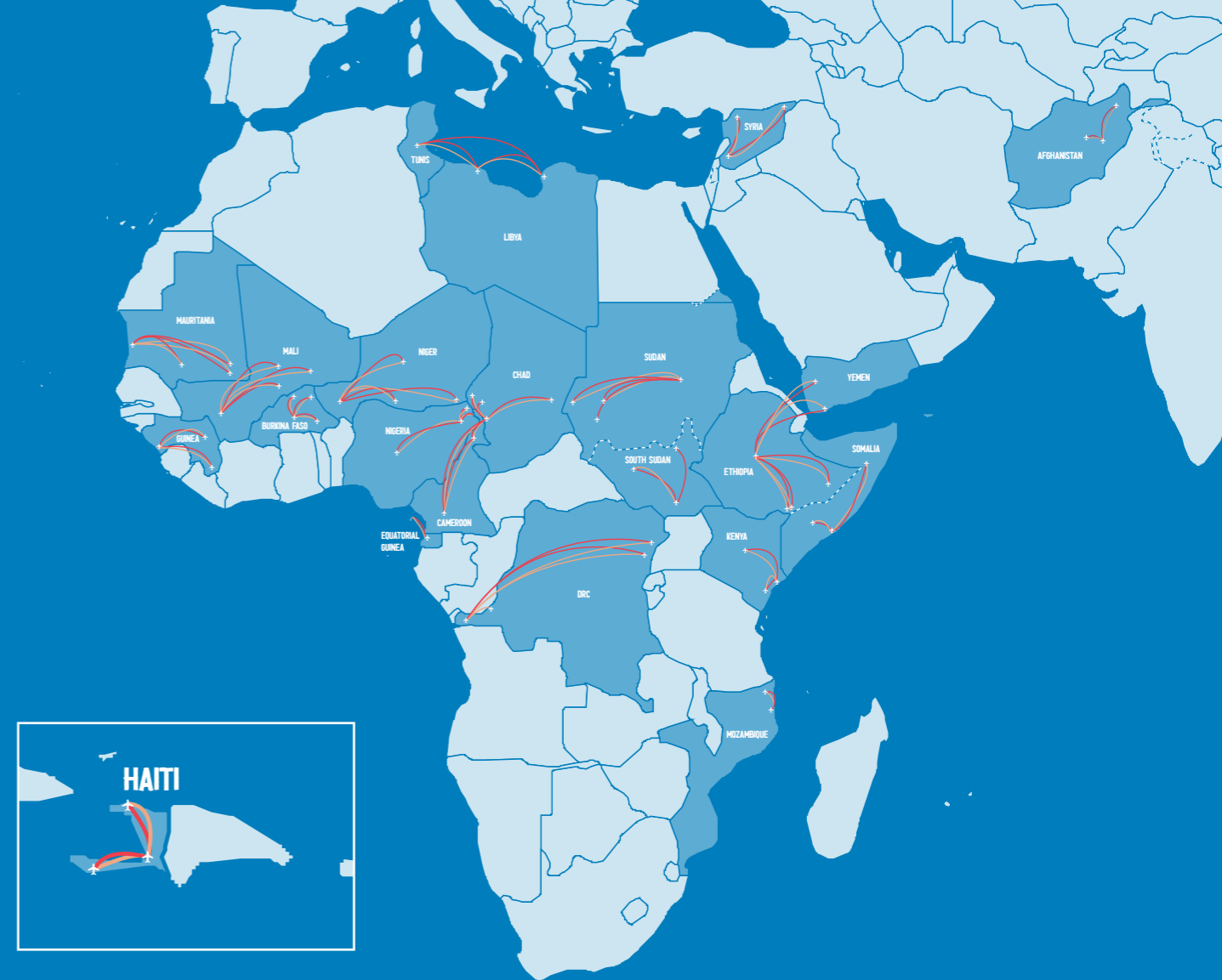
The cherry on top though? WFP being awarded the Nobel Peace Prize for 2021. Geoffrey recalls the moment he found out. "When I knew that WFP won the Nobel Peace Prize, that was the most exciting moment of my life. Being away from my family for 21 years to serve WFP entailed a lot of sacrifices. This was a symbol of recognition for all those sacrifices."



Geoffrey Mwangi, Chief Air Transport Officer UNHAS South Sudan, supervising the UNHAS operation at Juba International Airport. WFP/Jose Castro.

UNHAS MAIN ROUTES

as of June 2021



Afghanistan	Burkina Faso	Cameroon	CAR	Chad	DRC	Eq. Guinea	Ethiopia	Guinea	Haiti	Kenya
Kabul	Ouagadougou	Yaoundé	Bangui	N'Djamena	Beni	Malabo	Melkadida	Nzérékoré	Port-au-Prince	Wilson
Faizabad	Dori	Maroua	Bangassou	Abéché	Goma	Bata	Addis Ababa	Conakry	Les Cayes	Kakuma
Bamian	Fada N'gourma	N'Djamena	Bria	Baga Sola	Bunia	/	Dolo	Kankan	Port-de-Paix	Dadaab
Nili	Djibo	/	Bambari	Bol	Kinshasa	/	Warder	Abuja	Guy Malary	/
/	/	/	Paoua	/	/	/	/	/	/	/
Lybia	Mali	Mauritania	Mozambique	Niger	Nigeria	Somalia	South Sudan	Sudan	Syria	Yemen
Tunis	Bamako	Nouakchott	Afungi	Niamey	Abuja	Nairobi	Juba	Khartoum	Damascus	Sanaa
Mitiga	Gao	Néma	Pemba	Diffa	Maiduguri	Mogadishu	Rubkona	El Fasher	Qamishli	Addis Ababa
Benghazi	Tombouctou	Bassikounou	Ibo	Maradi	Monguno	Baidoa	Wau	Geneina	Aleppo	Aden
/	Mopti	Kiffa	Mueda	Agadez	Ngala	Garowe	Maban	Nyala	/	Amman
/	/	/	/	/	/	/	Malakal	/	/	/

FLEET DESCRIPTION

Fixed Wings



BEECHCRAFT 1900

Afghanistan/Chad/DRC/Equatorial Guinea/Guinea/Mali/Mauritania/Somalia/Sudan

Specifics: 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.



AIRBUS 320-211

Yemen /Jordan

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



CESSNA 208 CARAVAN

Cameroon/CAR/Chad/DRC/Ethiopia/Somalia/South Sudan/Sudan

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



DASH 8 (100/200 SERIES)

CAR/DRC/Ethiopia/Niger/Somalia/South Sudan

Specifics: Capacity of 37 to 39 passengers.



DASH 8 (Q400 SERIES)

South Sudan

Specifics: 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

CAR/DRC/Mali/South Sudan

Specifics: 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

Nigeria

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



EMBRAER 135

Co-share Cameroon-Chad/Libya

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



EMBRAER 145

DRC/Sudan/Yemen

Specifics: 50-seat capacity. It has a cruise speed of 450 knots (833 km/h).



ILYUSHIN IL-76

South Sudan

Specifics: A multi-purpose four-engine turboprop strategic airlifter. The aircraft has extensive service as a commercial freighter for ramp-delivered cargo, especially for outsized or heavy items unable to be otherwise carried, with a capacity of 40,000 kg of payload. It has also been used as an emergency response transport for civilian evacuations as well as for humanitarian aid and disaster relief around the world. Because of its ability to operate from unpaved runways, it has been useful in undeveloped areas. Its maximum speed is 430 knots (790 km/h).



LET-410

CAR/Mozambique/South Sudan

Specifics: 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).

FLEET DESCRIPTION

Rotary Wings



BELL 412

Nigeria

Specifics: A twin-engine utility. Its capacity is up to 13 passengers, with a maximum external load of nearly 3,000 kg. The cruise speed is 122 knots (140 mph, 226 km/h).



MI-8T

South Sudan/Sudan

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



MI-8MTV-1/AMT

Afghanistan/Burkina Faso/CAR/DRC/Haiti/South Sudan/Sudan

Specifics: A multi-engine (twin) with a passenger capacity of 19 seats and a payload of 4,000 kg. The cruise speed is 110 knots (205 km/h) with a maximum speed of 120 knots (225 km/h).



MI-26T

South Sudan

Specifics: A multi-engine (twin) cargo helicopter with a payload of 20,000 kg. The cruise speed is 100 knots (185 km/h) and a maximum speed of 120 knots (225 km/h).



#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 for 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 thirty 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.



VOICES of UNHAS users

“UNHAS allows me to reach out to over 100,000 refugees going to school in Chad, where humanitarians rely on UNHAS to access those in need, wherever they are”.

UNHCR CHAD

“UNHAS’ flights are the only way for us to reach Yemen and be able to support the millions of children who are in need. As we are talking 2 million children under 5 are expected to go hungry this year. We need UNHAS’ services”.

SAVE THE CHILDREN YEMEN



Acronyms

CAA Civil Aviation Authority

CAR Central African Republic

CERF United Nations Central Emergency Response Fund

DRC Democratic Republic of the Congo

ECHO European Civil Protection and Humanitarian Aid Operations

EVD Ebola virus epidemic

FCDO Foreign, Commonwealth and Development Office

FFP USAID Food for Peace

GHO Global Humanitarian Overview

HNO Humanitarian Needs Overview

IDP internally displaced person

ICAO International Civil Aviation Organization

ICRC International Committee of the Red Cross

IOM International Organization for Migration

IRA Immediate Response Account

MEDEVAC Medical evacuation

NGO non-governmental organization

OCHA United Nations Office for the Coordination of Humanitarian Affairs

OFDA Office of U.S. Foreign Disaster Assistance

PPE Personal Protective Equipment

PRM Bureau of Population, Refugees, and Migration

UNCT United Nations Country Team

UNDOS United Nations Department of Operational Support

UNDSS United Nations Department of Safety and Security

UNHAS United Nations Humanitarian Air Service

UNHCR United Nations High Commissioner for Refugees

UNICEF United Nations Children's Fund

UNSMIL United Nations Support Mission in Libya

USAID United States Agency for International Development

WHO World Health Organization

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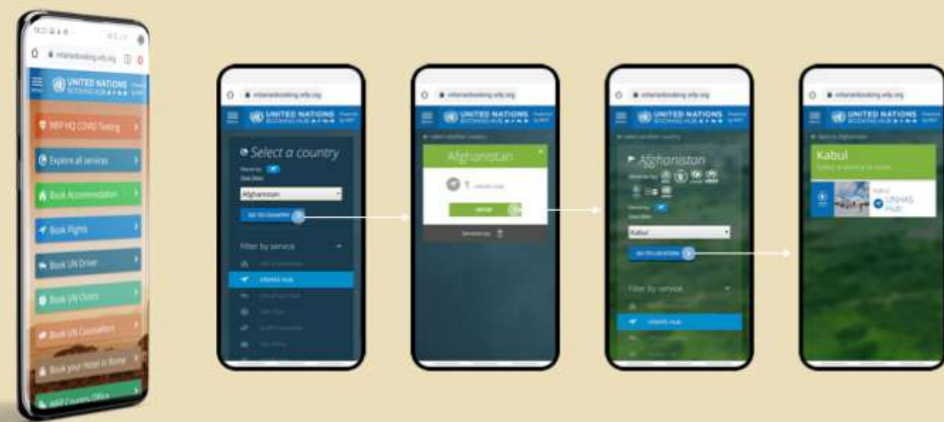
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HOW DO I BOOK AN UNHAS FLIGHT?

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. For security reasons, reservations cannot be made over the phone, and under no circumstances can tickets be exchanged or traded. Tickets are issued in the name of the passenger only to all confirmed and wait-listed passengers, prior to the flight and within the timeframe stipulated in the local SAOP.

The Humanitarian 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 is planning to leverage the same platform and develop a singular and flexible web page for each UNHAS country operation throughout 2021. There are many benefits of incorporating this approach for UNHAS operations, such as better user experience, quick access to important information, easier booking process and effective travel planning.



Follow us



Visit the United Nations Booking Service at humanitarianbooking.org



Book online UN Accommodation, UN Drivers, UNHAS flights and UN Clinics

THANK YOU

WFP Aviation wishes to thank and acknowledge the generous donors who have supported its work this year, extending its gratitude for their crucial contributions to the timely and flexible funding that made WFP Aviation's service possible.



World Food Programme

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