



SAVING
LIVES
CHANGING
LIVES

UNHAS Annual Review 2022

A link between crisis-affected populations and humanitarian actors

June 2023

The United Nations Humanitarian Air Service (UNHAS) is an enabler of global humanitarian connectivity. It is the link between isolated, vulnerable populations living and battling emergencies and their long-term effects and the humanitarian actors who can rescue, assist, and protect them.



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Introduction

2022 was once again a year of emergencies dominating the headlines. Climate-induced disruption and conflict have severely affected and destabilized households' livelihoods, wiping out homes, schools, and hospitals, causing people to be forcibly displaced internally or across international borders, and spreading insecurity that impedes their ability to feed their families. As a result, the ability of the World Food Programme (WFP) to reach people affected by disasters, shocks and displacement is more critical than ever.

The need for the humanitarian community to deliver in critical ways and ease suffering worldwide persists and requires continuous attention and support in multiple ways, as millions of people today are still living through forgotten emergencies and have reached the highest recorded levels of food insecurity.

The best support that WFP, through UNHAS, can provide to the humanitarian community is to ensure that they can reach any destination across the world that calls for immediate help safely and in time. UNHAS is the link between isolated, vulnerable populations battling emergencies and their long-term effects and the humanitarian actors who can rescue, assist, and protect them.

Aviation is the first point of call when emergencies strike. UNHAS teams are often first on the scene, providing passenger and cargo transport,

facilitating medical and security evacuations, offering solutions to expedite assessment missions, and more. WFP has used aviation services to deliver humanitarian assistance for decades. It will continue to manage UNHAS, leveraging its network of aviation organizations and specialists, supporting national and regional aviation infrastructure, and strengthening aviation safety and security standards.

In 2022, an increasingly complex global context characterized by supply chain disruptions and price increases resulting from the Ukraine crisis affected UNHAS' budget due to fuel cost fluctuations and the need to reconfigure its fleet. In addition, UNHAS scaled up operations in Haiti, where climate-related shocks and deteriorating insecurity required enhanced access to affected communities; Madagascar, where the cyclone season triggered needs for aerial assessments and rapid access to affected areas; and Burkina Faso, where increased conflict across all regions resulted in mass population displacement and cut off road access, requiring enhanced air transport for the implementation of humanitarian operations.

Thanks to generous donors, UNHAS transported 395,000 passengers and 7,000 mt of light humanitarian cargo, providing humanitarian staff from 732 organizations with access to 540 remote and hard-to-reach destinations by counting on the WFP Aviation fleet of more than 100 airplanes and helicopters - including

long-term and standby/ad hoc contracts - and finally, securing safe transport for over 1,000 passengers requiring immediate evacuation for medical and security reasons.

Significant operational challenges remain. UNHAS is using these as opportunities to scale and leverage new solutions to be prepared for and respond to emergencies and their long-lasting adverse effects, exploring sustainable alternative air transport solutions, new approaches to fleet and route optimization in connection with infrastructure rehabilitation, and building coalitions in areas such as environmental efficiency, gender diversity and inclusion, flexible financing, and digitalization.

WFP thanks all partners: the donor community, governments, the International Civil Aviation Organization (ICAO), civil aviation authorities, regional civil aviation agencies, the International Air Transport Association (IATA), contracted air carriers, user agencies, passengers, and all the determined national and international UNHAS staff working around the clock to manage air services.

We are one and need each other to continue serving millions in need through global humanitarian connectivity.



When did it all start?

WFP began its large-scale air operations in the 1980s, transporting food and humanitarian workers to countries including Angola, Ethiopia, Somalia and Sudan. Air transport subsequently evolved into an integral part of WFP's logistics.

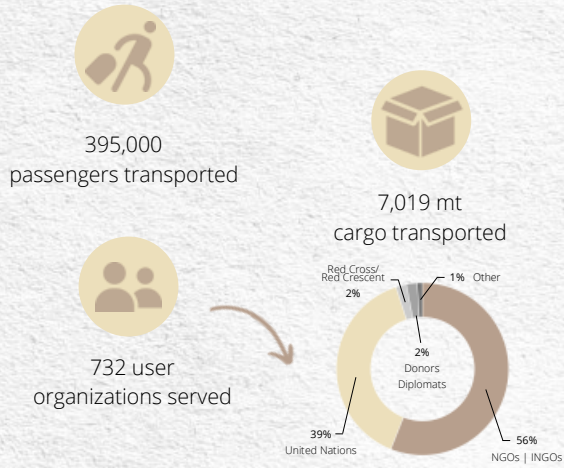
Gradually, the WFP Aviation Service shifted the focus of its work from addressing an internal need for food delivery to providing a common service for the overall humanitarian community. In the early 1990s, a surge in global humanitarian crises led to an increased need for air support to enable the timely 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; this mandate entered into effect on 1 January 2004. WFP established an independent aviation safety unit along with a structure for the provision of aviation services in line with the standards of ICAO and the industry.

WFP was assigned the mandate because of its leadership in humanitarian logistics, and the WFP-managed UNHAS has become the leading provider of air transport for the humanitarian and development communities.



UNHAS 2022 in numbers



74 AIRCRAFT

52 fixed-wing

22 helicopters



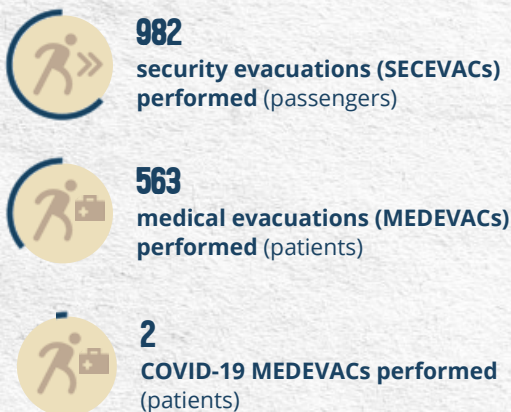
540 DESTINATIONS



53,100 FLIGHTS



1,547 EVACUATIONS



22 OPERATIONS

WFP Aviation Service continues to provide timely services to support humanitarian responses in a complex global context.



How do you explain UNHAS?

UNHAS responds to the need for access to the world's most remote and challenging locations, often under precarious security conditions, where no safe surface transport or viable commercial aviation options are available.

UNHAS works to facilitate the transportation of humanitarian aid workers and lifesaving cargo, in support of each humanitarian sector needed, from food and medical assistance to protection, access to water, and vaccinations, among others, in contexts of emergency and protracted crises. In addition, UNHAS can evacuate people facing health and security issues everywhere it is needed and facilitate the last-mile delivery of essential humanitarian items. These include food and non-food items such as shelter materials, medical supplies, water and sanitation products, and other essential emergency relief items needed by displaced and crisis-affected populations.

In sudden-onset disasters that occur in remote locations, WFP will be expected to take urgent action to assess the situation in the crisis area and determine initial needs. To do so, WFP must immediately charter and deploy assets, assign and/or recruit the necessary expertise, advocate for funding, and establish the required service.

UNHAS continuously establishes service agreements with commercial air operators to ensure an active fleet, including aeroplanes and helicopters, based in the highest-risk environments and ready to be immediately deployed at the service of the entire humanitarian community, which demands these aviation services to accomplish their missions, even within hours after an emergency is declared. The air operators, selected through a rigorous safety process, bring in their crew and assets. Fuel and ground handling services are acquired through a tendering process overseen by WFP Aviation Service headquarters (HQ).

The selection of fuel suppliers is often based on factors such as reliability, quality assurance, and competitive pricing. For ground handling services, UNHAS may collaborate with local providers at various airfields, ensuring compliance with international standards and safety protocols. UNHAS maintains a system for monitoring fuel consumption and ground handling services to ensure compliance with established standards and guidelines.

The air transport services managed by UNHAS meet the ICAO standards and recommended practices, United Nations Aviation Standards for Peacekeeping and Humanitarian Air Transport Operations (UNAVSTADS), and the national civil aviation authority regulations in the countries where it operates.

Voluntary donations from governments, foundations, and private organizations are the lifeline of UNHAS, which collects funds to help sustain aviation operations and runs fundraising drives to raise awareness of the need to maintain these services for the broader response of the entire humanitarian community.

UNHAS is made up of over 600 national and international staff across its operations, of whom 24 percent are women. They offer diverse technical competencies at the service of highly complex operational environments to facilitate air services, customer care, booking processes, and local capacity building through pre-service training and continuous on-the-job training.

In most of UNHAS' operations, passengers can book online through the United Nations Booking Hub platform, which has been leveraged to offer a user-friendly and efficient booking experience to UNHAS users. Requests are accommodated on a first-come, first-served basis, and based on the passenger prioritization system established by WFP Aviation Policy (more info available on page 95).

A decision to set up an air service is taken based on the following criteria:



Who are the UNHAS passengers and end beneficiaries?

UNHAS passengers are UNHAS Champions.

They are humanitarians from national and international NGOs, United Nations agencies and international organizations, donor and diplomatic community representatives, and other partners, including the Red Cross/Red Crescent movement.

They need UNHAS to reach their project implementation sites and deliver humanitarian assistance to those in need: the indirect – but at

the same time end – beneficiaries of our services. WFP's experience in air transport is leveraged to strengthen regional and national aviation systems and capacity.

Additionally, UNHAS' role in emergency response promotes collaboration between governments, regional organizations, the humanitarian community, and international civil aviation stakeholders by providing critical practices for implementing effective preparedness and response measures.





What do passengers think about our services?

UNHAS monitors and evaluates the efficiency of its activities throughout the implementation of its operations against indicators at the outcome and output levels, such as the number of passengers and tonnage of light cargo transported, response to medical and security evacuation requests, number of organizations and number of locations served, as well as the User Satisfaction Rate.

The latter is based on the results of two types of surveys: the Passenger Satisfaction Survey (PSS) and the Provision of Access Satisfaction Survey (PASS), which are regularly launched in each UNHAS operation to collect user feedback and recommendations on areas for improvement.

The overall User Satisfaction Rate for UNHAS services in 2022 stood at 95 percent, based on PSS and PASS, conducted at all UNHAS operations at the country level and globally aggregated.

User satisfaction has been increasing since 2020 when there was a lower level of satisfaction (83 percent) – mainly resulting from the disruption to UNHAS services caused by coronavirus disease 2019 (COVID-19) restrictions – compared to 2021 (94 percent) and 2022 (95 percent).



UNHAS flight availability and reliability really helps in the implementation of our projects.

Arjan SLEURINK
Head of operations CRS Madagascar



What does UNHAS carry on board?

UNHAS-delivered cargo saves and changes lives. Thanks to UNHAS, humanitarian relief items can alleviate human suffering when no other means of transport could deliver emergency food, such as ready-to-eat meals for specific nutritional requirements; therapeutic foods or supplements against malnourishment; staple foods like rice, wheat, maize, and beans; and high-value perishable foods such as fresh fruits, vegetables, and dairy products.

Non-food items carried by UNHAS include shelter materials; medical supplies comprising equipment, medicines, and vaccines; water and sanitation products; and other essential emergency relief items needed by displaced and crisis-affected populations.



What are UNHAS' destinations?

UNHAS' destinations cannot be accessed unless UNHAS steps in. Destinations include key humanitarian hubs but also small villages in the deep field. Whenever roads become unpassable due to insecurity, floods, or earthquake damage; whenever distances are too long; whenever there are no other means of transport for humanitarians to reach people in need safely and in time, UNHAS flights remain the best or only option. When fixed-wing aircraft cannot land, UNHAS deploys helicopters to ensure access can be maintained.



What are UNHAS' assets?

UNHAS' total of almost 80 aircraft includes medium-sized aeroplanes and helicopters. These are operated in harsh conditions such as snow, sand, and high and hot environments. At the same time, all possible measures are taken to ensure efficiency and safety during take-off and landing, often on short unpaved airstrips (details of the fleet description available on pages 90-92).

How much does it cost to finance a UNHAS operation?

UNHAS' operations budgets depend on the number of assets needed to respond in a specific humanitarian context of operation. Each UNHAS operation is different and presents diverse operational challenges. For example, where UNHAS operates in conflicts and highly insecure contexts, costs are amplified by war-risk insurance fees: for instance, in 2022, this element particularly inflated the UNHAS Afghanistan operational costs, and it is currently highly influencing the UNHAS Sudan budget due to the 2023 crisis.

Smaller operations with one air asset and lower insurance costs generally still require US\$ 3 to US\$ 4 million. Costs include elements such as assets, flight crew, maintenance, fuel, ground handling, staffing, and insurance, among others. Prices fluctuate with market volatility and operational changes, which may affect insurance costs, fuel, and so on. Additionally, when the situation on the ground calls for immediate scaling up, additional funds must be found immediately to procure additional services.



Who are the UNHAS staff members?

UNHAS staff members are dedicated people behind the scenes, keeping the aircraft in the sky wherever needed. Flight Dispatchers, Booking Assistants and Flight Followers to Chief and Deputy Air Transport Officers, they manage UNHAS operations from day-to-day operational and administrative tasks for the smooth and safe continuation of flights to strategic activities such as advocacy and fundraising and engagement with local external stakeholders and key actors within the humanitarian community.



“
WHAT MAKES ME HAPPY ABOUT MY JOB IS KNOWING THAT MANY PEOPLE’S LIVES DEPEND ON RECEIVING THE CARGO CARRIED ON THOSE FLIGHTS AND THE HUMANITARIAN ASSISTANCE PROVIDED BY THE PASSENGERS THAT REACH THOSE DESTINATIONS.

Zenabou Diallo
UNHAS Aviation Officer
Ouagadougou, Burkina Faso

”

“
OUR JOB AS AVIATION INTERNATIONAL PROFESSIONALS IS TO BUILD THE CAPACITY OF OUR STAFF.

Eugene Coker
UNHAS Aviation Officer
Bor, South Sudan



”

**JOIN
OUR
TEAM**



Interested applicants are required to apply through WFP Careers at wfp.org/careers

Additional services offered by WFP



Airlift

Transportation 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.

Would you like to see how UNHAS performs airlifts?

Scan the QR code



or click [here](#)

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 – airdrops are 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.

Would you like to see how UNHAS performs airdrops?

Scan the QR code



or click [here](#)



Dedicated bilateral services

for passenger transport that meets other organizations' needs.

Scheduled and ad hoc air transport for passengers

including air transport for emergency medical evacuations, and security relocations.

Top left photo:

A WFP Aviation heavy-lift helicopter Mil MI-26T being loaded with 12 tons of Super Cereal Plus (fortified food with vitamins and minerals) for a flight from Bor (Jonglei State) to Pibor (Greater Pibor Administrative Area), South Sudan.

Bottom left photo:

Tobias Ogada, Airdrop Coordinator, talking on the radio before an airdrop in South Sudan.

Top right photo:

An Ilyushin 76 ready to airdrop food arriving in Doro, Maban County, South Sudan.

Bottom right photo:

Local porters carrying food to a WFP lorry in Doro.



WFP-managed European Union Humanitarian Aid 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.” This has been renewed for the year 2023. A subsequent operational name change, in accordance with ECHO’s new communication and visibility strategy, triggered a complete rebranding, with the name “ECHO Flight” being replaced by “European Union Humanitarian Aid Flight”. The project is flexible and agile in responding to changing environments in protracted settings. It will continually make the adjustments needed for dedicated, safe, and cost-effective air transport in support of EU-funded humanitarian projects in existing or new operational settings.

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 2022, UNHAS-managed ECHO flights transported a total of 8,340 passengers and 115.4 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 2022, UNHAS-managed ECHO flights transported 5,365 passengers and 31.1 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 2022, UNHAS-managed ECHO flights transported 2,082 passengers and 20.2 mt of cargo.

operations
temporary
activated

Burkina Faso



An EU Humanitarian Aid Flight helicopter has been deployed to Burkina Faso since November 2022 for a temporary period.

By the end of 2022, the UNHAS-managed EU Humanitarian Aid Flight helicopter had transported 1,457 passengers and 4.8 mt of cargo.

Madagascar



In Madagascar, a Mil MI 8 helicopter was deployed to support the 2022 cyclone response, enabling aid workers to access devastated areas and delivering nutritious food to remote rural communities that had been affected.

UNHAS-managed ECHO flights transported 526 passengers and 2.6 mt of cargo.

News release

Scan the QR code



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The Window:

Watching the journey of a UNHAS passenger in Burkina Faso

Story by Eleonora Ponti

Burkina Faso's humanitarian situation seriously deteriorated in 2022 as deadly attacks against civilians surged. Getting humanitarian support - and doing it quickly - requires air support from UNHAS.

Send in the helicopters.

It's 11:15 in Ouagadougou, the capital of Burkina Faso. At the airport, once I pass the check-in, I move slowly toward the gate after gently placing my backpack and my camera on the baggage security scanner. The bar is open and brewing coffee for the small crowd of passengers scattered around. The waiting room is filled with the luminous light of the sun outside, melting the paved tarmac where the helicopters are lined up, resting before their next take-offs. Then, finally, one of them emerges through the glass window from a distance.



Thomas Sankara International Airport, Ouagadougou, Burkina Faso

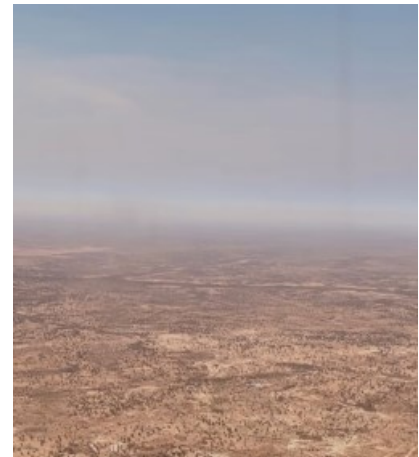
The National UNHAS Officer, carrying the manifest in his hand, announces that the UNO-911 flight to Ouahigouya is ready for departure, and passengers are invited to proceed. He leads the way as I and the rest of the passengers silently move forward, facing a grounded rotor – a Eurocopter AS332 Super Puma generously donated by the European Union to WFP – preparing to leave soon. This asset has been deployed to Burkina Faso since November 2022, and by the end of

the year it had transported almost 1,500 passengers and 5 mt of vital cargo including food and medicines. It is our means of transport today and the only one we have to reach our destinations in the conflict-affected northern part of the country. We, the passengers, are humanitarians from various United Nations and NGOs, and we are the ones helicoptering today as we urgently need to get where humanitarian needs are.

As we pile into the helicopter, the flight crew members kindly assist us. The captain and co-pilot are now sitting in the flight deck, meticulously doing their pre-flight checks. At the same time, the third member of the crew actively and easily crawls and moves up and down into the 19-seater cabin managing our seating arrangements, explaining the features on board, and assertively communicating today's flight information. Finally, seat belts are on, and it's time to wear the noise-cancelling headphones as the engines start their mesmerizing ballet, and their noise kicks in as we fly off into the sunlight.

Only a few minutes after take-off, the view from the window of the vast arid patch of land marked with a few shrubs is hypnotizing to watch. Seen from the air, it seems so abstract that it's hard to think it is real and that there is life down there, or better, there is a struggle for life considering the dramatic humanitarian circumstances.

Burkina Faso is one of the hardest-hit areas in the world by climate change, increasing the scale and intensity of droughts, rain, heat waves, strong winds, and dust storms.



Aerial view from WFP AS332 helicopter, northern Burkina Faso

The climatic devastation in Burkina Faso has been compounded by armed conflict. In 2022, humanitarian access to the most vulnerable populations continued to be hampered and resulting in massive population displacement. In addition, widespread violence affects people's basic needs and income opportunities, such as access to fields and markets.

WFP has managed UNHAS in Burkina Faso since 2020 in the face of a highly volatile security context. UNHAS helicopters are currently the only safe options to reach conflict-affected destinations. They are the safest and only means of transport to land in highly insecure environments, and with limited to non-existent infrastructures. This Super Puma in particular is a new-generation, twin-engine helicopter that can fly in harsh conditions such as hot environments with unpaved landing sites, and can carry heavy lifts of food and medicines while remaining environmentally friendly – it burns 100 kg less of kerosene.



WFP Food distribution point in Fada N'Gourma, Burkina Faso

Silhouettes and shapes on the ground.

As we start descending slowly, I realize we are now approaching Ouahigouya, the first destination of today's route to the north. The small shadow of the helicopter's shape, perfectly designed on the red soil, gets bigger and bigger as we get closer to the land until it is dispersed and dissolved by the dust kicked up by the rotors as the wheels bounce off, and the aircraft heads toward the landing site.



Helicopter landing area in Ouahigouya, Burkina Faso

Some humanitarian passengers are waiting on the ground to come on board, while others disembark, and others, including myself, remain on board to continue to the next destination, Djibo, a village that remained under blockade by non-state armed groups for over a year and is largely cut off from food and aid. The food security situation in Djibo gradually declined in 2022. The town is continuously under attack, and people fearing kidnapping and clashes are prevented from moving and looking for other sources of livelihood outside as they are trapped in the blockade. Traders have stopped going in and out, so fewer supplies are reaching markets. People are also unable to access their farmlands, stopping local agricultural production.



WFP passengers boarding the WFP helicopter in Djibo, Burkina Faso

We reach Djibo at 13:45. The time to disembark and stay on the ground is only a few minutes. Just time to greet the UNHAS Aviation Officer receiving the passengers and watch them quickly move toward the bushes and slowly disappear between them. They will now reach the humanitarian project implementation sites, including nutrition and health centres. This flight is their only way to get in and out, connect with the affected populations in Djibo, and alleviate their suffering.

As we quickly depart back to base in Ouagadougou, from where I am sitting I have a chance to observe the pilots in the cockpit. They certainly have accomplished something huge today. They look so comfortable flying this asset, and their movements are so rhythmic and well-coordinated, as if they are musicians in an orchestra.

Experience and humanitarian motivation are high on the priority list when it comes to piloting during such complex humanitarian missions.



WFP AS332 helicopter flight crew after landing in Fada N'Gourma, Burkina Faso

We arrive back in Ouagadougou on time, around 3 pm.

Connecting humanitarians and affected populations.

The next day I am on board the Super Puma again. This time I am off to Fada N'Gourma in the east to reach a food distribution centre and accompany passengers from Intersos. This non-profit humanitarian aid organization works to assist victims of natural disasters and armed conflict, providing humanitarian assistance. There is a car waiting at the landing zone, and in a few minutes we reach the distribution point. A queue of around 70 people is well organized to proceed and collect the food rations they need to meet their energy needs.

The best support that WFP, through UNHAS, can give the humanitarian community is to ensure they can reach any destination worldwide that calls for immediate help safely and in time.

UNHAS is the link between isolated affected populations and the humanitarian actors who can rescue, assist, and protect them.



Accessibility is a real issue in Burkina Faso and **UNHAS flights remain essential.**

Without WFP assistance, the nutritional situation of populations in need would be catastrophic.



EU-funded helicopter in Madagascar

Madagascar is one of the countries in the world most prone to extreme weather hazards, and among the most vulnerable to the effects of climate change, which is increasing the frequency and strength of extreme weather events over time.

Its location in the Southwestern Indian Ocean basin makes the country the most exposed to cyclones in Africa. High water surrounding the land can wash away entire villages when frequent flooding and tropical storms occur.

Madagascar's annual cyclone season hits the country from November to March, while the rainy season ends around July. During this period, at least one or two cyclones are expected to cause heavy rains, winds, flooding, and rising sea levels.

Droughts also have devastating effects on the population and humanitarian needs throughout the island. Infrastructure, such as agriculture, roads, housing, drinking water supply, electricity, and telecommunications, are the most vulnerable sectors. The damage and losses caused by such disasters negatively influence the country's development every year, with economic growth further affected by the COVID-19 pandemic. Populations with the greatest needs are often those living in the most isolated regions, where roads are not accessible to move to different cities and regions.

Crisis-affected locations can be reached by road from the capital Antananarivo through days of travel in harsh conditions and unpredictable weather that may delay reaching the final destinations. At the same time, the last-mile delivery of humanitarian cargo is not possible by road during the rainy season as roads become impassable.



Road in Mananjary, Southeast.

Cyclone Freddy landed north of Mananjary, a city of 25,000 people devastated by last year's Cyclone Batsirai. The losses of crops caused by last year's storm had dramatic effects on the availability of food for the populations of this region, with consequences for food insecurity, which had never previously been recorded as being so high in the eastern side of the country.



In early March, the WFP-led UNHAS started operating helicopter flights using a European Union-funded-Mi8.

Forty-one flights have been conducted, transporting 522 passengers and 137 mt of cargo to 51 locations during March and April.

The air service is the only viable means of transporting humanitarian workers and lifesaving cargo to hard-to-reach areas affected by the cyclone.

Thanks to these flights, we have been able to provide ten health centres in the most isolated areas affected by Cyclone Freddy – which have more than 70,000 inhabitants – with **essential medical items.**

Joaquin Noterdaeme

Médecins du Monde Field Coordinator





UNHAS is more than an air service, it is a lifeline.

We need funding urgently to keep this critical service running. Otherwise, isolated communities in the southeast are out of reach.

Pasqualina Di Sirio

WFP's Country Director in Madagascar

WFP helicopter in Ikongo, Southeast

The humanitarian community operating in the region is urging WFP to maintain this service at least until the end of the rainy season in July 2023, as roads are currently inaccessible in the areas affected by Cyclone Freddy, while humanitarian needs keep increasing.

Most of the areas affected by Cyclone Freddy continue to be inaccessible by road months after landfall – with the entire humanitarian community reliant on air transport to access the region safely.



Monia Inashaka

OCHA Humanitarian Affairs Officer

I came to Madagascar for a surge mission. We needed to assess the situation on the ground and ask questions to the population in Ikongo about protection issues and malnutrition. **Ikongo is inaccessible by road, so this flight was crucial for us to be able to get there.**



Watch the video

Scan the QR code



or click [here](#)

Story by
Eleonora Ponti

UNHAS presence in 2022





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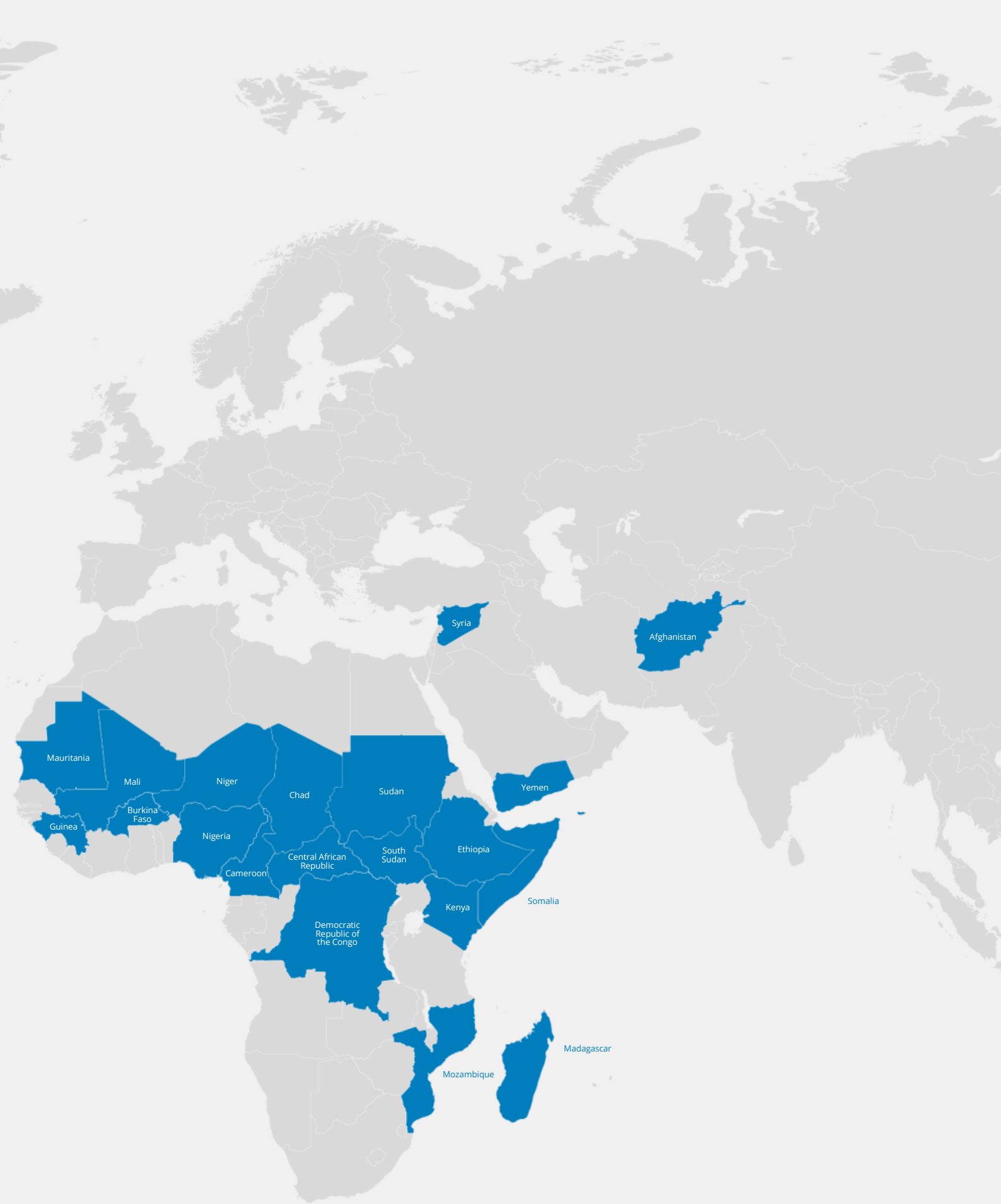
Global UNHAS operations active in 2022



● 22 operations

22 UNHAS operations were active in 2022. As of June 2023, UNHAS manages 21 operations as UNHAS Libya was officially closed by the end of June 2022.

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



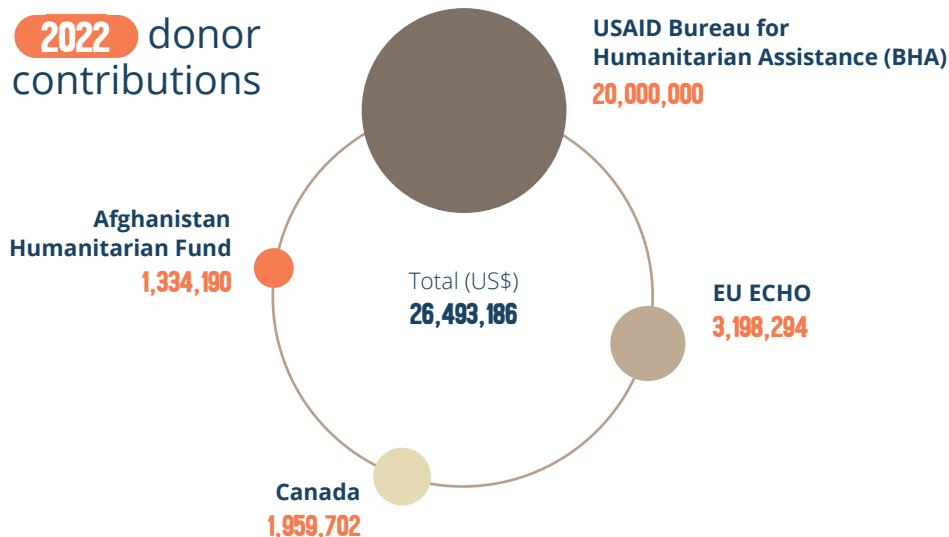
UNHAS

Afghanistan

After decades of conflict and instability, humanitarian needs have drastically increased following the takeover by the Taliban on 15 August 2021 due to a rapid overall worsening of socio-economic conditions.

The Global Humanitarian Overview (GHO) 2023 reports that a staggering 28.3 million people (two-thirds of Afghanistan's population and a 16 percent increase compared to the previous year) will need urgent humanitarian assistance as the country enters its third consecutive year of drought-like conditions and the second year of crippling economic decline.

This is leading to an unprecedented hunger crisis, with the October 2022 Integrated Food Security Phase Classification (IPC) analysis finding nearly 19 million people facing high levels of acute food insecurity, including pockets of population in Catastrophic conditions (IPC Phase 5) due to limited humanitarian access.



Operating in Afghanistan since 2002, UNHAS is the safest and most reliable transport service for the humanitarian community to reach the most vulnerable populations across the country in a timely fashion.

The service has played a vital role in response to the August 2021 crisis by reinforcing its fleet and operating essential international airbridges to ensure the continuation of passenger and light humanitarian cargo transport to Kabul:

the fleet was immediately relocated to Islamabad (Pakistan) and successively to Dushanbe (Tajikistan) and Doha (Qatar). In the weeks following the outbreak of the 2021 crisis, an aviation security risk assessment was completed for all Afghan locations, enabling the progressive reopening of all domestic destinations by the end of the year.

During 2022, most aircraft were progressively positioned back to Kabul. The Islamabad-Kabul and Dushanbe-Kabul airbridges

have remained operational, with one aircraft based at each location. Meanwhile, due to a sharp increase in passenger demand on the Doha airbridge, one aircraft has been shared with UNHAS Yemen to serve that route since April 2022. UNHAS also started operating flights to Dubai (United Arab Emirates) in November 2022 as a contingency measure and is continuing to serve both Doha and Dubai to assist the country's lack of internal capacity to provide such flights and given the user's demand.

On 22 June 2022, Afghanistan was struck by a 5.9 magnitude earthquake, the epicentre of which was in the province of Paktika, in the eastern part of the country. Helicopter landing sites were identified in the earthquake-affected area, and regular flights have been made to ensure a timely humanitarian response and continuation of post-emergency recovery activities.



Operating since 2002 as the safest and most reliable transport service in conditions of adverse weather and widespread insecurity compounded by recurrent natural disasters.



performance figures **2022**



27,886
passengers
transported



58
mt of humanitarian
cargo transported



27
destinations reached
(19 regular | 8 ad hoc¹)



10
MEDEVACs performed
(patients)



4,319
flights
performed



124
user organizations
served



6
aircraft
(including 1 helicopter)

During the year, a total of 20 special and charter flights were operated for high-level missions, including representatives from the donor community and the United Nations.

UNHAS Afghanistan also continued to conduct relevant training activities for its staff and external partners and completed infrastructure improvement works to ensure the safety of its operations, particularly those challenged by adverse winter conditions.

¹ The eight ad hoc destinations served include four domestic locations and the four international airbridges served by UNHAS Afghanistan in 2022: Islamabad, Dushanbe, Doha, and Dubai.

UNHAS

Burkina Faso

Insecurity in Burkina Faso has been growing due to the presence of non-state armed groups, leading to a substantial increase in internal population displacements and humanitarian needs.

As reported in the GHO for 2023, 4.7 million people require humanitarian assistance in the country, a 34 percent increase compared to 2022.

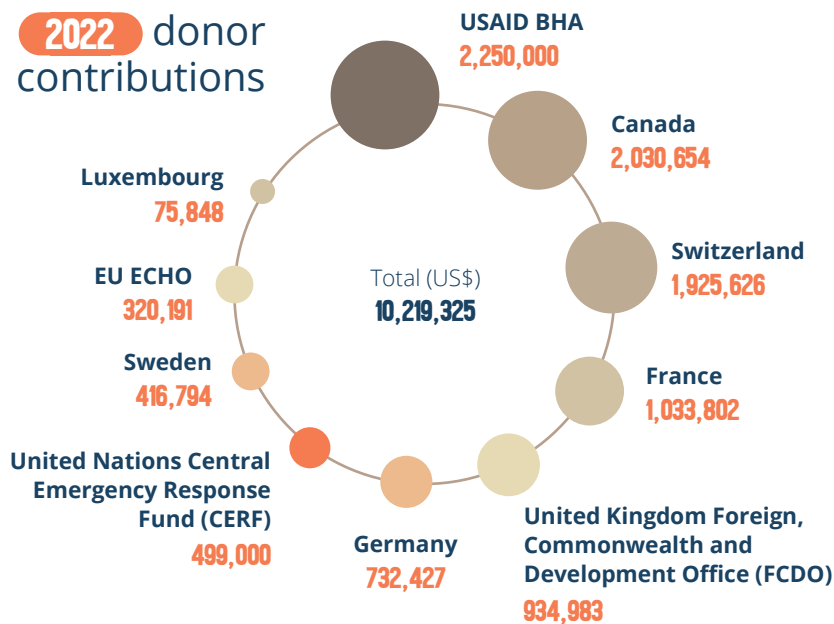
UNHAS Burkina Faso was launched in November 2020 to overcome the challenges in reaching populations in need, given the gaps in the commercial aviation sector and the lack of access to deep field localities due to poor road conditions and the risk of attacks on personnel and humanitarian convoys.

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

Operating since 2020 in the face of a highly volatile security situation on the ground, UNHAS helicopters are currently the only safe options to reach conflict-affected destinations.



2022 donor contributions



Since the launch of UNHAS operations, the demand for cargo and passenger transport – including for ad hoc special missions and on-demand evacuation flights – has not ceased to increase in parallel with the deterioration of the security situation and rising humanitarian needs, especially in the Nord, Centre-Nord, Sahel and Est regions.

UNHAS requests increased by over 750 percent from May 2021 to May 2022. Beyond passengers, UNHAS has also facilitated the transportation of food and nutritional commodities, as well as medical equipment, to remote field locations and enclaved areas.

To meet the increasing demand, in May 2022 the fleet was expanded with the deployment of one additional helicopter and the flight schedule was revised to accommodate more requests. A third helicopter was temporarily deployed from July to September 2022 to increase the ability of UNHAS' users to reach affected populations in the framework of the 2022 lean season response.

Consequently, the number of destinations served since the operation launch has progressively increased, with a total of 29 destinations served in 2022, including 14 regular and 15 ad hoc.

Moreover, the positioning of a refuelling point in Dori facilitated the execution of missions in the area, and allowed the helicopters to reach additional locations in the areas most hard to reach for the humanitarian community. UNHAS completed a field focal point training to all focal points at all localities.

In response to findings from regular assessments of users' needs, UNHAS Burkina Faso will continue to review its network of destinations with a view to improving humanitarian access to hard-to-reach locations in the country. Additional locations to be served for 2023 are already being evaluated and added to the schedule.

performance figures 2022



15,320
passengers transported²



481
flights performed



760
mt of humanitarian cargo transported



73
user organizations served



29
destinations reached
(14 regular | 15 ad hoc)



3
aircraft³
(helicopters)



13
MEDEVACs performed
(patients)

² As confirmed by UNHAS Burkina Faso in April 2023.

³ Following the September 2022 ICAO Significant Safety Concern (SSC) for the Russian Federation (ICAO SSC/AIR-01/05-2022/RUS), UNHAS Burkina Faso was among the operations that had to reconfigure its helicopter fleet to replace Russian Federation-registered aircraft. Both contracts for the two UNHAS helicopters have been replaced with alternative ones by non-Russian air carriers.

How WFP is scaling up its emergency operation from the sky in Burkina Faso

In blockaded towns, air remains the only way to deliver life-saving food to thousands of people.

Humanitarian access to the most vulnerable populations continues to be impeded by ongoing conflict, massive population displacement and blockades. This volatile security context is driving hunger and malnutrition to unprecedented levels in Burkina Faso. Several towns in the Sahel, Nord, Centre-Nord, and Est regions are subject to a total blockade by non-state armed groups and are now cut off from the rest of the country, leaving families trapped without solutions to feed themselves.

As reported by the National Council for Emergency Relief and Rehabilitation (CONASUR), almost 1.9 million people, mainly women and children, have fled their homes to escape insecurity. This amounts to a 20 percent increase over the last twelve months. The widespread violence affects people's basic needs and income opportunities such as access to fields and markets.

According to the Cadre Harmonisé (CH) food security analysis of November 2022, over 2.6 million people were estimated to be acutely food insecure between October and December 2022 – a 59 percent increase compared to the same period in 2021. The projected situation during the next lean season (June-August 2023) – the period when food reserves are at their lowest – is even more worrying with an estimation of 3.5 million people who won't know where their next meal will come from. Aviation plays an essential role in the movement of humanitarian workers and the delivery of food, medical supplies and shelter, and are crucial in situations where crumbling infrastructure or active conflict cuts off access to entire regions. Also, UNHAS can extend its network by adding new destinations based on regular assessments of humanitarian organizations' needs.



As the situation continues to deteriorate, and given the dire nature of the humanitarian situation, WFP has increased its air capacity since January 2023 by contracting three Boeing-Vertol 234LR Chinook.

This temporary fleet allows WFP and its partners to overcome access challenges to populations in need by transporting almost 1,200 mt of life-saving cargo per month.

These heavy-lift aircraft can transport up to 6 mt of cargo per rotation, depending on the distance, outside air temperature, or elevation, and require the involvement of 10 professionals to make them fly: 1 pilot, 1 co-pilot, 3 crew members and 5 mechanics on the ground for daily maintenance of each helicopter.

The operation is perfectly orchestrated, the food bags are loaded from the tarmac of Ouagadougou airport, and after a final inspection of the aircraft by the mechanics, the pilots begin the pre-flight procedures.

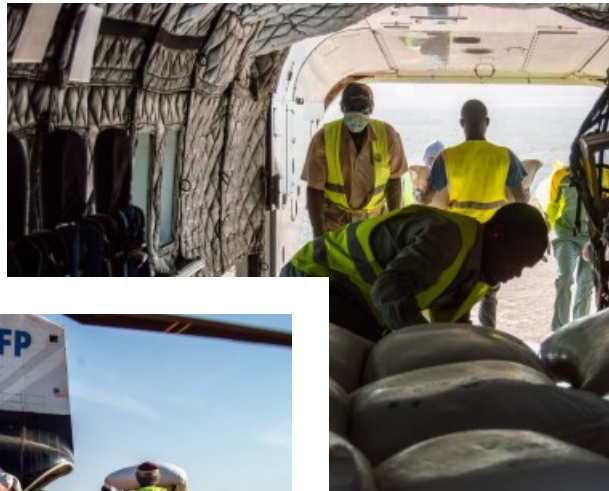


Soon afterward, the motor starts spinning the helicopter blades. Then, in deafening noise, the Chinook takes off smoothly, well assisted by its tandem rotors.

Gradually, the helicopter leaves the Burkinabe capital and goes deeper into the arid northern regions. After about an hour flight, we see a village in the distance.

This is Djibo, a village under blockade whose inhabitants cannot go out for any activity whatsoever. From this moment, it is race against the clock to deliver dozens of bags of cereals.

The Chinook stabilizes over open ground, surrounded by dwellings, then lands in a cloud of red dust. Straight away, a dozen handlers began unloading bags of cereals. I get out of the helicopter and greet Tamboura, the UNHAS focal point on site in charge of logistics operations.



Barely 5 minutes have passed when Eric Poore, crew member of the WFP-contracted helicopter, told me that we must immediately get back on board. Time is running out, I take a last picture of the supplies delivered and hurry to join the helicopter, sit down, and fasten my seatbelt.

My heart is beating fast, it was intense. Everyone on the ground is now at a sufficient distance, the handlers have stepped back allowing us to take off safely. At the end of February 2023, WFP reached more than 130,000 people in need in the blocked towns of Djibo, Pama, Mansila, Tankoualou, Foutouri, Arbinda and Tougan and plans to help a total of 178,000 women, men and children in 16 localities, mainly in the Sahel region. WFP will airlift more than 3,500 mt of food consisting of maize, pulses, salt, vegetable oil and nutritional supplements by March 2023. Nevertheless, WFP Aviation Service and stakeholders must constantly adapt to an evolving environment and sometimes face force majeure events.



The loud noise generated by the rotors still in motion does not allow us to discuss. I was warned that the time on site was reduced to the strict minimum due to security constraints, so I go around the aircraft to quickly shot some pictures.

In the meantime, a member of the National Council for Emergency Relief and Rehabilitation checks the state of the delivered stocks.

.Story by Benoît Lognoné

Manel Bejaoui
WFP Aviation Emergency Response Officer

Challenges are part of the daily tasks. Many factors can affect our airlift operations, like security challenges, fuel shortage, dust on the helipad or bad weather. This requires good and transparent communication between all actors involved in the process, to provide the fastest and most appropriate response to address the needs of the populations. In humanitarian aviation, you can change the schedule four times a day. Flexibility is an essential quality to have."

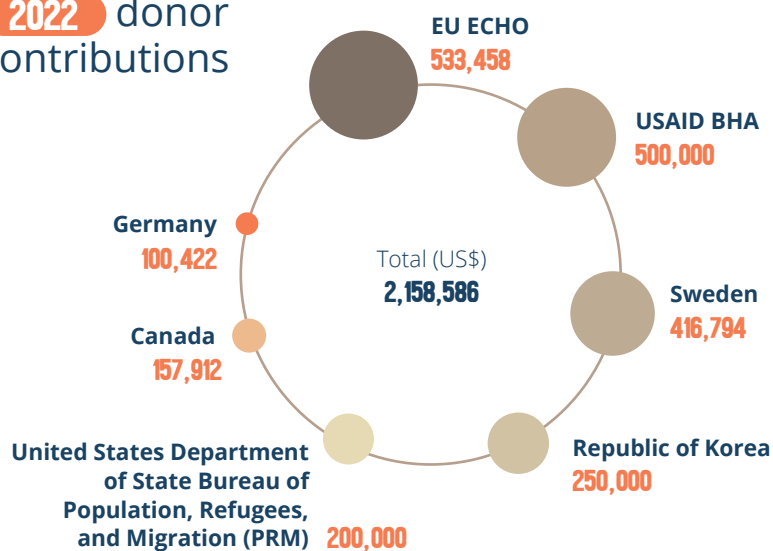


UNHAS Cameroon

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 (CAR). The country currently hosts around 390,000 refugees, mainly from CAR and Nigeria, and 1 million internally displaced persons (IDPs).⁴ According to the GHO 2023, 4.7 million people need humanitarian assistance in the country, a 17.5 percent increase compared to 2022.

Access for relief organizations has become 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.

2022 donor contributions



Until June 2022, UNHAS continued to enable access to hard-to-reach locations where humanitarian needs have been rising. For example, a regional connection from the capital Yaoundé to N'Djamena in Chad, through sharing one aircraft with UNHAS Chad, enhanced access to people in the Far North region while offering cost savings for operations in Cameroon and Chad.

New routes were also added to the flight schedule for the 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.

UNHAS Cameroon also continued facilitating several ad hoc and high-level missions in support of international humanitarian action and the visibility of people affected by conflict in the region, including a visit to Maroua by Her Royal Highness Princess Sarah Zeid of Jordan.

The operation also transported medical equipment, including

vaccines, and continued providing essential training for its staff.

From June to December 2022, UNHAS Cameroon flights were suspended because of the denial of flight clearances by the Cameroonian Civil Aviation Authority. WFP Aviation continued to advocate for and undertake high-level negotiations with key stakeholders for the service's resumption, to serve the country's humanitarian community.

Approvals were finally obtained for the resumption of flights in December 2022; however, only three new flights could be operated until January 2023 due to limited resources. Continuous advocacy efforts led to the securing of the necessary funding for the acquisition of a new aircraft, allowing the full resumption of the UNHAS Cameroon operation as of April 2023.



⁴ Source: UNHCR, <https://reporting.unhcr.org/cameroon> (as of April 2023).

Operating since 2015 to ensure the safety of humanitarian staff compromised by travelling long distances by road.



The impact of the UNHAS Cameroon flight suspension

UNHAS Cameroon's operational challenges began in October 2021. Denials of flight clearance and limitations to passenger capacity hampered humanitarian operations until flights could fully be resumed. For instance, in certain circumstances, only one staff member of a user organization could fly at a time on a specific route, with a consequent impact on activities in the field and delays reported to the operational response.

Moreover, due to security concerns raised by the Cameroonian Civil Aviation Authority, the complete suspension of flight connections to Bamenda, and later Maroua and N'Djamena, further negatively affected humanitarian access to those areas. WFP, in collaboration with the Resident Coordinator and the user and donor communities, continued strong advocacy efforts with the government for the resumption of flights, explaining the rationale for and benefits of having an active humanitarian flight service.

The NGO community in Cameroon strongly requested the reactivation of UNHAS flights with an advocacy letter that reported the challenges associated with UNHAS flight disruptions as follows:

- ▶ limited access options and reduced staff mobility;
- ▶ limited access to key resources and expertise at project implementation sites;
- ▶ increased security risks for staff;
- ▶ reduced flexibility and timeliness of interventions;
- ▶ longer and more challenging travel by road that requires overnight trips in some cases;
- ▶ increased negative impact on humanitarian interventions and the well-being of staff.

performance figures **2022**



1,549
passengers transported



208
flights performed



6
mt of humanitarian cargo transported



68
user organizations served



6
destinations reached
(4 regular | 2 ad hoc)



1
aircraft
(fixed wing)



4
MEDEVACs performed
(patients)

UNHAS

Central African Republic

The civil war that broke out in 2013 has severely destabilized the country and led to a humanitarian crisis that continues to deteriorate. In addition, waves of increased violence affect recovery, such as the December 2020 post-election violence, causing additional population displacements and resulting in growing humanitarian needs. In 2023, the GHO reports that 3.4 million people

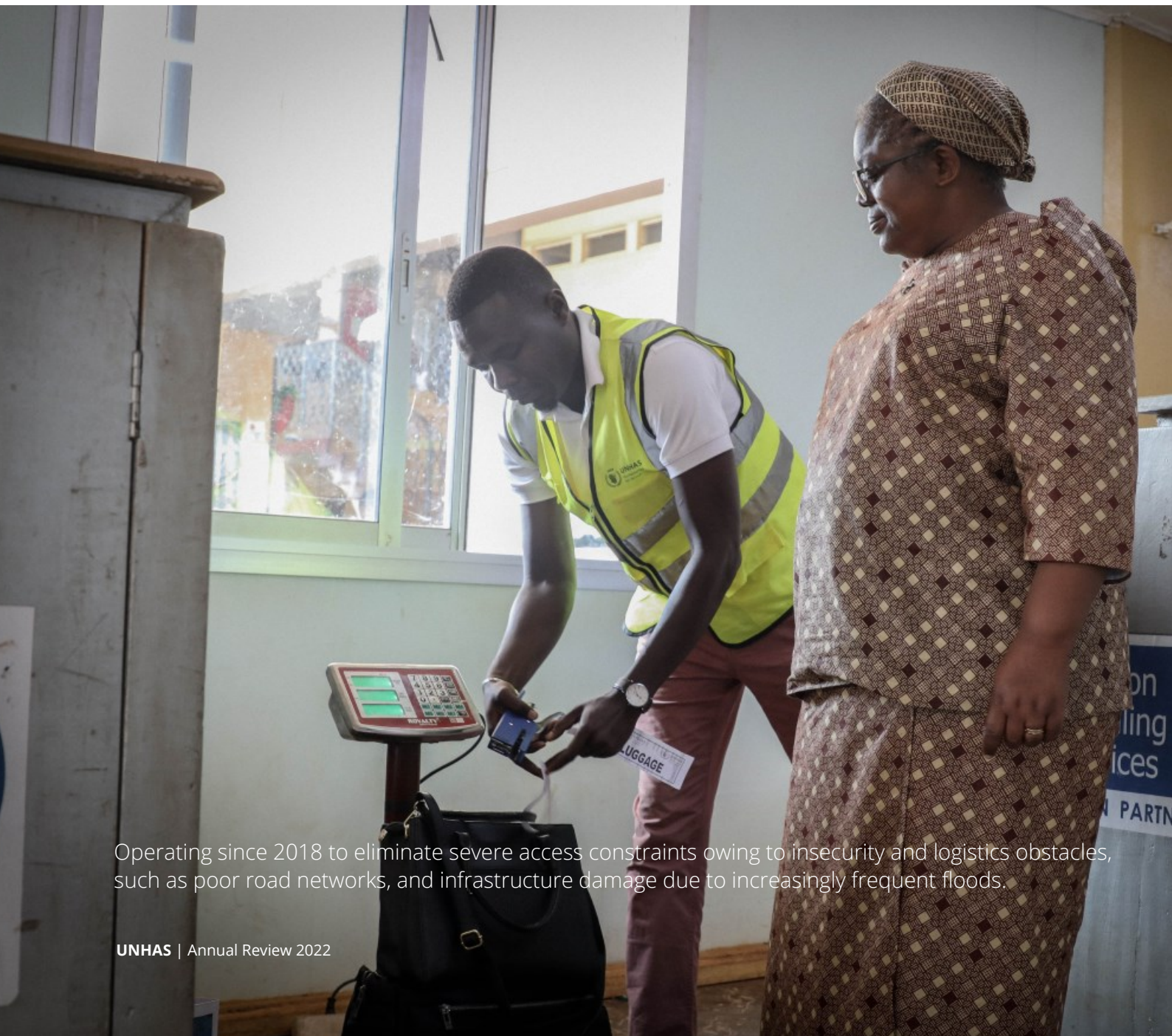
will need assistance, an increase of 10 percent compared to 2022.

Humanitarian access constraints are severe owing to insecurity, poor road infrastructure, increasingly frequent heavy rains causing floods, and logistics constraints that reduce access to affected people.

For instance, improvised explosive devices have made travel more

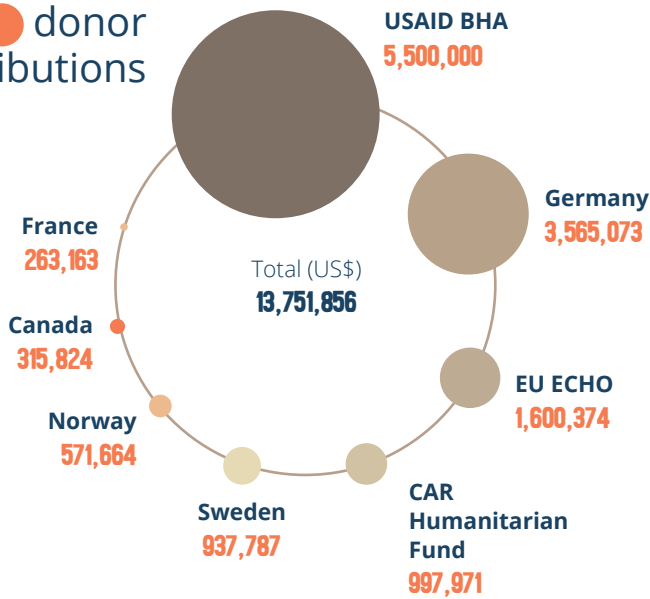
difficult, particularly in the west of the country. In addition, flooding during the rainy season (April-September) damages roads and bridges, making many areas inaccessible.

In this complex set of severe humanitarian needs accompanied by access restrictions, UNHAS operations are essential for reaching vulnerable populations.



Operating since 2018 to eliminate severe access constraints owing to insecurity and logistics obstacles, such as poor road networks, and infrastructure damage due to increasingly frequent floods.

2022 donor contributions



Since December 2020, the demand for UNHAS air services, including security relocations for humanitarian personnel, has increased significantly.

Responding to users' feedback, continuously expressing the need for additional destinations and increased flight frequency, UNHAS has adapted its flight schedule accordingly and revised its fleet composition to meet operational and cost-efficiency requirements.

Among its regular destinations, UNHAS serves those locations where the bulk of the humanitarian response is concentrated, including "hot spots" such as Bria, Alindao, Bangassou, Zemio, and Obo.

A rotary-wing air asset is deployed during the rainy season to address access needs to flooded areas only reachable by helicopter while offering standby capacity for medical evacuations.

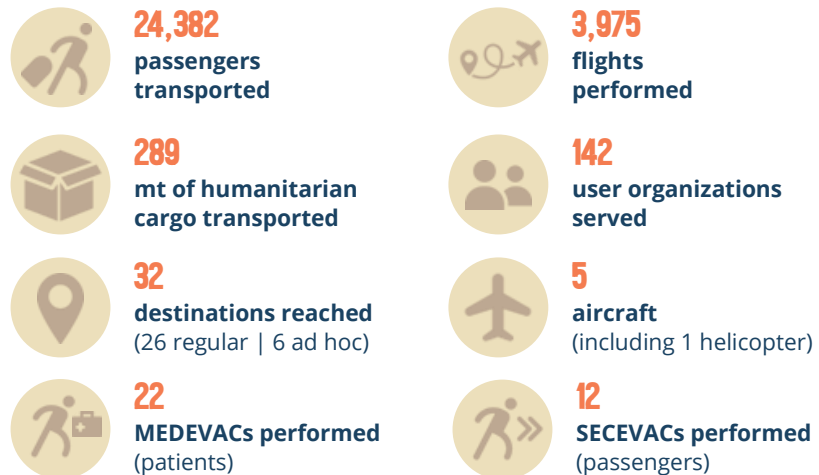
In 2022, the aircraft facilitated assessment flights and emergency food delivery to remote flood-affected locations. During the rest of the year, the helicopter is replaced by a fixed-wing aircraft to reduce the exploitation costs and improve the transport capacity.

During the year, UNHAS CAR also completed airport maintenance works in three locations and facilitated capacity development by offering training to internal staff as well as to government partners and air operators. Moreover, the operation transported large quantities of medicines on regular flights, including COVID-19 vaccines, and operated special cargo flights for Rapid Response Teams.

UNHAS faced fuel availability challenges from July to October 2022. During this time, the operation ensured the continuity of the service by reducing the flight frequency.



performance figures 2022



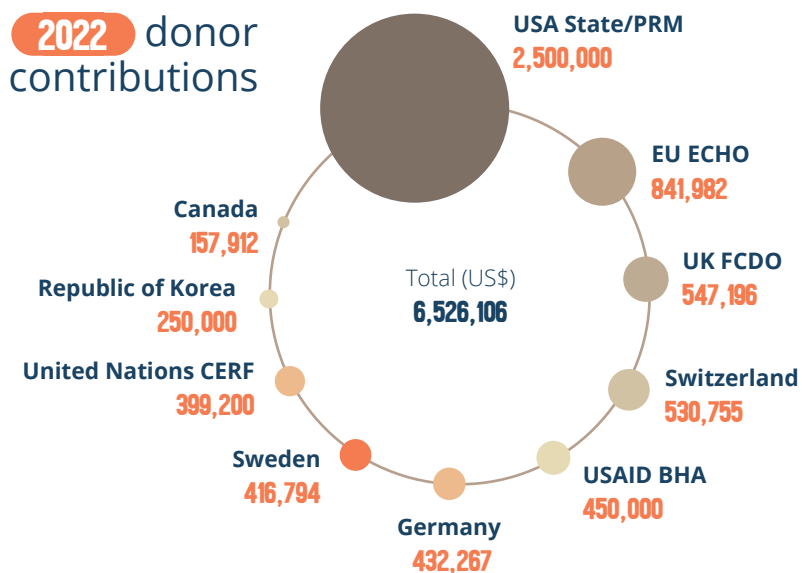
UNHAS

Chad

Chad is ranked among the countries least developed and most vulnerable to climate change. Since the beginning of 2020, the country has been affected by increasing internal insecurity and regional dynamics, driving population displacement, refugee influxes, and growing humanitarian needs.

According to the GHO 2023, 6.9 million people require assistance, a 25 percent increase compared to 2022.

Access by land is time consuming owing to poor road conditions, which worsen during the rainy season and are exacerbated by insecurity. Moreover, no commercial airlines can currently provide safe and reliable air services to enable the humanitarian community to reach beneficiaries in remote areas of the country.



UNHAS ensures access to people in need by operating regular and on-demand flights and medical and security evacuations when needed. The service has facilitated the rollout of COVID-19 vaccination for United Nations staff and refugees and regularly supports the transportation of health equipment and supplies.

In addition, UNHAS Chad performs airstrip rehabilitation and maintenance works and implements capacity-building activities, including

for UNHAS staff, security officers, focal points, airport authorities, and government and aviation partners. The airstrips of Farchana and Koukou were rehabilitated in early 2022 to allow the humanitarian community to overcome road blockages and reach the Chadian population and refugees during the rainy season.

UNHAS' network is strategically structured to provide maximum coverage of the large geographical area of Chad. In addition, UNHAS prioritizes remote

locations to support partners in assisting beneficiaries in hard-to-reach areas.

The continued need for UNHAS has been expressed by its user community and is demonstrated by the significant increase in user demand registered in 2022, which is being addressed with an updated flight schedule in 2023, while the current UNHAS fleet size of four fixed-wing aircraft will be maintained to continue meeting humanitarian needs.

These increased needs are related to more refugee-support programmes being implemented by the United Nations High Commissioner for Refugees (UNHCR) and its partners, which have expressed their intention to reduce the use of road transportation and increasingly use UNHAS to reach their project sites.



Operating since 2004 to fill gaps in commercial air transport and limited to no access via land due to poor road conditions and high insecurity.



performance figures **2022**



14,460
passengers
transported



71
mt of humanitarian
cargo transported



23
destinations reached
(21 regular | 2 ad hoc)



64
MEDEVACs performed
(patients)



2,614
flights
performed



109
user organizations
served



4
aircraft
(fixed wings)



2
SECEVACs performed
(passengers)

Approximately 88 percent of destinations served by UNHAS in the East and 95 percent in the South of Chad are providing humanitarian workers with access to refugee camps, making it a key common service for the implementation of life-saving programmes in the country.

In addition to the 21 domestic destinations across the country, UNHAS Chad operated two connections with Cameroon until June 2022⁵.

⁵ Flights to and from Cameroon were suspended in June 2022 pending a government permit to sustain the UNHAS operation within the country (see UNHAS Cameroon section for more information). Until then, one aircraft based in Cameroon was shared between the two operations. The air asset was consequently relocated and based in N'Djamena under UNHAS Chad management.

UNHAS

Democratic Republic of the Congo

The Democratic Republic of the Congo (DRC) continues to face one of the most complex humanitarian crises in the world, fuelled by various factors including conflict, natural hazards, epidemics, population displacement, acute food insecurity, and chronic poverty, which exacerbate humanitarian needs in many areas. The GHO 2023 estimates that there are 26.4 million people in need of assistance.

Since 2008, UNHAS has provided air access throughout the country, including the western regions where the United Nations Organization Stabilization Mission in the DRC stopped operating in 2015. UNHAS is also the only air service providing access to North Ubangi and South Ubangi. In 2022, UNHAS maintained a technical service agreement with UNHCR on the provision of a dedicated aircraft operating weekly

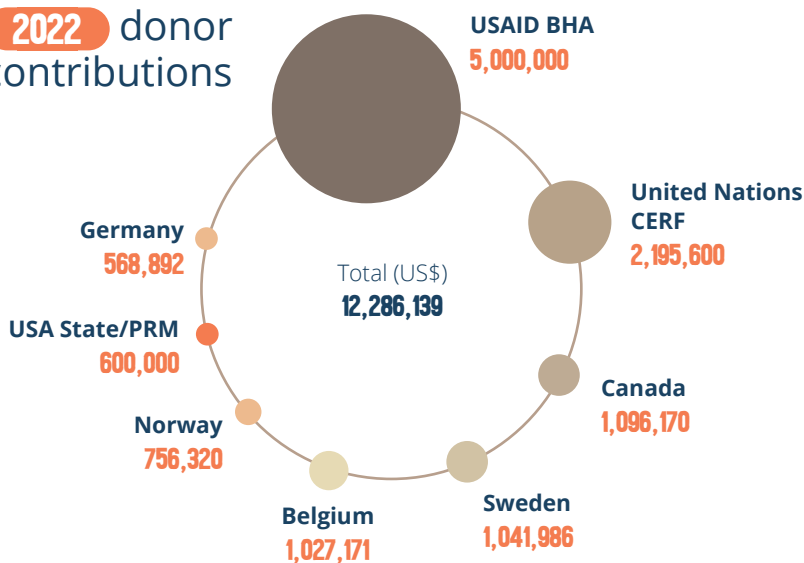
flights to these areas, as well as serving the Republic of Congo and CAR.

UNHAS actively collaborates with UNHCR and other humanitarian partners working in support of refugee and internally displaced populations, also by facilitating special flights for family reunification and refugee repatriation missions, as well as for special monitoring activities.

Operating since 2008 as the only air service provider in areas that critically require uninterrupted humanitarian response.



2022 donor contributions



In addition, since 2021, UNHAS has regularly served eastern DRC, the most conflict-affected region in the country, including Ituri, North and South Kivu, where the air service has improved access by introducing new flight routes in response to growing numbers of IDPs and humanitarian needs.

Furthermore, since January 2022, UNHAS has been implementing weekly helicopter flights to support the scaling up of the humanitarian response to the displacement crisis affecting the Rutshuru Territory in North Kivu, where the Roe refugee camp hosts more than 75,000 displaced persons and is often only accessible by helicopter, as access by road can be denied by armed groups and generally remains very limited due to insecurity.

In these areas, UNHAS has been the main means of transport for cash distribution programmes in favour of vulnerable displaced populations.

The operation also conducts regular runway maintenance and rehabilitation works and offers capacity building and training activities, including aviation safety campaigns with support from the national civil aviation authority. In 2022, more than 100 ad hoc flights were performed for high-level and special missions, and the operation also transported over 150 mt of medical cargo, including medicines, medical equipment, and vaccines.

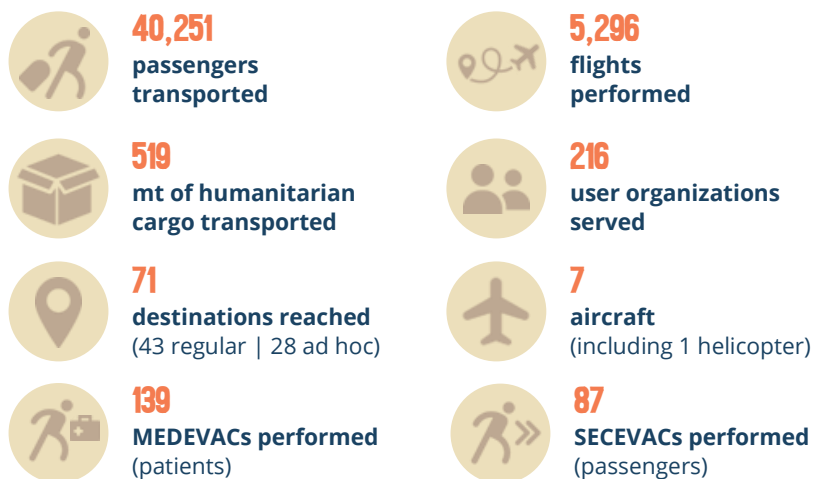
Due to funding constraints and to enhance cost-effectiveness, as of

February 2022, the operation reconfigured its fleet⁶ and revised its flight schedule to optimize UNHAS coverage where most needed. This proved effective in some cases, while in certain areas reducing the capacity to serve all destinations as well as the flexibility to meet users' demand, putting the implementation of humanitarian operations at risk.

In this respect, the UNHAS DRC Steering Committee held in October 2022 agreed to reinstate flights within the Grand Kasai region to ensure that humanitarian and development actors operating in the three related provinces could continue to have quick and effective access to their project implementing sites.



performance figures 2022



⁶ UNHAS DRC is among those operations with an interest in the fleet reconfiguration following ICAO SSC/AIR-01/05-2022/RUS. The UNHAS helicopter previously in use has been replaced by a new one from a non-Russian-registered air carrier.

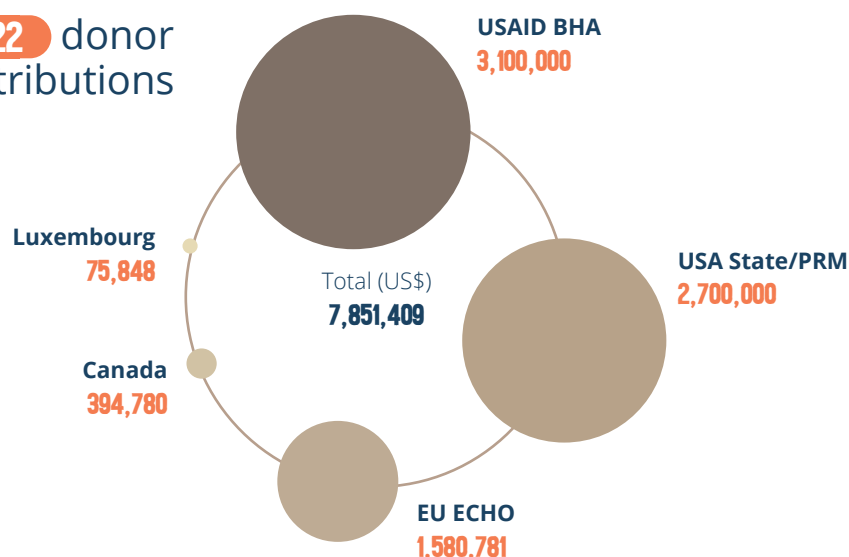
UNHAS Ethiopia

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 adverse effects of COVID-19, and logistics challenges, including poor road infrastructure and vast distances.

Around 5.3 million people are currently internally displaced, in addition to the 940,000 refugees hosted in the country.⁷

Humanitarian needs have consequently been on the rise, with 28.6 million people reported to require assistance by the GHO 2023, a 10 percent increase since last year.

2022 donor contributions



UNHAS rapidly adapted to meet the increased need for air transport services, providing safe access for the humanitarian community to the Tigray region in a timely manner: between July 2021 and December 2022, UNHAS was the sole aviation service able to provide regular scheduled air access to the region.⁸

As of November 2022, UNHAS added Shire to its regular schedule to further support the humanitarian community working in

Northern Ethiopia. UNHAS Ethiopia also continued to be the only reliable means of transport to other remote locations in the country, including refugee camps and settlements in the Somali region, given that the national airline, while fully meeting the international aviation standards, does not cover many of the remote destinations where humanitarian activities are ongoing.

Besides insecurity, which remains the main impediment to relief operations in some parts of Ethiopia, during the rainy season access by road is often cut off in many locations due to the poor state of the roads throughout the country.

To meet increasing needs, UNHAS reconfigured its fleet with the addition of a fixed-wing aircraft in 2021, while in February 2022 a cargo aircraft with a capacity of 13 mt was deployed to support airlifts

of prioritized humanitarian cargo into Tigray, with 62 cargo flights performed during the year.

In 2022, UNHAS Ethiopia enabled the transportation of non-food items, as well as nutrition and medical items, including vaccines, and it continued to support airstrip rehabilitation works to improve operational performance, safety and security of the operation, as well as to provide training for its staff.



Operating since 2008 to meet constantly increasing humanitarian needs in remote locations, including refugee camps.



performance figures **2022**



8,018
passengers
transported



837
flights
performed



1,075
mt of humanitarian
cargo transported



126
user organizations
served



9
destinations reached
(5 regular | 4 ad hoc)



3
aircraft
(fixed wings)



13
MEDEVACs performed
(patients)

⁷ Source: UNHCR, <https://reporting.unhcr.org/ethiopia> (as of April 2023).

⁸ Due to an intensification in conflict, flights to Mekelle were suspended from late August for about two months and were reactivated once conditions allowed. In late December 2022, Ethiopian Airlines restarted scheduling regular flights between Addis Ababa and Mekelle. Should these commercial flights prove to be reliable, consistent and capable of absorbing the humanitarian demand, UNHAS will phase down this route. Until then, it remains crucial to have UNHAS flights connecting Addis Ababa to Mekelle.

UNHAS

Guinea

Guinea continues to face economic and social challenges, exacerbated by climate-related hazards and recurrent disease outbreaks. According to the United Nations Children's Fund (UNICEF), nearly 4.7 million people will require humanitarian assistance in 2023.⁹

Due to poor road infrastructure, access by land to remote regions in Guinea remains difficult and

time consuming, particularly in the Southeast. In addition, heavy tropical rains isolate remote communities during the rainy season.

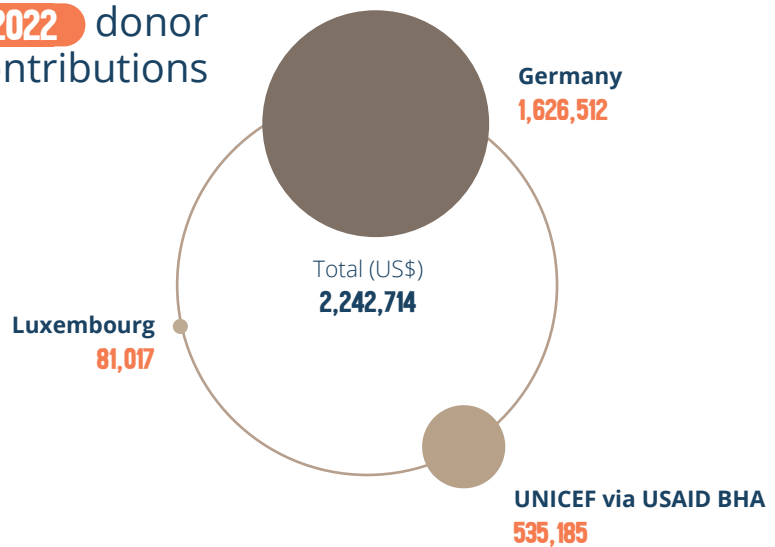
At the request of the government and the humanitarian community, UNHAS began operating in the country to support the emergency response to the 2021 Ebola Virus Disease outbreak in N'Zérékoré, in south-eastern Guinea.

UNHAS enabled the safe and reliable transportation of goods and humanitarian personnel to critical intervention areas, ensuring access to the epicentre of the outbreak within 90 minutes. UNHAS was the only option for the timely transportation of Ebola vaccines, medical teams, and equipment, as no commercial flights would be available to those destinations.

Operating since 2021 to fill gaps in extremely poor road conditions exacerbated by recurrent climate events and address needs resulting from health emergencies.



2022 donor contributions



Following the end of the Ebola emergency in June 2021, UNHAS has continued to play a vital role in facilitating access for organizations working on recovery and post-Ebola surveillance activities, as well as on other humanitarian and development activities in favour of the most vulnerable populations in the country.

UNHAS users have continued to express their appreciation for UNHAS services and requested the continuation of the operation.

During the year, UNHAS transported more than 500 kg of medical cargo to various destinations, including vaccines against meningitis and Ebola, also via special ad hoc flights.

On behalf of the World Health Organization, the operation continued to support the distribution of COVID-19 vaccines from the capital to field destinations.

In response to user requests, an additional weekly flight was operated between Conakry and Kankan, a journey that otherwise requires one day of unsafe road travel.

Moreover, UNHAS Guinea conducted runway maintenance and training activities for its staff, civil aviation authorities, and other partners.

performance figures 2022



1,573
passengers transported



151
flights performed



28
mt of humanitarian cargo transported



33
user organizations served



9
destinations reached
(5 regular | 4 ad hoc)



1
aircraft
(fixed wing)



5
MEDEVACs performed
(patients)

⁹ Source: UNICEF, <https://www.unicef.org/appeals/guinea>.

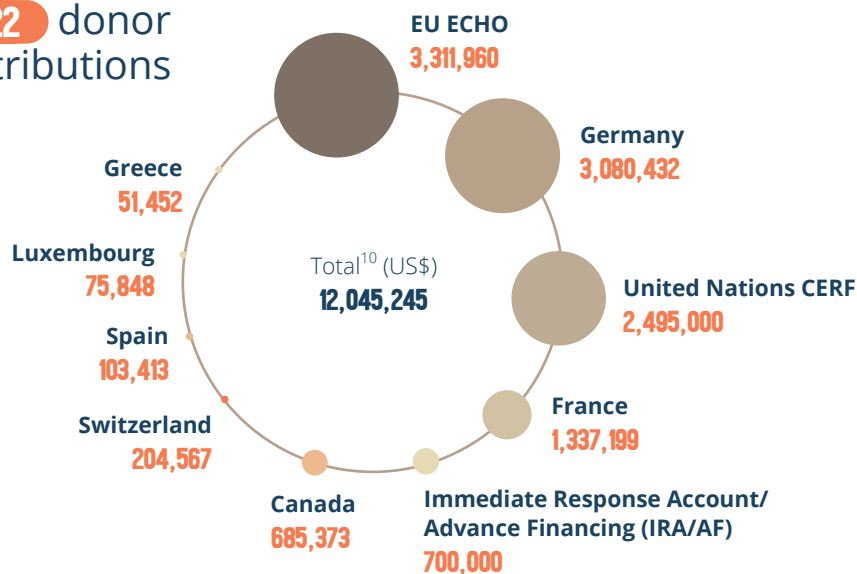
UNHAS

Haiti

In 2022, Haiti was gripped by major social unrest and gang-related violence, compounded by severe fuel shortages restricting utilities and the delivery of basic services, including water and health care.

This led to a resurgence of cholera, with an outbreak declared in early October that rapidly spread across the country, further affecting the already-critical food insecurity situation, and registering record-high levels of people in IPC Phase 3 (Crisis) and above. The effects of annual hurricane seasons also worsen the vulnerability of affected populations. As a result, an estimated 5.2 million people will require humanitarian assistance in 2023, according to the GHO, a 6 percent increase compared to 2022.

2022 donor contributions



UNHAS started to operate in the country in November 2019, with one helicopter connecting main airports to remote and hard-to-reach locations to transport humanitarian workers and essential cargo. UNHAS has since played a crucial role in enabling timely humanitarian action, including in the aftermath of the August 2021 earthquake and tropical storm Grace, and by ensuring access to flood-affected hard-to-reach areas in the North.

With the escalation of violent protests, which peaked in September 2022, insecurity severely affected road access from the capital to southern and northern areas, hampering overall humanitarian and development activities, including in areas affected by the 2021 earthquake. Moreover, access to key ports became difficult and sporadic, further jeopardizing the ability of humanitarian actors to deliver assistance.

With very limited port and road access, UNHAS air services were a crucial safe, reliable, and timely means of transport across the country to provide immediate support to vulnerable populations facing difficulties in accessing their livelihoods or receiving vital supplies. UNHAS responded to the surge in need for humanitarian flights and reinforced its fleet, ending the year 2022 with three assets, a fixed-wing aircraft and two helicopters.¹¹

One of the latter was acquired to mainly support the cholera response efforts, which UNHAS served through 25 dedicated flights. The operation transported more than 235 mt of special cargo in the context of both the cholera crisis and the security crisis, including medical equipment, sanitary and dignity kits, as well as emergency response teams.





Operating since 2019 in the face of a continuously deteriorating humanitarian situation resulting from natural disasters, displacement, political instability, and high insecurity.

performance figures **2022**

12,836
passengers transported

218
mt of humanitarian cargo transported

53
destinations reached
(7 regular | 46 ad hoc)

6
MEDEVACs performed (patients)

1,827
flights performed

152
user organizations served

1
aircraft
(helicopter)

395
SECEVACs performed (passengers)

Throughout the year, UNHAS transported another 45 mt of special medical cargo and performed vital medical and security evacuations of 401 humanitarian staff.

The UNHAS assets also play a vital role in the region to support response to sudden onset emergencies in other neighbouring countries, as in the case of Honduras during the response to hurricanes Eta and Iota in 2020.

¹⁰ The total amount of contributions received includes a part in IRA/AF, which will be settled by 2023.

¹¹ Following the ICAO SSC/AIR-01/05-2022/RUS, the previously contracted Russian Federation-registered helicopter has been replaced by a non-Russian one.

WFP Stories

There is no time to waste in responding to rising hunger in Haiti

**The country faces famine
without renewed and robust humanitarian assistance.**



In September, protests and widespread looting erupted. Roadblocks brought the country to a standstill, what Haitians call a peyi lok (lockdown). The peyi lok that began on 12 September felt a lot like the ones that occurred worldwide during the early months of the Covid pandemic – except that people were now forced to stay home by fear and violence, rather than by a dangerous disease.

Armed groups had seized the main fuel import terminal, blocking flows of diesel, the economy's lifeblood. Humanitarians also came under attack; two of WFP's warehouses were looted, depriving thousands of essential food assistance. For WFP staff, making it to the office meant navigating roadblocks and weathering threats.

[...]

Against this backdrop, WFP and its partners have provided food to over a million Haitians this year – including over 100,000 people since the lockdown. The only safe way to get in and out of Port-au-Prince is by air. The WFP-managed UNHAS has helped ferry vital cargo for the cholera response. But while emergency rations and airlifts will keep people alive, they won't offer a future.

Story by Jean-Martin Bauer

[Article on wfp.org](#)

Scan the QR code



or click [here](#)



UNHAS

Kenya

Kenya is facing an unprecedented drought due to five consecutive below-average rainy seasons. At the end of 2022, 4.4 million people were projected to face high levels of acute food insecurity (IPC Phase 3, Crisis, or above) – including 1.2 million in Emergency (IPC Phase 4) – the highest level ever recorded in the country.

A total of 6.4 million people are estimated to require humanitarian assistance in 2023.¹²

Over 550,000 refugees and asylum seekers are present in Kenya,¹³ mostly hosted in Dadaab and Kakuma refugee camps and Kalobeye settlement, located in semi-arid areas close to the borders with Somalia and South Sudan, respectively.

Refugees are highly dependent on international assistance, and therefore humanitarian and development organizations operating in these camps require uninterrupted

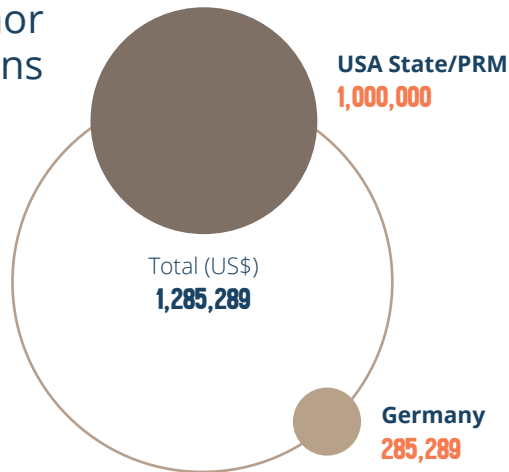
access to these locations to provide life-saving assistance and support resilience-building initiatives.

Since 2012, UNHAS regularly serves Kakuma and Dadaab camps from Nairobi in addition to ad hoc destinations, ensuring adequate access to populations in need as travel by road remains time-consuming and unsafe due to long distances, poor road conditions, and insecurity.



Operating since 2012 to provide uninterrupted access to life-saving assistance and support resilience-building initiatives for refugees and asylum seekers.

2022 donor contributions



In addition, the operation shares air assets and resources through joint management arrangements with UNHAS Somalia, ensuring cost efficiency and flexibility to respond effectively in both countries.

In 2022, the drought affecting the region resulted in increasing arrivals of Somali refugees into Dadaab, while Kakuma and other drought-affected areas kept experiencing wider food insecurity levels despite the ongoing assistance. In this context, UNHAS Kenya experienced an increase in passenger transport demand, as well as growing demand for dedicated charters. The operation supported the drought emergency response by operating 52 dedicated flights to critical areas.

Based on feedback from its users, UNHAS increased the flight frequency to the camps by adding a flight day to its regular schedule, and occasionally operated a larger aircraft to meet the surge.

Throughout the year, UNHAS remained a key enabler for refugee programmes in Kenya. The service plays a vital role in assisting the voluntary repatriation of refugees from the camps to various countries. In 2022, UNHAS operated 21 voluntary repatriation flights, which transported 1,003 passengers to Bujumbura in Burundi and Kismayo, Baidoa, and Mogadishu in Somalia.

Furthermore, UNHAS remained instrumental to implementing resettlement activities, including medical examinations, with 698 refugees transported on behalf of the International Organization for

Migration (IOM) in 2022. UNHAS Kenya also operates special charter flights from Dadaab to Kakuma on behalf of UNHCR, for instance, to allow refugee students to sit their national exams, a critical step towards building resilience and self-reliance.

In 2022, the operation also provided technical support to repair the airstrip fence in Kakuma, and it has facilitated special missions for five user organizations to the refugee camps and ad hoc locations. Finally, since the COVID-19 outbreak, UNHAS Kenya has assisted with the related response in favour of refugee populations by transporting vaccines and medical supplies such as testing kits, samples and personal protective equipment to and from the camps.

performance figures 2022



8,169
passengers
transported



427
flights
performed



42
mt of humanitarian
cargo transported



55
user organizations
served



13
destinations reached
(3 regular | 10 ad hoc)



2
aircraft¹⁴
(fixed wings)

¹² Source: OCHA, <https://humanitarianaction.info/article/kenya>.

¹³ Source: UNHCR, <https://reporting.unhcr.org/kenya> (as of April 2023).

¹⁴ The two aircraft are shared with UNHAS Somalia.

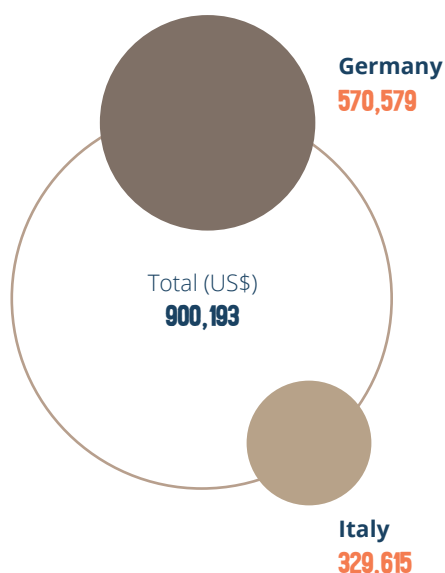
UNHAS

Libya

Since the 2011 uprising in Libya, ongoing instability has led to a deterioration in socioeconomic, humanitarian, and protection conditions across the country, with households affected by the protracted political crisis, insecurity, and economic hardship. Thanks to the continued holding of the October 2020 ceasefire agreement, humanitarian indicators have been improving slightly despite the challenging environment, with some 300,000 people continuing to be in need of assistance in 2023.¹⁵

UNHAS was launched in Libya in 2018 to overcome humanitarian access challenges due to an unpredictable security situation on the ground, with some areas affected by years of instability nearly inaccessible while holding critical needs.

2022 donor contributions



Since 2021, the operating environment was also worsened 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, UNHAS continued to guarantee uninterrupted, life-saving humanitarian access via its aircraft based in Tunisia. In response to users' additional needs for light cargo transport,

UNHAS managed to provide and increase related transportation services from Tunisia to and within Libya.

During 2022, the operation served a total of six regular destinations, providing crucial links from the capital to the east of the country and a new connection to the south, which became accessible with the addition of Sebha as a regular destination in response to users' interest in having access to the region.

After completing a successful airfield assessment in Alkufrah in December 2021, this southern location was included as a sixth regular destination in the 2022 flight schedule.

Given the fragile security situation in the east and the south, and to meet the needs expressed by humanitarian actors, UNHAS has proved flexible and assured ad hoc in-and-out flights to regular destinations within the

same day to guarantee the completion of inter-agency and donor missions. In March 2022, UNHAS played a key role while the airspace was closed for over two weeks between the East and West of the country. UNHAS also transported medical supplies lifted from Benghazi to Alkufrah on behalf of Première Urgence Internationale, and COVID-19 vaccines from Tripoli to Sebha and Benghazi on behalf of the United Nations Medical Section.





Operational from 2018 to 2022 to overcome humanitarian access challenges due to an unpredictable security situation.

performance figures **2022**



1,612
passengers
transported



196
flights
performed



3
mt of humanitarian
cargo transported



44
user organizations
served



6
destinations reached
(regular)



1
aircraft
(fixed wing)



OPERATIONAL FROM 2018 TO 2022
UNHAS Libya operation was officially
closed by the end of June 2022.

With the situation in the country slowly improving, acceptable and sufficient commercial air transport options became available and cleared by the United Nations Department of Safety and Security (UNDSS) for humanitarian travel.

For this reason, the UNHAS Libya operation was officially closed by the end of June 2022.

¹⁵ Source: OCHA <https://reliefweb.int/report/libya/libya-humanitarian-overview-2023-december-2022>.

UNHAS

Madagascar

In Madagascar, food insecurity continues to be fuelled by the compounding effects of prolonged and consecutive droughts, devastating cyclones, crop failures, inflation, the consequences of COVID-19 and the indirect effects of the Ukraine crisis on fuel costs and provision. The November 2022 IPC report estimated that 2.2 million people were living in acute food insecurity (IPC 3, Crisis, and above) during the 2023 lean season, with an alarming increase in malnutrition in

the Grand Sud-Est. The inter-agency flash appeal for Madagascar projected 3.9 million people in need of humanitarian assistance in 2023.¹⁶

The UNHAS operation was launched in 2021 to support the humanitarian response to the hunger crisis affecting the Grand Sud, with one dedicated fixed-wing aircraft offering weekly connections from the capital Antananarivo to southern locations. The number of regular destinations and flight frequency has since been

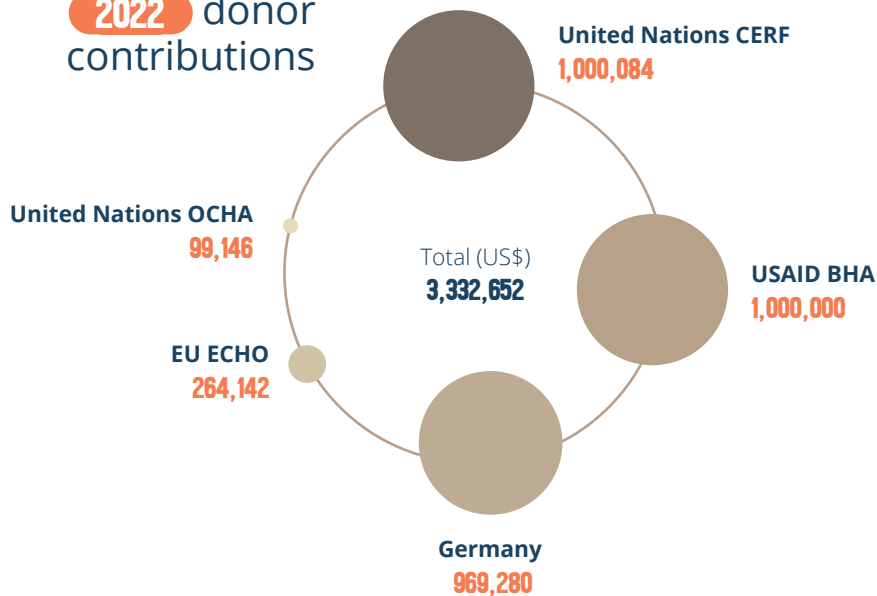
augmented based on the continuously growing demand from the humanitarian community.

IPC analyses in 2022 showed that an effective humanitarian response in the Grand Sud – facilitated by UNHAS – coupled with better rainfall during the year, contributed to a decrease in the severity of the hunger crisis, eliminating pockets of IPC 5 (Famine) populations and significantly reducing IPC 4 (Emergency).

Operating since 2021 to ensure humanitarians can alleviate the suffering of a population facing multifaceted humanitarian crises, including the adverse effects of climate change and food insecurity.



2022 donor contributions



At the same time, in early 2022, the impact of tropical cyclones in the Grand Sud-East region triggered the need for a further scaling up of life-saving humanitarian interventions and demand for UNHAS services to reach the affected populations. UNHAS promptly responded by performing a rapid aerial assessment and activating a temporary helicopter air bridge connecting Antananarivo to the Grand Sud-Est to ensure humanitarian access to otherwise inaccessible areas. The helicopter supported the emergency response by transporting urgent relief items and aid workers and performing two medical evacuations from landlocked areas, reaching a total of 30 locations in addition to the 9 regular ones¹⁷ reached through fixed-wing aircraft.

The reconfiguration proved vital in the immediate aftermath of the 2022 cyclones, and at the same time in further supporting the drought emergency response in the Grand Sud.

However, the situation in affected areas remains critical, with the impact of the 2023 cyclone season putting vulnerable populations at risk of even worsening levels of food insecurity.

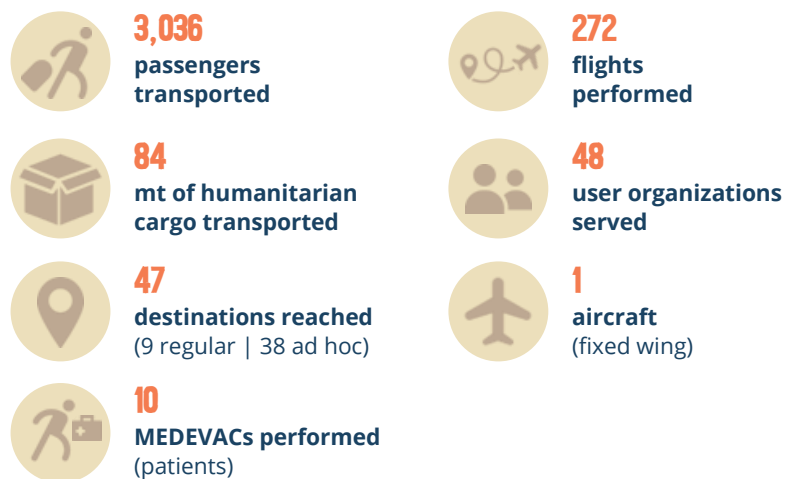
UNHAS access and satisfaction surveys conducted in 2022 flagged that humanitarian partners require enhanced air access in the Grand Sud and the Grand Sud-Est, with increased flight frequencies in both areas as well as with additional destinations served in the Grand Sud-Est.

To this end, UNHAS Madagascar remains ready to reconfigure its fleet with a second air asset to support the increased needs expressed by the humanitarian community, and to be able to respond to rapid-onset emergencies, subject to resource availability.

The humanitarian community – through UNHAS Steering Committee and User Group meetings – also expressed the need for promotion and improvement of aviation safety in Madagascar through the development of airfield infrastructure and capacity building of local air operators.



performance figures 2022



¹⁶ Source: OCHA, <https://humanitarianaction.info/plan/1136>.

¹⁷ One destination (Manakara) was temporarily included in the regular flight schedule in the context of the cyclone response and later became discontinued.

Get to know the UNHAS Madagascar staff

by Eleonora Ponti



Nejmeddine, UNHAS' youngest Chief Air Transport Officer, is a Tunisian national with many years of commercial aviation experience. His role was crucial in setting up the UNHAS operation in Madagascar for the first time. Building a solid relationship with local government authorities was one of the most significant challenges. In only a few months, Nejmeddine managed to develop strong ties with the National Council for Risk and Disaster Management to facilitate coordination between UNHAS, the government, and other humanitarian actors to improve the effectiveness of efforts during the emergency period, improve disaster preparedness and build resilience to natural hazards. More remains to be done to ensure that Madagascar is resilient to natural threats and climate change, and Nejmeddine is up to the challenge.

He is working with four dedicated Malagasy women aviation staff members:



Fanirisoa Andriamampianina
Aviation Assistant
and Customer Service

"The hardest part of my job is meeting all clients' needs in a situation where UNHAS fleet capacity is limited in terms of freight and passenger loads, due to financial constraints, compared to the high demand of services and the extensive geographical areas to be covered."



Nomena RAMAHEFA
Aviation Assistant
and UNHAS Trainer

"I am pleased to be able to bring added value here in my country, but also abroad through these training courses, to share the knowledge acquired during my career and support aviation professionals and partners."



Koloina Rabarinirina
Aviation Assistant

"It is very gratifying when the passengers show gratitude for the service that UNHAS provides them to help them accomplish their missions."



Estelle Christina Rakotobe
Aviation Assistant

"Seeing smiles on the passengers' faces is a priceless moment."



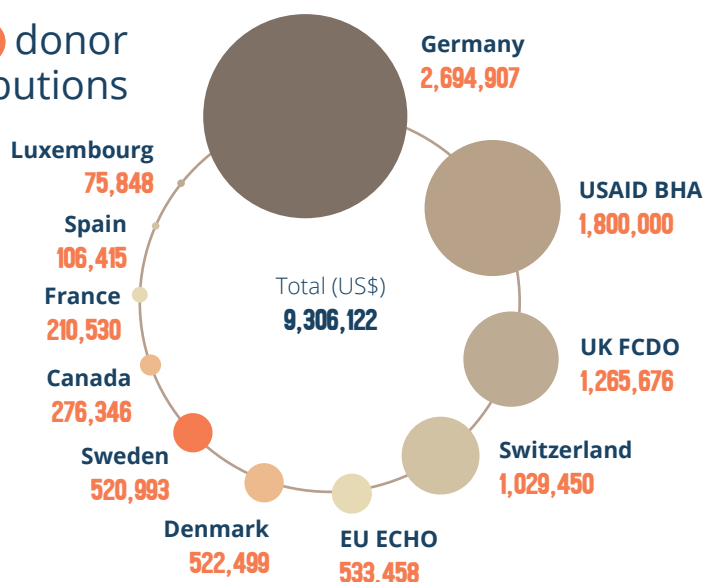
UNHAS

Mali

The context in Mali remains complex, with increasing insecurity triggering continuous population displacement, contributing to growing vulnerabilities and humanitarian needs. According to the GHO 2023, an estimated 9 million people require humanitarian assistance in 2023, a 43 percent increase compared to 2022.

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. In 2022, air transport continued to play a critical role in facilitating humanitarian access because of the precarious security situation, long distances, and poor road conditions in central and northern Mali.

2022 donor contributions



Insecurity in various areas significantly reduced humanitarian space and created barriers to assisting crisis-affected populations.

During the year, the operation registered a 13 percent increase in passenger transport demand and a 38 percent increase in cargo transported compared to 2021. UNHAS delivered essential humanitarian cargo, including 14 mt of medical cargo and vaccines.

UNHAS also performed 26 special flights for high-level and donor field visits to facilitate project monitoring and needs assessments and facilitated the transport of 333 refugees and IDPs.

In response to higher demands expressed by the humanitarian community, UNHAS engaged a helicopter in January 2022 for a temporary three-month period to serve remote destinations only accessible by rotary wings.¹⁸

Following the lifting of sanctions by the Economic Community of West African States in February 2022, UNHAS Mali has been able to resume on-demand cross-border charter flights, despite the tense and unpredictable security situation.

Thanks to rehabilitation works on the Ménaka airstrip initiated in 2022, where humanitarian access has been severely constrained, a new runway serving the destination is

expected to be ready by June 2023. A rehabilitated runway serving Kidal is also expected to become operational in 2023. These infrastructure improvements will improve access to these areas.



Operating since 2013 to ensure a large-scale humanitarian response to conflict.



performance figures **2022**



16,659
passengers
transported



2,287
flights
performed



84
mt of humanitarian
cargo transported



134
user organizations
served



11
destinations reached
(9 regular | 2 ad hoc)



3
aircraft
(fixed wings)



5
MEDEVACs performed
(patients)



9
SECEVACs performed
(passengers)

¹⁸ Four destinations were added to the regular flight schedule and served by helicopter. These later became discontinued with the suspension of the aircraft.

UNHAS

Mauritania

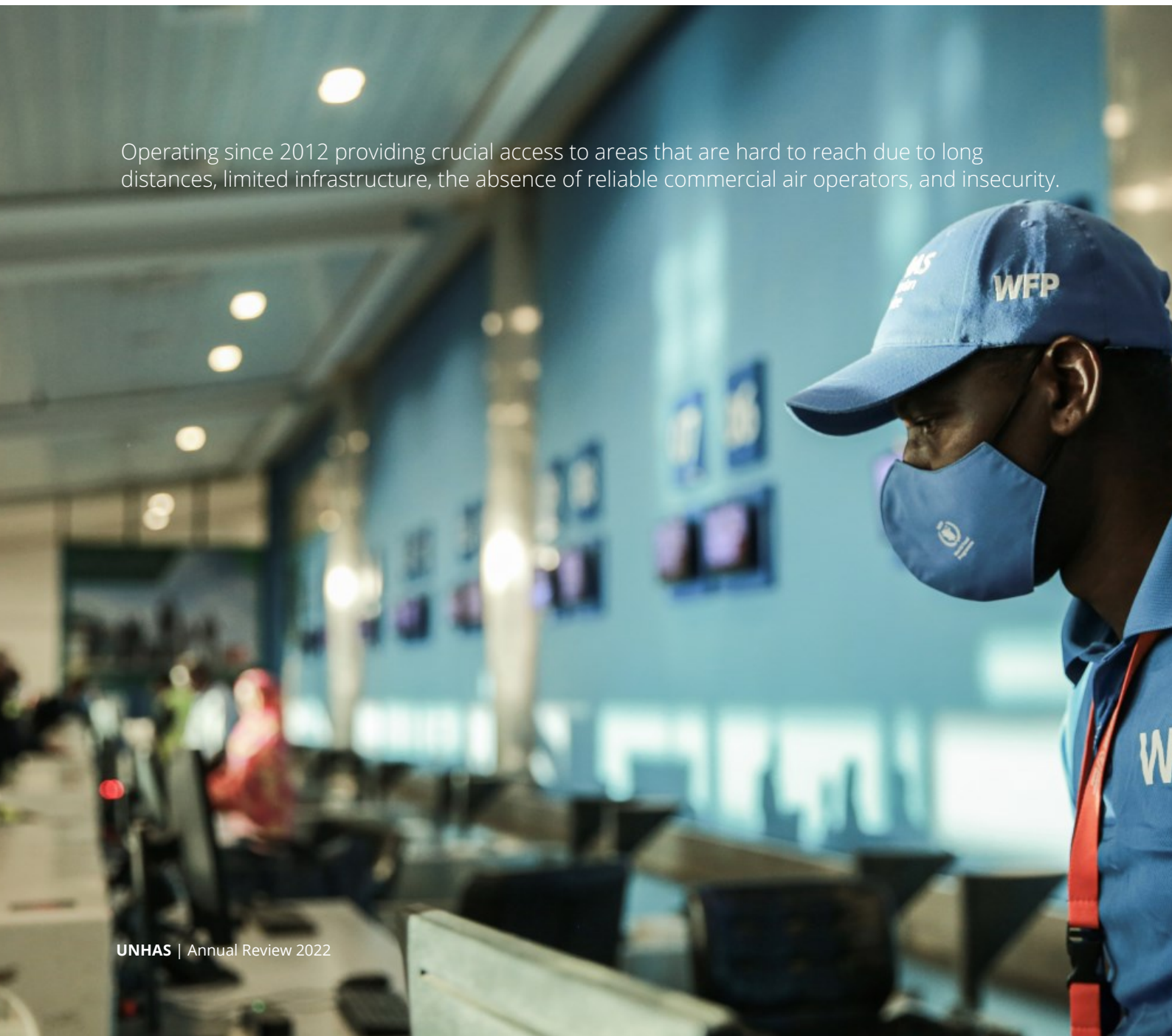
Mauritania suffers from chronic vulnerability driven by a challenging natural environment and extreme weather conditions that cause recurrent droughts and floods. In addition, regional instability in the Sahel and the volatile security situation in Mali continue to drive population displacements into the country, coupled with the return of Mauritanian refugees from Mali due to the deteriorating security situation there.

In 2023, nearly 1.1 million people will require humanitarian assistance¹⁹ – a 14 percent increase compared to 2022 – including over 136,000 refugees,²⁰ asylum seekers and returnees, as well as host communities.

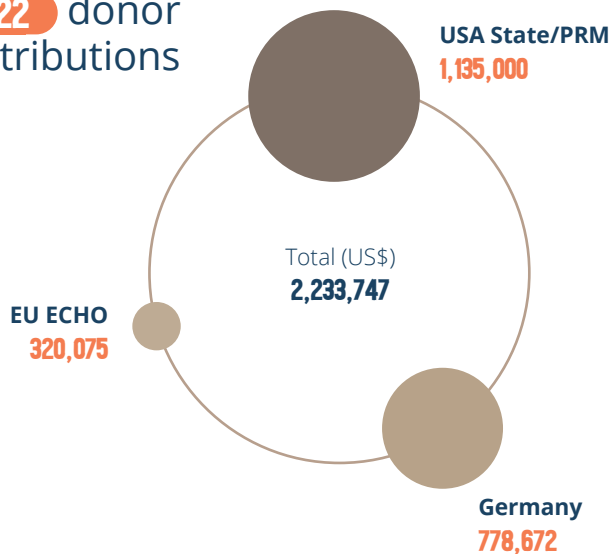
These populations remain highly dependent on humanitarian assistance given the severe disruption to their livelihoods.

Since its establishment in 2012 in response to the sudden arrival of large numbers of refugees fleeing conflict in northern Mali, UNHAS is continuing to provide a link from the capital Nouakchott to key destinations for humanitarian activities in the country, providing crucial access to hard-to-reach areas due to long distances, limited infrastructure, the absence of reliable commercial air operators, and insecurity.

Operating since 2012 providing crucial access to areas that are hard to reach due to long distances, limited infrastructure, the absence of reliable commercial air operators, and insecurity.



2022 donor contributions



This includes Bassikounou in the southeast, considered to be the epicentre of humanitarian response in Mauritania given the presence of the Mbera refugee camp, which alone hosts more than 80,000 refugees.

Since the rehabilitation of the Bassikounou aerodrome, thanks to a collaborative effort between UNHAS, the government, civil aviation authorities, and the donor community, humanitarian workers can reach project implementation sites in the area in two and a half hours, departing from Nouakchott to Bassikounou.

Special quarterly maintenance of the Bassikounou runway is carried out to ensure it remains in good condition, particularly during the rainy season.

Due to increasing numbers of refugee arrivals in 2022, UNHAS users have expressed the need for access to additional destinations. UNHAS is continuously working to serve additional locations, pending government approvals and as soon as safety conditions are met with the completion of airport infrastructure and runway rehabilitation works that UNHAS is supporting.

Following persistent advocacy and thanks to the rehabilitation of the Sélibaby airport (completed in 2022), in January 2023 the Mauritanian Civil Aviation Authority finally provided clearance to open this destination, which was strongly requested by UNHAS users. The town of Sélibaby is located in the south of Mauritania, in a

region where the humanitarian community is particularly active in favour of vulnerable populations, including projects targeting the food and nutrition security needs of women and children. Having a reliable air connection from the capital to this area will drastically reduce the time needed to reach Sélibaby by road, which is currently about 10 hours.

Given the poor conditions of roads, the UNHAS connection will also ensure safer travel for the humanitarian community working in the region. UNHAS also supports the humanitarian community with ad hoc flights for special missions. In 2022, the service transported more than 250 kg of medical cargo with a special flight from Liberia to Nouakchott.

performance figures 2022



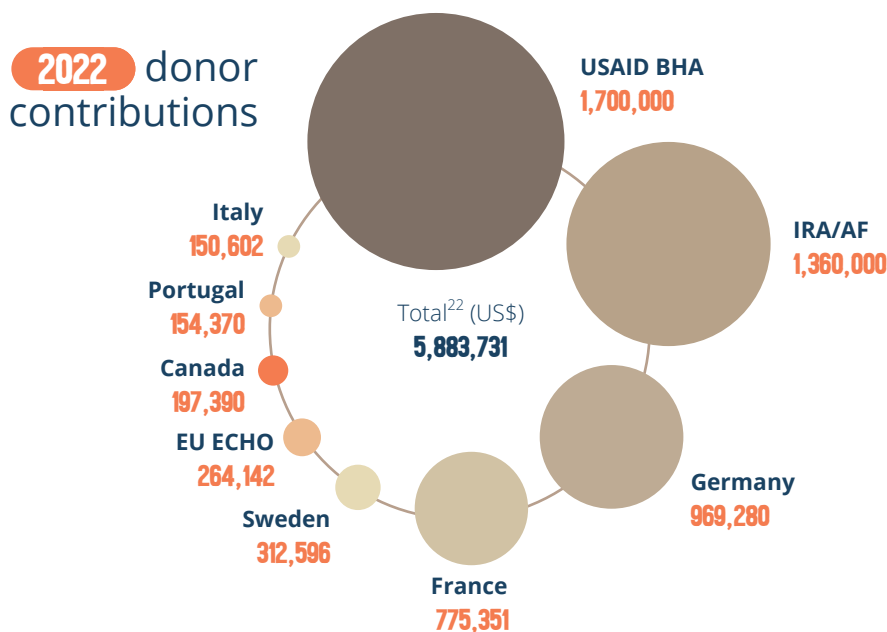
¹⁹ Source: UNICEF, <https://www.unicef.org/appeals/mauritania#download>.
²⁰ Source: UNHCR, <https://reporting.unhcr.org/mauritania> (as of April 2023).

UNHAS

Mozambique

The effect of the five-year-long conflict in northern Mozambique, compounded by extreme weather events, continues to drive humanitarian needs in the country, with at least 2 million people estimated to require assistance according to GHO 2023, 33 percent more than in 2022, including 1.5 million persons internally displaced due to violence and climate-related disasters.²¹

Humanitarian access in the northern provinces of Mozambique remains constrained by insecurity and related restrictions of movement, compounded by the remoteness of certain areas with very poor road conditions, particularly during the rainy season.



In this context, the continuation of UNHAS services, established in late 2020 for northern Mozambique, remains vital to enable humanitarian organizations to reach vulnerable populations in need of assistance, particularly in hard-to-reach areas and destinations that are not covered by commercial operators.

Following the spread of the Cabo Delgado conflict into neighbouring provinces, leading to population

displacements across the region and the consequent scaling up of the humanitarian response, UNHAS has extended its services and added a second temporary fixed-wing aircraft to its fleet in March 2022.

In addition, given the continuously growing demand for air transport expressed by the humanitarian community in Mozambique, a helicopter was also deployed in July 2022.

During the year, the weekly flight schedule was revised with the reopening of the Palma destination after its suspension in 2021 due to security issues. By December 2022, the operation covered seven regular locations in the conflict-affected Cabo Delgado province and other destinations on demand. Based on requests by user organizations, the operation is continuously revising its regular services to add more destinations as needed and subject to resource availability.

UNHAS has also increased cargo flights to all destinations, given the growing demand registered since May 2021. In 2022, UNHAS transported medical cargo, including vaccines against COVID-19, polio and rabies, as well as anti-malaria medications, mosquito nets, infant milk powders, dignity kits, and medical equipment for children's clinics.



Operating since 2020 as a vital solution to enable humanitarian workers to reach highly vulnerable populations in hard-to-reach areas and destinations that are not covered by commercial operators.



performance figures **2022**



11,182
passengers
transported



2,781
flights
performed



83
mt of humanitarian
cargo transported



56
user organizations
served



12
destinations reached
(7 regular | 5 ad hoc)



3
aircraft
(including 1 helicopter)



7
MEDEVACs performed
(patients)



63
SECEVACs performed
(passengers)

In 2023, demand for the service is projected to remain high, with persistent humanitarian needs in the region.

Moreover, UNHAS will continue to provide critical medical and security evacuation when required.

²¹ Source: UNHCR, <https://reporting.unhcr.org/mozambique> (as of April 2023).

²² The total amount of contributions received includes a part in IRA/AF which will be settled in 2023.

UNHAS

Niger

The Niger continues to face a combination of acute and protracted humanitarian crises. Violence drives population displacement in a country that is facing high levels of acute food insecurity and is highly vulnerable to climate-related hazards and epidemics. Escalating crises in neighbouring countries have resulted in growing refugee numbers in border areas.

According to UNHCR, there are over 770,000 IDPs, refugees and asylum seekers in the Niger. The November 2022 Cadre Harmonisé²³ estimates that 2.9 million people are projected to be acutely food insecure during the 2023 lean season (June-August 2023).

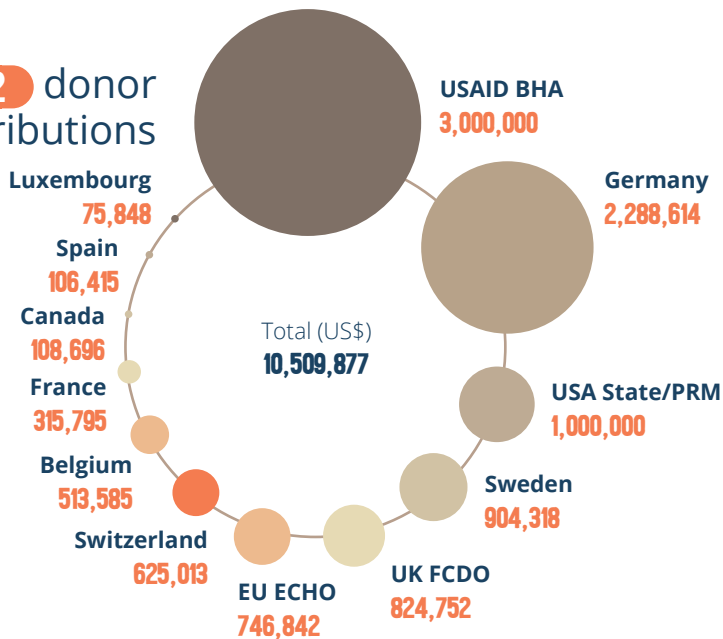
The GHO 2023 reports that 4.2 million people require humanitarian assistance, a 40 percent increase compared to 2022.

Vast distances, inadequate road infrastructure, and flooding, compounded by insecurity due to the actions of non-state armed groups, pose serious challenges for humanitarian actors trying to reach populations in need. In this context, UNHAS remains the only reliable and safe way for humanitarian cargo and personnel to reach people in need across the country, including remote and hard-to-reach areas.

Operating since 2008 to cover vast distances otherwise connected by inadequate road infrastructure and respond to frequent flooding and volatile security due to the actions of non-state armed groups.



2022 donor contributions



In 2022, UNHAS Niger covered seven destinations on a regular basis, including areas particularly relevant for IDP and refugee responses: thanks to the service, humanitarian organizations were able to implement their assistance to these populations, including shelter, food, non-food items, medical care, and psychosocial support. In addition, UNHAS carries out medical evacuations for humanitarian personnel, as well as for refugees and migrants, with seven patients transported in 2022 on behalf of IOM and UNHCR. Moreover, a current military airport in Tillabéri is pending approvals from the Civil Aviation Authority. Once functional, this airport could represent an additional destination for UNHAS, thus increasing coverage across the country and reaching more people in need of assistance.

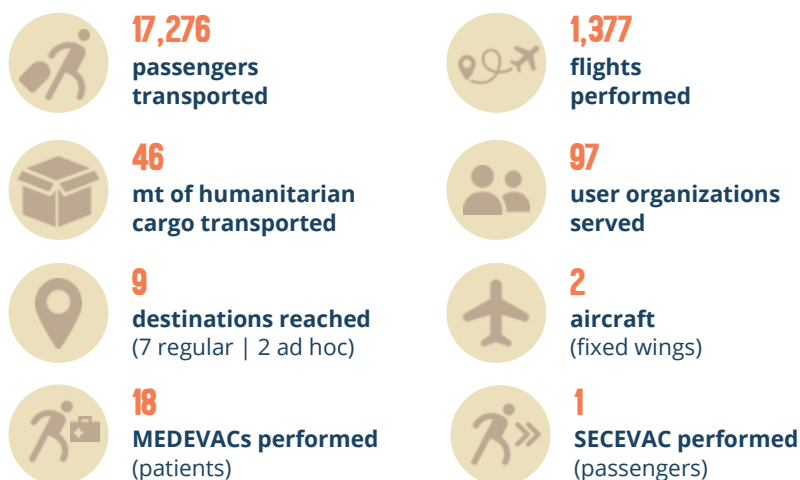
Following UNHAS support in 2021, Diffa airport can currently host passenger flights, and the service can land its new faster aircraft, drastically cutting the flight time between the capital, Niamey, and Diffa, where most UNHAS users are implementing humanitarian responses.

In close cooperation with relevant technical and government stakeholders, including the Niger Civil Aviation Authority, Zinder was equipped with an area navigation system in March 2022 and the procedure is also ongoing for Diffa and expected to be applied in 2023.

An instrumental approach is key to minimizing cancellations during adverse weather conditions, thereby further improving the safety and reliability of the service and ensuring

uninterrupted access to populations in need.²⁴ UNHAS has registered a continuously increasing demand for passenger transport and for special flights, such as in support of high-level missions, which included the transportation of the WFP Executive Director. In November 2022, UNHAS transported 2,003 passengers, breaking the record for most passengers transported in one month since the beginning of operations in 2008. This demonstrated the importance of the UNHAS service in a context where needs have constantly been growing and access to vulnerable people paramount, despite the challenges driven by the current global increase in fuel prices and supply chain constraints, which are affecting the maintenance of the UNHAS Niger operation.

performance figures 2022



²³ Source: UNHCR, <https://reporting.unhcr.org/niger> (as of April 2023).

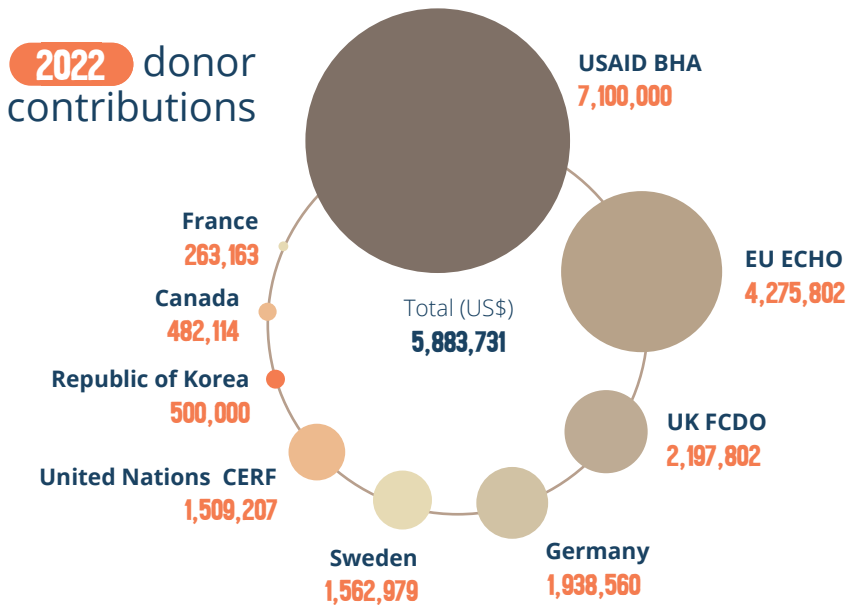
²⁴ In 2022, 53 flights had to be cancelled due to weather conditions and bad visibility during the *harmattan* season which is characterized by dry and dusty wind reducing visibility in air operations. Zinder and Diffa were especially affected by those cancellations due to lack of equipment and navigation/landing assistance procedures at both airports, on both airstrips. The RNAV procedures will allow safe landing and takeoff, thereby decreasing the possibility of flight cancellation during the *harmattan* season.

UNHAS

Nigeria

After years of conflict and insecurity, Northeast Nigeria remains one of the world's largest humanitarian crises. Ongoing hostilities and military operations have led to widespread population displacement, while flooding and the effects of climate change have exacerbated existing vulnerabilities. According to the GHO 2023, 8.3 million people require humanitarian assistance.

In 2022, UNHAS continued to provide effective and efficient demand-driven humanitarian air services in Nigeria. UNHAS also provided emergency medical evacuation and security relocation when required. Due to ongoing security concerns, many areas are considered high- or very high-risk locations for humanitarian actors, making UNHAS air services an essential means of transportation for humanitarian workers and life-saving relief items.



These services were supported by one fixed-wing aircraft providing access to three states and four helicopters reaching 11 deep field locations in the Northeast. UNHAS continuously assesses the possibility of adding new locations to meet rising user demands and to provide reliable services to its users.

During November and December 2022, UNHAS operated special flights from Maiduguri to Rann,

in the Borno state, to enable the transportation of over 35 mt of specialized nutritious food (Super Cereals and ready-to-use supplementary food) that were essential for the population in need of assistance as the supply routes were blocked or impassable due to heavy rain and floods.

Moreover, during the year, UNHAS Nigeria supported 10 inter-agency flights at the request of OCHA and provided ad hoc flights for

two security assessments at a deep field location involving UNDSS, WFP, and UNHAS security staff. UNHAS also provided four charter flights and transported 83 passengers to support donor visits and field missions.

To meet the rising demand for passenger and cargo transport, a new "Super Puma" helicopter with higher payload capacity was included in the UNHAS fleet in February 2022, and as of April 2023, an additional

one has replaced a previously deployed helicopter based on the continuously growing need being registered.

UNHAS has also enhanced its capability to facilitate urgent medical care for registered users and partners providing humanitarian assistance in Northeast Nigeria.



Operating since 2016 to serve the many very high-risk locations and protect humanitarian workers and their vital action on the ground.

performance figures **2022**



51,300
passengers
transported



205
mt of humanitarian
cargo transported



17
destinations reached
(14 regular | 3 ad hoc)



17
MEDEVACs performed
(patients)



5,961
flights
performed



128
user organizations
served



5
aircraft
(including 4 helicopters)



94
SECEVACs performed
(passengers)

As of November 2022, one of the UNHAS helicopters has been converted into an air ambulance with an on-board medical team by applying a conversion kit when the service is required. This new facility will help mitigate humanitarian workers' exposure to health risks and speed up access to emergency medical services.

Moreover, UNHAS improved its passenger facilities and offices at Maiduguri Airport by providing a new helicopter check-in area equipped with cargo bays, internet connectivity, and new offices, providing more efficient services for UNHAS passengers on the helicopter and fixed-wing flights.

UNHAS Somalia

The humanitarian situation in Somalia is continuing to deteriorate. The current drought is the most prolonged and most severe in recent history and has surpassed the 2010/2011 and 2016/2017 droughts in terms of duration and severity. This context – compounded by conflict, high food and water prices, and displacement – is driving the country to the brink of famine.

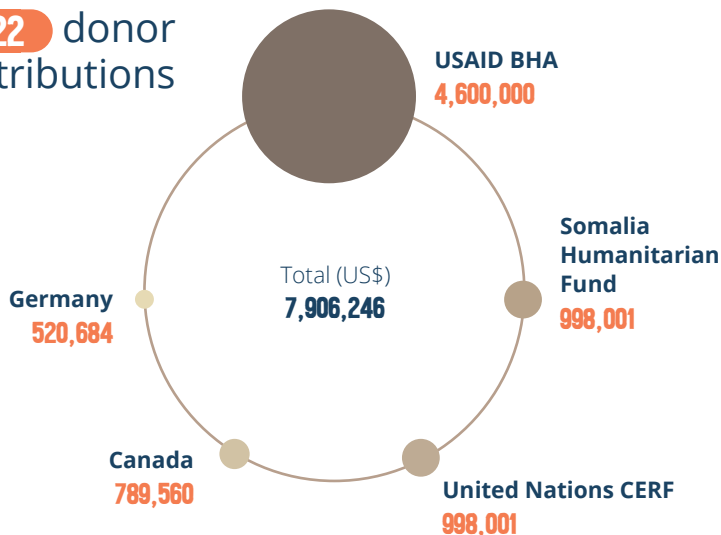
The IPC estimates that over 8.3 million Somalis, or half the population, are expected to face high levels of acute food insecurity between April and June 2023. With persistent insecurity, as well as significant infrastructure gaps in Somalia and a lack of countrywide safe air services, UNHAS is a vital means of air transport for the humanitarian community to reach people in need throughout the country.

With the scaling up of humanitarian activities due to the drought response, since 2021, UNHAS Somalia has recorded a constant increase in passenger transport demand and requests for special flights to address the need for humanitarian actors to have access to deep field and hard-to-reach locations. In 2022, UNHAS operated nearly 500 ad hoc charters for special missions to drought-affected locations and other critical locations.

Operating since 2007²⁵ to cover significant infrastructure gaps and a lack of countrywide safe air services.



2022 donor contributions



UNHAS also supported joint interagency missions by operating a dedicated charter on behalf of OCHA, which was instrumental in improving access for over 450 passengers to carry out special missions in 16 drought-affected locations. Moreover, UNHAS supported the response by deploying additional air assets: one fixed-wing aircraft and a dedicated helicopter to ensure access to locations where fixed-wing aircraft cannot land. Since deploying this aircraft in September 2022, UNHAS has transported over 200 mt of urgent food and relief items and ensured more than 140 passengers access to some very remote areas. As part of its key role in supporting the drought response in Somalia, in 2022, UNHAS moved a significant amount of food items and health supplies (around 198 mt) to affected locations.

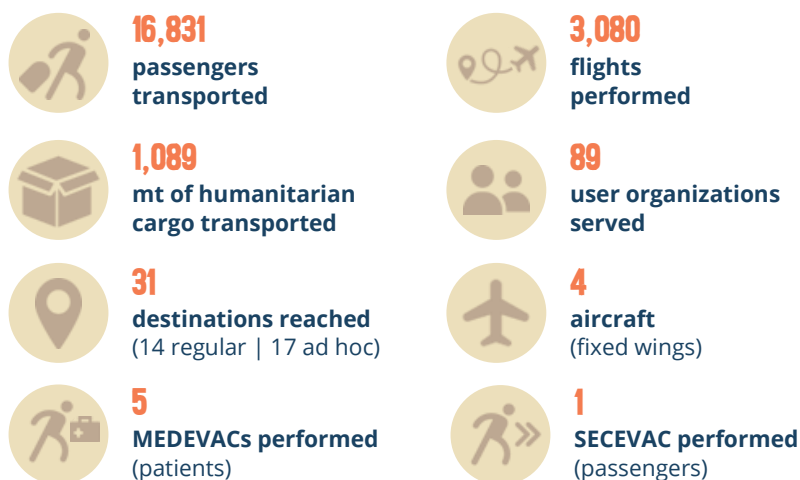
Furthermore, in response to the increased needs, UNHAS augmented regular routes by serving three new destinations in the South-Central region, and it increased its flight frequency with an additional weekly flight. The augmentation in flight schedules and routes greatly improved access to the South-Central region.

The operation shares air assets and resources under joint management arrangements with UNHAS Kenya to ensure cost efficiency and flexibility.

UNHAS also supported other drought-related missions for high-level users, including WFP Deputy Executive Directors, the UNHCR High Commissioner, and the United Nations Famine Prevention and Response Coordinator. During the year, UNHAS Somalia transported medical cargo, including COVID-19 vaccines, measles vaccines, polio vaccines, and other related medical supplies.

Finally, safety and security remained a priority for UNHAS. Through its dedicated Aviation Security (AVSEC) team, the risks associated with the operating environment were continuously monitored. The AVSEC team also conducted 12 safety and security meetings with air operators and coordinated with the Regional Aviation Safety Unit to conduct field and aircraft risk evaluation. Lastly, the AVSEC team conducted two General Security Awareness Training events for airport authorities at the Hargeisa Airport and field focal points.

performance figures 2022



²⁵ UNHAS Somalia originated from the previously known United Nations Common Services operation, which was established in 1997 and developed into UNHAS in 2007. The operation gradually expanded in destinations served, fleet size, and the number of passengers transported with the increased presence of United Nations and humanitarian organizations in Somalia.

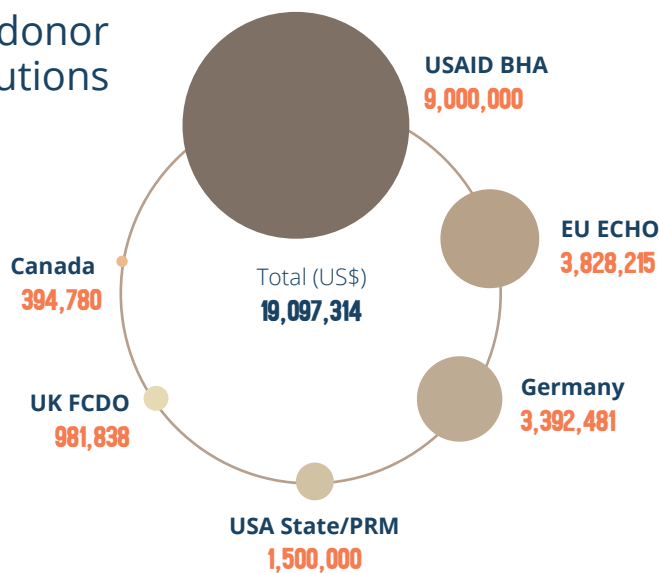
UNHAS

South Sudan

People in South Sudan continue to face deteriorating humanitarian conditions due to years of civil war, endemic violence, epidemics, and climatic shocks, resulting in localized drought and extraordinary flooding, affecting an estimated million people since July 2022.

The October 2022 IPC results indicated that 7.7 million people would likely face high acute food insecurity levels at the peak of the May-July 2023 lean season, with around 43,000 people likely to be in IPC Phase 5 (Famine). According to the GHO, 9.4 million people will require humanitarian assistance in 2023, 6 percent higher than 2022. This includes 2.3 million IDPs, over 660,000 returnees, and more than 360,000 refugees.²⁶

2022 donor contributions



Poor road infrastructure, seasonal challenges related to weather conditions, and insecurity make humanitarian air transport the only safe way to move to and from most counties in the country, as there are no reliable commercial options serving deep-field locations.

While other humanitarian air services are available, UNHAS remains the only common service for the entire humanitarian community, offering a weekly flight schedule covering 59 destinations across the country.

UNHAS South Sudan also serves numerous non-scheduled and ad hoc locations, and facilitates inter-agency and multisector assessment missions, including in sudden-onset emergencies such as floods. In line with the scale of needs, in 2022 the UNHAS fleet in South Sudan remained the largest of the UNHAS operations, with 12 aircraft, including four helicopters²⁷ as most airstrips are adversely affected by weather during the rainy season, thereby necessitating the use of agile air assets.

UNHAS operates a hub-and-spoke network structure, with the main operational hubs in Bor, Juba, Rumbek, and Wau, and staff present across the locations that experience the highest traffic. The network structure is designed to manage passenger and light humanitarian cargo traffic effectively and efficiently, and allow for operational flexibility in reaching all the states of South Sudan. Since 2021, there has been an increase in requests from the humanitarian community for UNHAS to transport

Inter-Cluster Coordination Group assessment missions to set up flood emergency and hunger responses, with 28 dedicated flights completed to eight ad hoc locations in 2022. The operation has also registered a parallel increase in demand for regular passenger transport, due to the ongoing humanitarian context of growing needs.

In addition, in 2022 UNHAS continued to support the COVID-19 response by transporting 31 mt of COVID-19 vaccines and other medical equipment from Juba to 54 field locations.





Operating since 2011²⁸ in response to poor road infrastructure, severe weather conditions, and insecurity and facilitating numerous multi-sector assessment missions in emergencies such as recurrent floods.

performance figures **2022**



72,229
passengers
transported



10,275
flights
performed



2,233
mt of humanitarian
cargo transported



235
user organizations
served



79
destinations reached
(59 regular | 20 ad hoc)



12
aircraft
(including 4 helicopters)



110
MEDEVACs performed
(patients)



118
SECEVACs performed
(passengers)

Moreover, as volatile contexts in neighbouring Ethiopia and the Sudan are leading to cross-border movements, UNHAS is playing a key role in supporting refugee operations in the country, with 13 percent of its regular destinations serving refugee camps and vulnerable host communities. UNHAS also works in close collaboration with agencies like UNHCR and UNICEF to provide air transport in missions related to refugee support and family reunifications. In 2022, UNHAS supported the movement of 90 passengers related to IDP relocations, and 78 passengers for family reunification missions, and completed 21 medical evacuations from refugee camps.

²⁶ Source: UNHCR, <https://reporting.unhcr.org/southsudan> (as of April 2023).

²⁷ Following ICAO SSC/AIR-01/05-2022/RUS, UNHAS South Sudan has replaced two helicopters with new ones from a non-Russian-registered air carrier. The reconfiguration posed operational challenges during the transition period. It must also be noticed that the replaced air assets result in higher operational costs for the UNHAS operation, which have had an impact on the 2023 budget.

²⁸ Beforehand, the air service for South Sudan was covered between 2004 and 2011 by UNHAS Sudan through its fleet of aircraft located across Wau. Following South Sudan's independence, the operations were divided in line with the separation of the two countries and UNHAS South Sudan was set up and formalized by the UNHAS Steering Committee.

UNHAS

Sudan

The Sudan faces overlapping challenges, including large population displacements triggered by internal violence and political instability, climate-related hazards such as heavy rains and flooding, the arrival of refugees from neighbouring countries, and deteriorating economic conditions.

Humanitarian needs across the country are at record levels, with the GHO 2023 reporting that 15.8 million

people will need humanitarian assistance during the year, a 10 percent increase compared to 2022 and the highest since 2011.

This includes 3.1 million IDPs and over 900,000 refugees.²⁹

With infrastructure gaps, episodes of unrest and insecurity, the Sudan faces a challenging environment to sustain the logistics means required for effective humanitarian response.

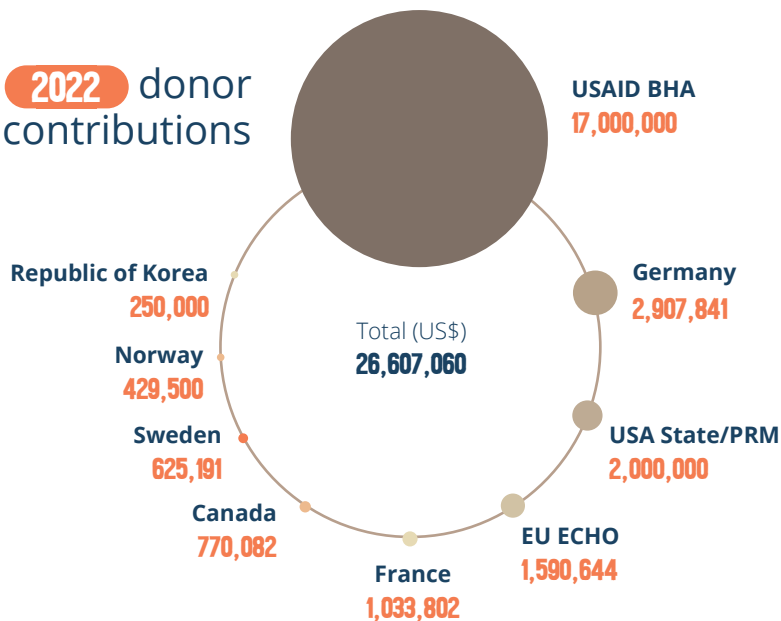
There are limited safe and reliable air services, most roads are unpaved, and many become impassable during the rainy season.

Since its launch in 2004 to support the Darfur crisis response, UNHAS has expanded to reach nationwide coverage in parallel with increasing user demand to support the movement of humanitarian personnel and cargo for the critical delivery of life-saving assistance to vulnerable populations.

Operating since 2004 to address the critical insecurity resulting from civil unrest and limited safe and reliable air services compounded by the lack of adequate infrastructure further damaged by heavy rains and flooding.



2022 donor contributions



In 2022, the UNHAS Sudan fleet comprised six aircraft, including three helicopters,³⁰ which provide access to hard-to-reach areas in situations where no landing sites are available for fixed-wing aircraft. In addition to the regular flight schedule, UNHAS facilitates ad hoc requests in support of emergency services (medical evacuations or security relocations), Inter-Cluster Coordination Group missions, and charters during emergency responses.

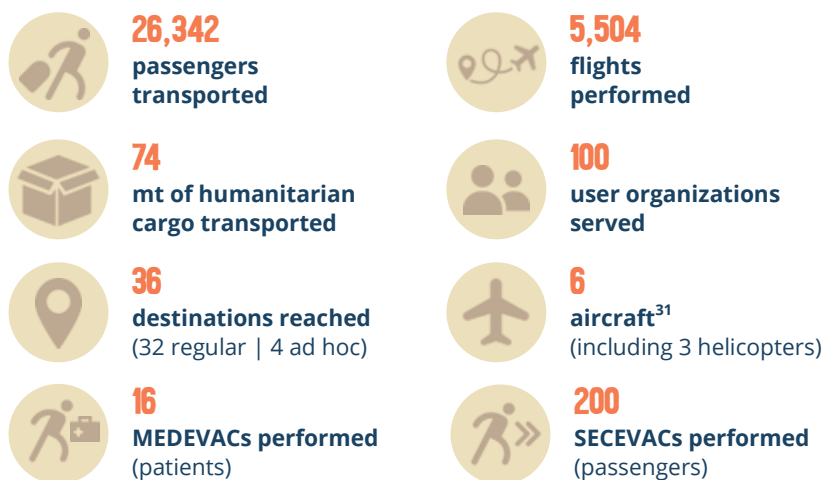
During the year, UNHAS continued to play a critical role in transporting the humanitarian community to implement, monitor and evaluate refugee programmes in the Sudan, with over 30 percent of traffic registered in refugee-hosting areas.

In addition, in response to the Tigray crisis and the arrival of tens of thousands of Ethiopian refugees into eastern Sudan, UNHAS increased the frequency of flights to Kassala, where it also positioned one helicopter to facilitate onward travel to Gedaref and the two refugee camps of Hemdayet and Um Rakouba, as the flight ban to locations in Gedaref State had cut off air access to the settlements bordering Ethiopia and Eritrea.

Moreover, despite the challenges posed by the deterioration of security conditions, in 2022, UNHAS managed to continue its operations.

To mitigate risks of flight disruptions due to protests, UNHAS implemented an early departure scheme that ensured early aircraft return to Khartoum before the onset of protests, thereby minimizing passenger and crew risk exposure. Following internal clashes in El Geneina in April 2022, UNHAS conducted life-saving relocation flights by airlifting 200 humanitarian workers and their dependents to Nyala and Khartoum.

performance figures 2022



²⁹ Source: UNHCR, <https://reporting.unhcr.org/sudan> (as of April 2023).

³⁰ The entire UNHAS Sudan helicopter fleet has been reconfigured with non-Russian Federation-registered aircraft following the ICAO SSC/AIR-01/05-2022/RUS, with challenges encountered during the transition period. One additional helicopter previously active in 2022 was suspended and remained discontinued.

³¹ Following the 2023 Sudan crisis, the WFP Aviation Service supported security evacuations out of the country, as well as the transportation of life-saving cargo on behalf of key humanitarian partners into the established United Nations hub in Port Sudan. UNHAS Sudan has activated a dedicated aircraft to operate international airbridges into Port Sudan, initially from Jeddah (Saudi Arabia) and Addis Ababa (Ethiopia), and, as of 23 May 2023, with a regular service from Nairobi (Kenya). At the time of writing, the UNHAS Sudan Operational Response Strategy envisages the progressive deployment of additional aircraft both for the maintenance of international connections and for the resumption of internal flights.

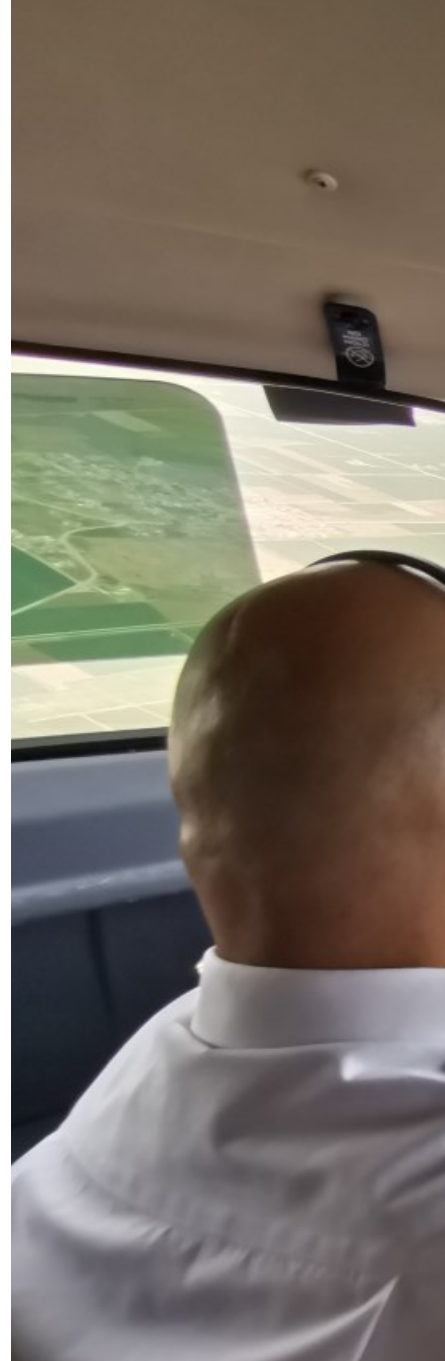
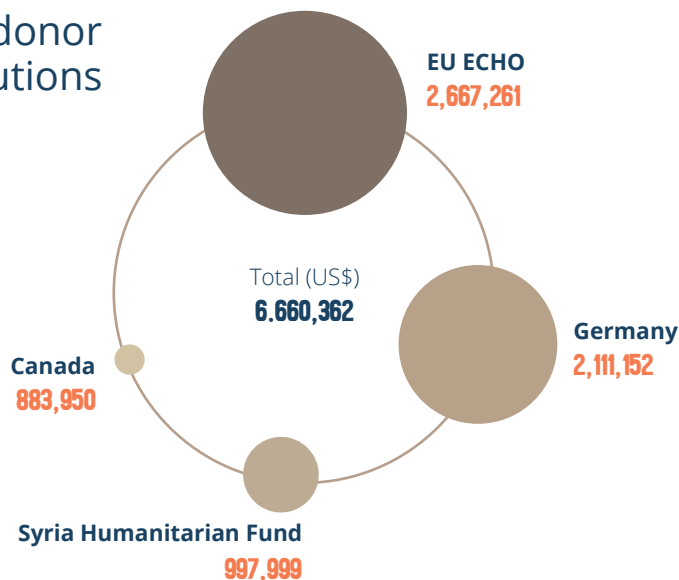
UNHAS

Syrian Arab Republic

Syria faces a multitude of challenges that make it one of the world's most complex humanitarian and protection emergencies, compounding the effects of protracted conflict and climate-related shocks, with serious drought and flooding eroding existing vulnerabilities. About 6.9 million people are internally displaced, and 15.3 million people are reported to require assistance from the GHO 2023, 9 percent more than in 2022.

Vast distances and localized insecurity make road travel between Damascus (which is located in south-western Syria) and the northern areas of the country difficult, time-consuming, and potentially dangerous. Additionally, many humanitarian organizations are not permitted to use commercial flights in Syria.

2022 donor contributions



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 (in north-western Syria) as a regular destination in January 2021, and the operation is continuing to advocate for the launch of new destinations as needed.

Since then, UNHAS has filled a critical transport gap by providing regular return flights to the entire humanitarian community in the country with one fixed-wing aircraft.

In 2022, UNHAS carried 24 mt of life-saving light cargo, including medical cargo transported on behalf of the International Committee of the Red Cross.

UNHAS supported the humanitarian response in Syria across the Food Security, Nutrition, Health, Shelter, Non-Food Items, and Water, Sanitation and Hygiene sectors. UNHAS also provided 14 critical medical evacuation services for humanitarians, and was on standby for security evacuations.

The criticality of this service was reflected not only in users' positive feedback, but also in the 10 percent increase in the number of passengers transported compared to 2021. This occurred despite several flight cancellations that happened throughout the year due to foreign airstrikes on airports used by UNHAS.

Operating since 2020 to cover vast distances and offer viable transport options in the face of localized insecurity, making connectivity complex, time-consuming, and dangerous.



performance figures **2022**



4,963
passengers
transported



184
flights
performed



24
mt of humanitarian
cargo transported



33
user organizations
served



3
destinations reached
(regular)



1
aircraft
(fixed wing)



14
MEDEVACs performed
(patients)

³² Source: UNHCR, <https://reporting.unhcr.org/syria>
(as of April 2023).

UNHAS

Yemen

In Yemen, which remains among the world's most concerning humanitarian crises, over eight years of conflict, climate-related shocks, ongoing economic crisis and disrupted public services have resulted in 21.6 million people estimated to require humanitarian assistance, as reported by the GHO 2023, a 4 percent increase compared to 2022.

Humanitarian work is hampered by bureaucratic impediments, movement restrictions, insecurity, and aid interference incidents, delaying and in some cases preventing the delivery of life-saving assistance. In this context, since 2015 UNHAS has remained the main common air service facilitating safe and reliable passenger transport into and across the country for the entire humanitarian community, thereby

enabling the continuation of crucial responses where most needed.

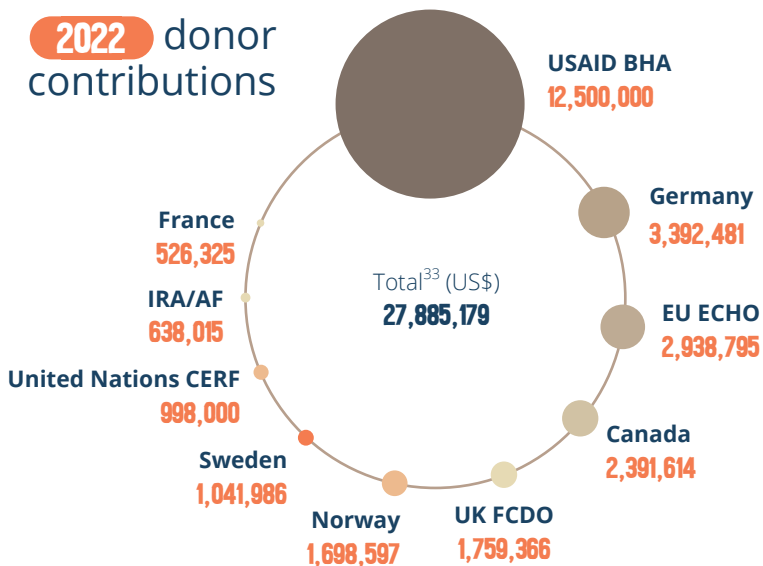
The UNHAS Yemen operation recorded continuously increasing user demand throughout 2021 and consequently reinforced its fleet with a third fixed-wing aircraft.

The increasing trend continued in 2022, reflecting the high level of need for UNHAS services in the country.

Operating since 2015 to resolve movement restrictions and ensure safer transport solutions in a country where humanitarian needs are the world's most concerning.



2022 donor contributions



In 2022, UNHAS also experienced an increase in operational costs, mostly related to aircraft fuel, ground handling services and aircraft insurance, which posed a challenge to UNHAS operations. Fuel costs decreased at the end of 2022 enabling prices to return to the levels registered before the conflict in Ukraine.

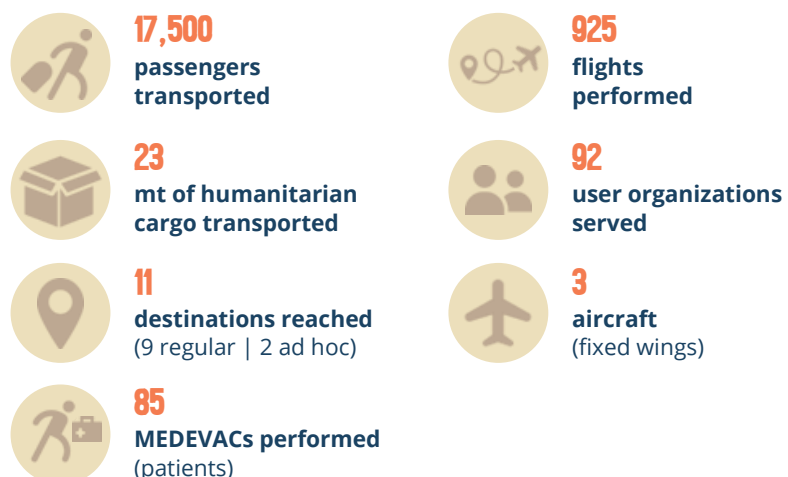
In addition, the delivery of new radio equipment in June 2022, which had been awaiting clearance in Djibouti for several years, has strengthened the safety and reliability of communications with Sana'a airport.

UNHAS Yemen provides air services from Amman, Djibouti and Addis Ababa to Aden and Sana'a, as well as transportation to Mukalla, Seiyoun and Marib, which was added in March 2021 to allow humanitarian access to growing numbers of IDPs in need of immediate assistance due to an escalation of conflict, resulting in alarming levels of acute food insecurity.

Under the terms of the 2 April truce agreement, a limited number of commercial flights from Sana'a International Airport resumed in May 2022 for the first time since August 2016.

While these flights represent significant progress, they cannot currently be considered as an alternative for humanitarian actors, and UNHAS services in Yemen will continue until safe, consistent, and reliable commercial options become available for the humanitarian community.

performance figures 2022



³³ The total amount of contributions received includes a part in IRA/AF, which will be settled by 2023.

The impact of the Ukraine crisis

Reconfiguration of the helicopter fleet

In light of the events associated with the conflict in Ukraine, the demand for UNHAS continued with an immediate need to reconfigure helicopter operations.

Following a significant safety concern (SSC) flagged by ICAO on 15 September 2022,³⁴ WFP Aviation Service issued an early termination notice of all Russian Federation-registered aircraft, effective as of 16 November 2022.³⁵ At the time, WFP Aviation Service had a total of 18 active Russian Federation-registered aircraft for UNHAS and WFP logistics operations across six countries, including 16 helicopters and two fixed wings.

As of June 2023, WFP Aviation Service has newly contracted a total of 14 helicopters and 1 fixed-wing aircraft with alternative ones by non-Russian air carriers, and they have already been deployed to the respective operations.³⁶ The replacement of Russian Federation-

registered helicopters had an estimated cost of US\$ 4 million for the period September to December 2022.

The continuous utilization of the aircraft from 16 September 2022 until the end of the notice period, was only for life-saving cargo operations, and was subject to valid operating permits for the area of operation, issued by the relevant local civil aviation authorities.

The need to reconfigure assets in various operations dependent on helicopters provided by the Russian Federation had drastic financial consequences, associated with the replacement of these Russian Federation-registered air carriers. The additional costs are US\$ 3.3 million per month for all operations, excluding fuel and operating costs, and US\$ 6.5 million per month if fuel and operating costs are included.

Overview of Russian Federation-registered aircraft changeover:

Country of operation	Type of aircraft	Operation	Contracted aircraft with Russian operators as of September 2022	Newly contracted and active aircraft with non-Russian operators as of June 2023
Burkina Faso	Helicopter	UNHAS/ WFP Logistics	3	3
DRC	Helicopter	UNHAS	1	1
Haiti	Helicopter	UNHAS	1	1
Somalia	Helicopter	WFP Logistics	1	1
South Sudan	Helicopter	UNHAS/ WFP Logistics	6	5
	Fixed wing	WFP Logistics	2 (1 will not be replaced)	1
Sudan ³⁷	Helicopter	UNHAS	4 (1 will not be replaced)	3
Total			18 (16 to be replaced)	15

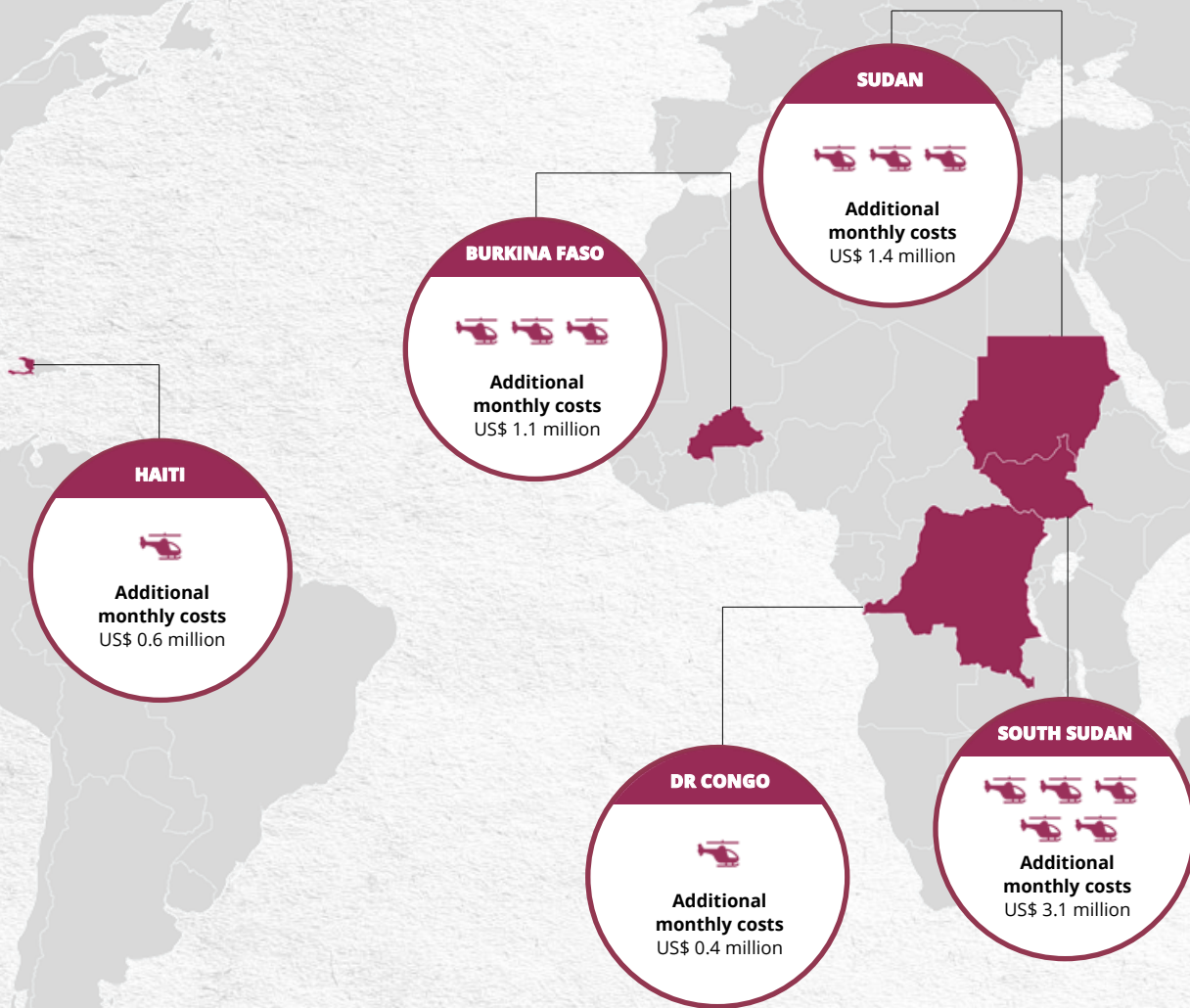
³⁴ International Civil Aviation Organization's Significant Security Concern (SSC) for the Russian Federation (SSC/AIR-01/05-2022/RUS), 41st assembly session regarding Russian Federation infractions correlated to the successive Serious Safety Concern: https://www.icao.int/Meetings/a41/Documents/WP/wp_430_en.pdf

³⁵ Two contracts with Russian Federation-registered Air Carriers have been extended due to operational reasons and challenges finding replacement options.

³⁶ Out of the 18 aircraft previously contracted, a total of 16 will be replaced while two contracts will remain discontinue.

³⁷ The three UNHAS Sudan contracts have been suspended following the 2023 Sudan crisis outbreak.

Map of reconfigured UNHAS helicopters:



UNHAS funding outlook 2023

The hope of millions of people is often to be reached by UNHAS passengers for the last-mile delivery of essential humanitarian assistance. Therefore, it is crucial to keep UNHAS operations financially sustainable, as any pipeline breaks would abruptly interrupt services, leaving passengers on the ground and consequently vulnerable populations suddenly deprived of the humanitarian assistance they require to face the effects of sudden-onset and protracted humanitarian crises.

It remains fundamental to recognize UNHAS's value in its contribution to country-wide humanitarian and recovery operations in both sudden-onset emergencies and protracted crises, while keeping in mind that UNHAS remains a demand-driven common service for the entire humanitarian and development community, and depends on voluntary donor contributions from countries and multilateral funds to sustain its operations. At the time of writing, the funding status of the 21 active UNHAS operations requires attention, as their resourcing situation has reached a critical point.

Most operations require more funds to remain financially stable until the end of 2023, with some operations at risk of continuing at a reduced capacity or suspending activities if additional resources are not received.

The table below provides a snapshot of the current funding status of each UNHAS operation as of 6 June 2023.

UNHAS services continue to record user demand increases, indicating their criticality. The maintenance of UNHAS is vital for preventing the further deterioration of humanitarian conditions into extremely fragile contexts.

The generous donations received ensured timely, coordinated, and efficient aid delivery to the most affected communities that otherwise could not be accessed by other means of transport.

UNHAS requires US\$ 87.7 million to cover the remaining expenses in 2023. The table below provides details on the budgets of each operation and the relevant shortfalls, and the dates until the operations are financially covered with their current available resources.³⁸

COUNTRY OF OPERATION	BUDGET APPROVED (US\$)	FUNDED UNTIL	SHORTFALL ³⁹ (SURPLUS) (US\$)
Afghanistan	51,168,103	15/11/2023	6,079,876
Burkina Faso	24,550,977	26/09/2023	6,313,999
Cameroon	3,980,000	15/10/2023	817,005
Central African Republic	16,696,682	24/07/2023	7,264,476
Chad	14,680,423	19/10/2023	2,833,075
DRC	36,906,811	07/11/2023	5,199,381
Ethiopia	12,193,037	23/02/2024	(1,963,484)
Guinea	2,838,006	03/12/2023	195,374
Haiti	14,473,859	09/10/2023	3,187,183
Kenya	3,537,335	29/11/2023	281,109
Madagascar	4,440,019	29/11/2023	349,888
Mali	12,765,174	26/09/2023	3,294,139
Mauritania	3,401,088	02/10/2023	818,911
Mozambique	14,716,112	15/06/2023	8,010,008
Niger	12,840,172	08/08/2023	5,058,323
Nigeria	31,564,993	15/08/2023	11,832,317
Somalia	19,717,257	10/12/2023	967,161
South Sudan	55,460,278	08/10/2023	12,383,031
Sudan	47,260,587	22/10/2023	8,729,221
Syria	5,746,064	22/08/2023	2,037,836
Yemen	27,937,588	06/11/2023	3,978,074
TOTAL (US\$)	416,874,566		87,666,905

UNHAS operations in critical need of additional financial support as of 6 June 2023

WFP-UNHAS Centralized Funding Mechanism

A new solution to enable contributions globally

After a testing period and a thorough validation process, the Centralized Funding Mechanism is now open for all donor community entities wishing to support UNHAS operations.

Q: When will the Mechanism be ready for use?

A: The Mechanism is ready for use immediately.

Q: What countries of operation can receive funds through the Mechanism?

A: All countries of operation where UNHAS is active and all countries of operation requiring UNHAS activation in response to sudden humanitarian crises.

Q: What changes will the Mechanism bring?

A: The donor can now fund UNHAS operations without earmarking donations to specific Country Strategic Plans (CSPs).

Q: What about local fundraising efforts?

This funding mechanism will only complement local fundraising efforts. There is no change envisaged for donors usually expressing interest in funding specific UNHAS operations through communication with WFP HQ, liaison offices, regional bureaux, and country offices' partnerships representatives, aviation officers, and relevant accounts.

Q: What gains will the Centralized Funding Mechanism bring?

A: Gains are expected in terms of increased flexibility on funding allocation and swifter response to urgent needs – more timely funding allocations for responding to sudden humanitarian crises, more predictability, and operational efficiency, allowing the World Food Programme to assess better which UNHAS operations require funding prioritization.

Q: What about the donor reporting process?

A: The donor reporting process, including the drafting and acceptance of donor proposals, will be managed by the WFP HQ Partnerships Division and Aviation Service.

Additional donor progress reporting on funding utilization/ performance results may be negotiated. HQ WFP Aviation Service will also ensure donor recognition is advertised through online media platforms, including social media.

To read more information on how to use the Mechanism and whom to contact, please see below.

How to use the Centralized Funding Mechanism?

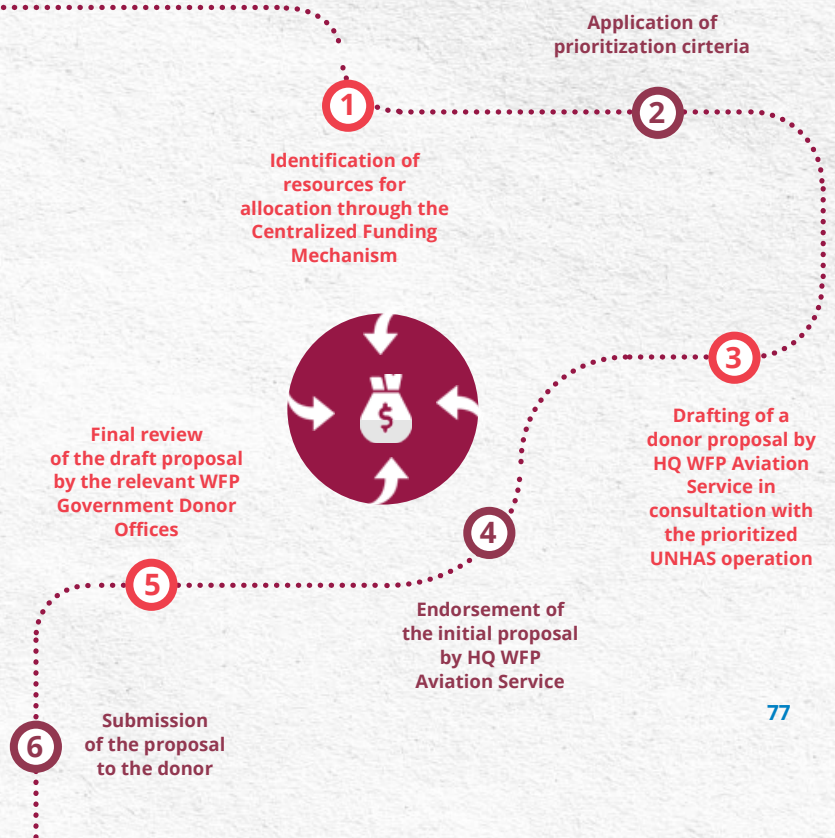
For further information

Scan the QR code

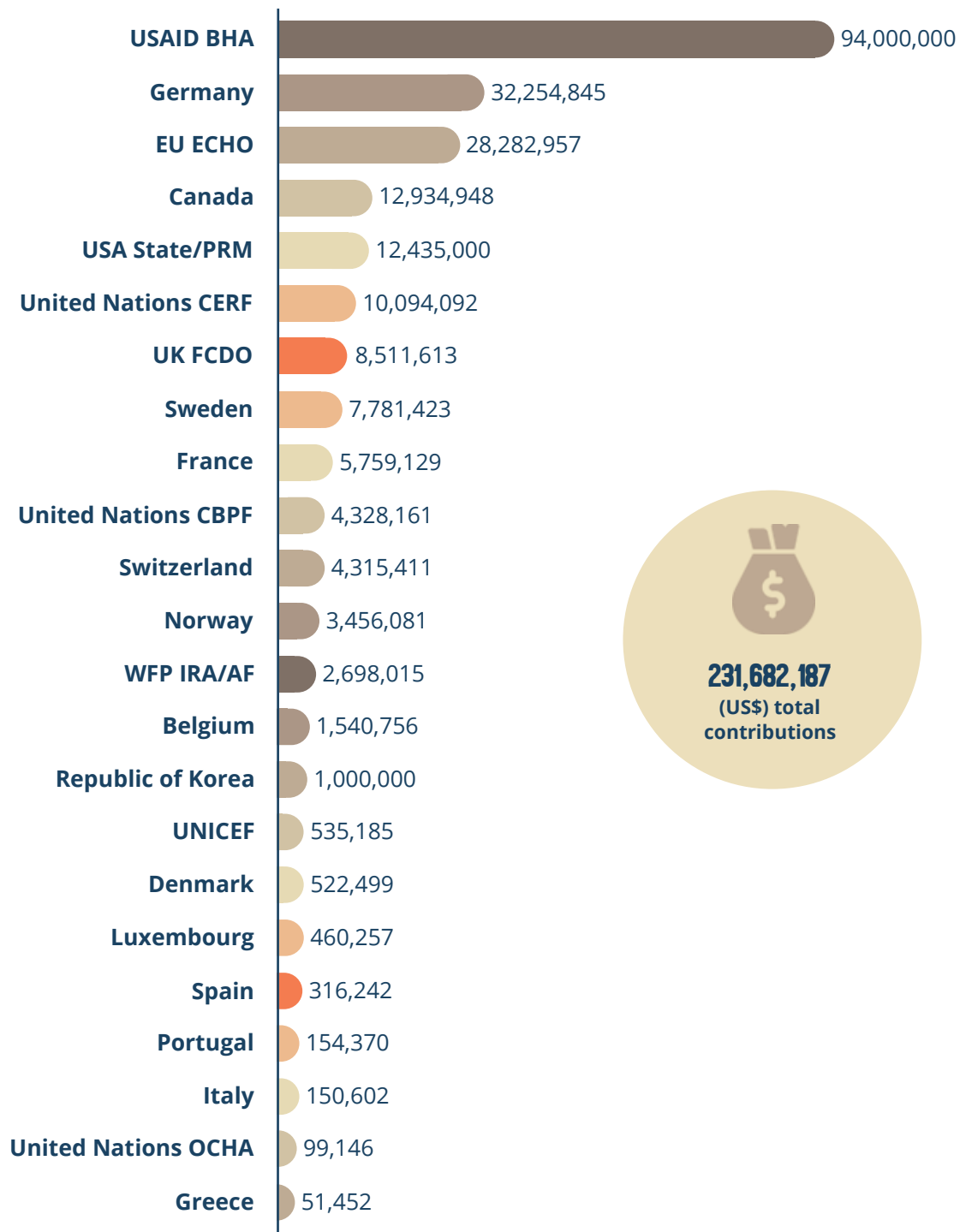


or write to

lucie.kanova@wfp.org
eleonora.ponti@wfp.org



UNHAS donors in 2022

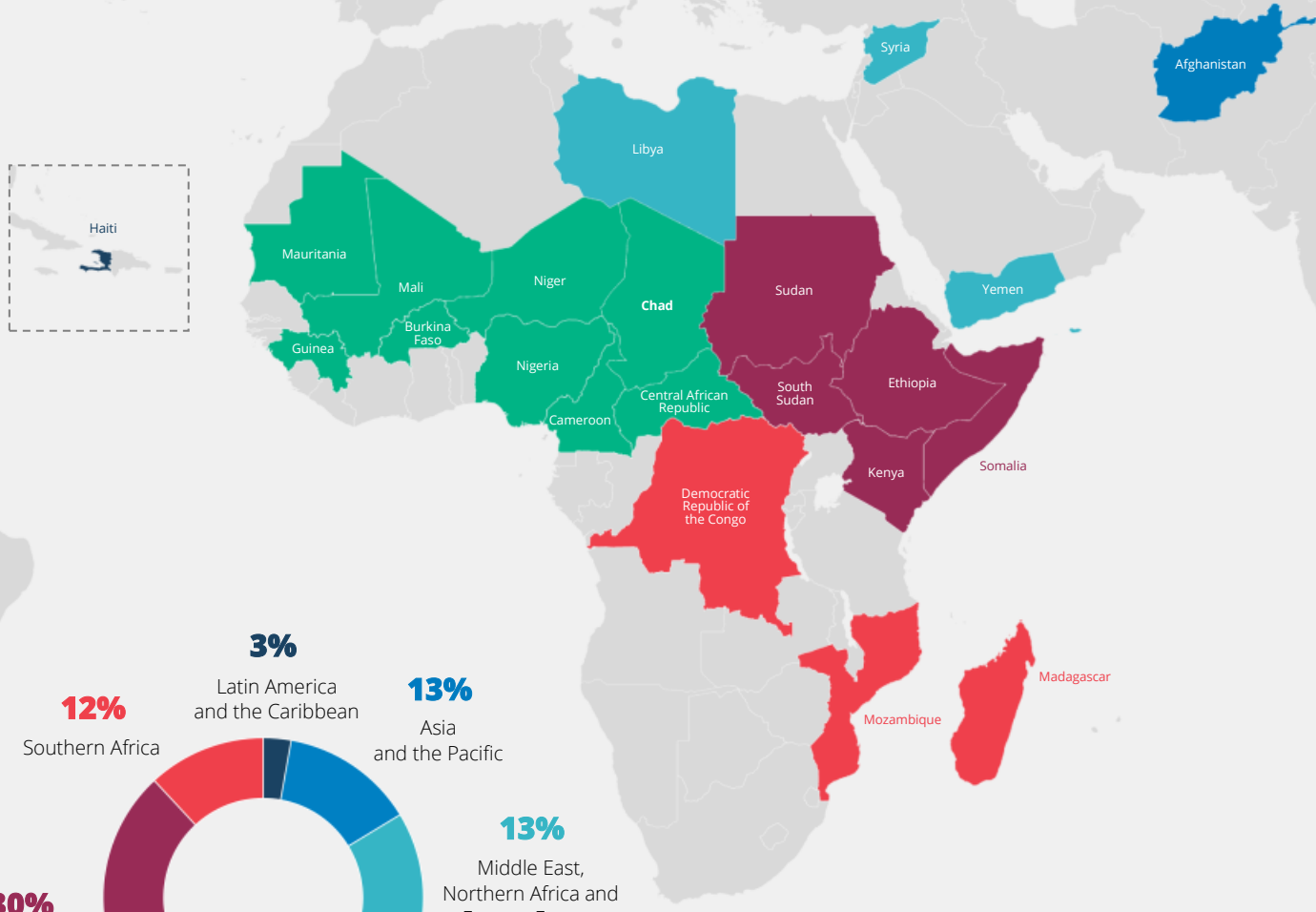


2022 consumption of contributions by region

22 operations

UNHAS operations breakdown by WFP Regional Bureau:

- Regional Bureau for Latin America and the Caribbean
- Regional Bureau for Asia and the Pacific
- Regional Bureau for the Middle East, Northern Africa and Eastern Europe
- Regional Bureau for Western Africa
- Regional Bureau for Southern Africa
- Regional Bureau for Eastern Africa



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

UNHAS in focus





Photo: Porthole view of an UNHAS aircraft in Afghanistan

Infrastructure rehabilitation

In collaboration with partners, UNHAS operations also play an essential role in facilitating airport and airfield rehabilitation work that promotes connectivity, improves access, and enables cost-efficient operations by reducing reliance on helicopters in place of aeroplanes, ultimately improving the well-being of isolated communities.

Why invest in infrastructure rehabilitation?

There are three crucial reasons for investing in infrastructure rehabilitation in the countries where UNHAS operates:

- ▶ Primarily, investing in building a better future for humanity, supporting governments and humanitarian partners in implementing Goal 9 of the 2030 Agenda for Sustainable Development – *Building resilient infrastructure, promoting inclusive and sustainable industrialization and fostering innovation*.
- ▶ Ensuring timely access to populations in need of assistance and flexibility to innovate, diversify and optimize fleet and routes and respond more quickly in emergencies, giving UNHAS' partners a cross-cutting stake in helping the humanitarian and development community.
- ▶ Creating income opportunities, as employment can be generated during the construction and maintenance of infrastructure. Increased use of local resources in addition would have backward and forward linkages, further stimulating the local economy.

Projects in 2022/2023

UNHAS Burkina Faso

Windssock installation.

UNHAS Madagascar

Rehabilitation of airstrips in all remote airfields and windssock installation at three airfields.

UNHAS Democratic Republic of the Congo

Airstrip pavement rehabilitated.

UNHAS Mali

Rehabilitation of airstrips and windssock installation in remote airfields. Ongoing construction of a new airstrip in collaboration with MINUSMA.

UNHAS Guinea

N'Zérékoré runway rehabilitated.

UNHAS Nigeria

Construction of UNHAS offices at the Maiduguri airport and new helipad in Northeast Nigeria.

UNHAS Haiti

Windssock installations.

UNHAS South Sudan

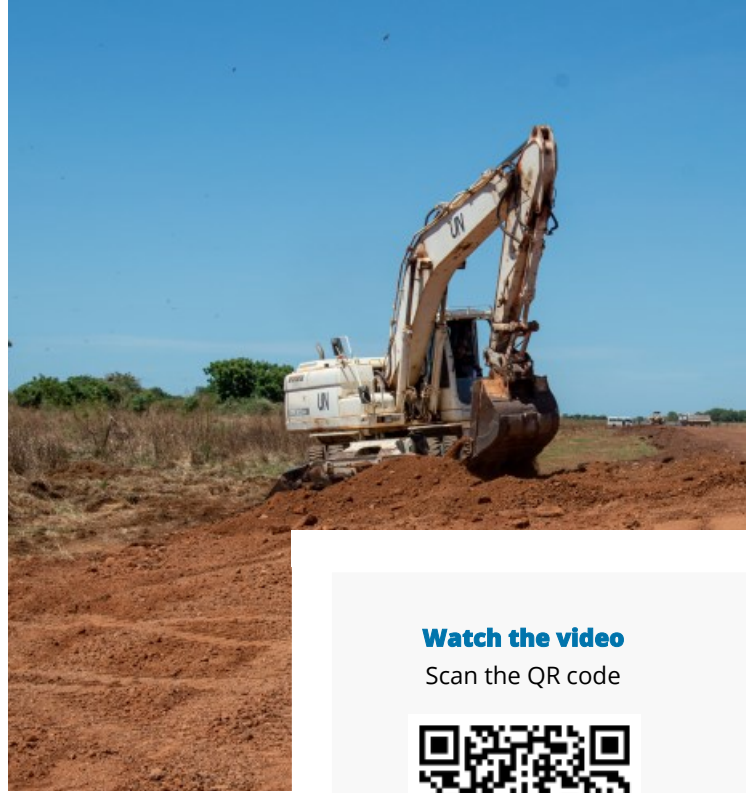
Bor airport rehabilitation with runway and parking extension in collaboration with UNMISS – will allow the use of higher seating capacity fixed wing and reduction of helicopter use, resulting in cost and CO₂ emission savings.

UNHAS Kenya

Repairs of airstrip fence at Kakuma Refugee Camp.

UNHAS Sudan

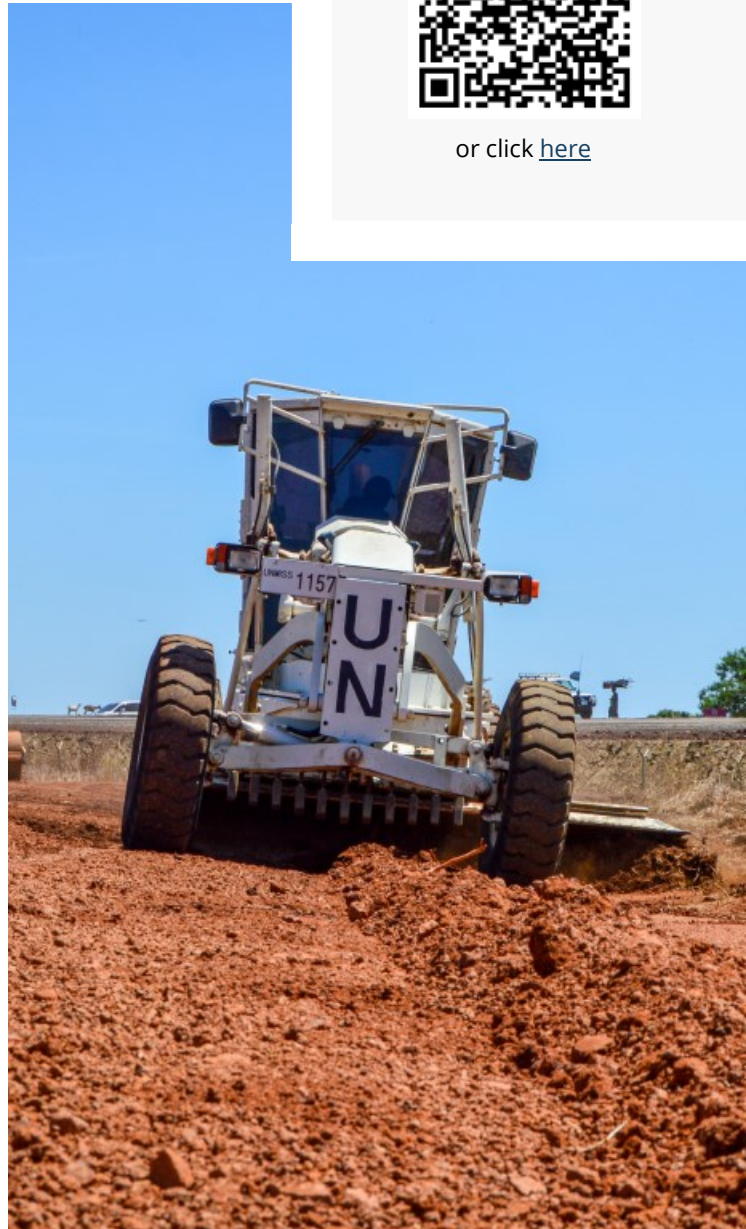
Shawa Airport renovated, with offices and check-in areas installed and runway rehabilitated.



Watch the video
Scan the QR code



or click [here](#)



Photos: Runway rehabilitation works at Bor airport (Jonglei State), South Sudan

WFP Aviation Environmental and Sustainability Programme

In 2022, key progress was made in the WFP Aviation Environmental and Sustainability Programme, launched in 2021 to operationalize WFP's commitment to improving its environmental impact and reducing the carbon footprint of its activities, including that related to air operations. Achievements in 2022 include, among others: the enforcement of an Environmental Management System as a minimum contracting requirement for all chartered air carriers as of January 2023; the continuous development and implementation of strategic environmental key performance indicators (KPIs) to automatically measure CO₂ emissions for WFP-chartered aircraft; the drafting of an extended series of operational opportunities to reduce fuel burn and emissions; the integration of environmental clauses into all fuel and aircraft charter agreements; and the inclusion of environmental parameters in the aircraft procurement process.

In addition, a case study was conducted to assess opportunities to minimize aircraft fuel usage and emissions as defined by ICAO (Doc 10013). The analysis of emissions and relevant KPIs resulting from the implementation of ICAO technical measures by selected air operators on five WFP-chartered aircraft for three months showed a decrease in fuel consumption of 2 percent compared to previous months. If these fuel-saving margins were maintained for all aircraft, it could yield an annual net saving of US\$ 1 million in fuel purchased. The study was expanded to cover 50 percent of the long-term chartered fleet, and its results were confirmed in the autumn of 2022.

Moreover, the first Humanitarian Aviation Environmental Summit was held in March 2022 in Cairo, organized and chaired by WFP. More than 60 high-level delegates from civil aviation authorities, international organizations, aircraft manufacturers, air operators, and fuel providers attended. Technical and panel discussions explored opportunities and innovative ways to improve the environmental sustainability of humanitarian aviation, along with related challenges.

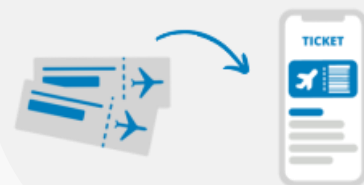
Work is ongoing to identify the most appropriate offsetting methodologies to compensate for emissions at passenger and corporate levels.

2023 WFP Aviation Service Environmental priorities

Waste Management Guideline



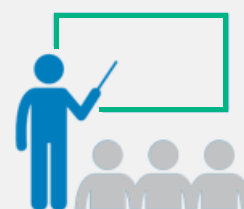
Paperless ticket options test phase



Green energy or ground handling equipment



Provision of basic environmental training to staff





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

The WFP Aviation Service is fully aligned with the WFP corporate vision of exploring innovative approaches that enhance progress towards Zero Hunger, and supports the development of remotely piloted aircraft systems and unmanned aircraft system (UAS) cargo delivery solutions, which 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. WFP has established strategic partnerships with leading airship manufacturers, which will enhance its response capabilities through greener and more efficient air transport and facilitate knowledge exchange, the leverage of innovations and access to talent in the aviation industry.

WFP has established a framework for the safe and secure operation of UAS by WFP personnel, ensuring compliance with the minimum standards for UAS operations and assigning the management of UAS cargo delivery to the WFP Aviation Service – in line with international connectivity operations – to the Technology Division, with technical guidance from the WFP Aviation Service as required.

WFP will continue to explore opportunities for strategic partnerships that enhance response capabilities through knowledge exchange, the leveraging of innovations and access to talents in the industry, and that strengthen the visibility of WFP and broaden its advocacy for resources.



About training

Our staff are our most valuable asset. Without their skills and determination UNHAS would not be possible.



Training has been delivered to over 500 staff in 2022, implementing the Aviation Knowledge Training Programme and role-based Learning Pathways as well as e-learning modules for easy access by staff. This contributes to overall operational agility and a people-centred capacity development approach that addresses current capacity gaps and develops new skills in line with the ever-evolving aviation industry.



WFP ensures that support is provided to the aviation sector in the form of capacity building for civil aviation authorities, assistance is given to airport management and infrastructure, and an overall contribution is made to in-country aviation industries. Each UNHAS operation in 2022 regularly conducted relevant training activities for its staff and external partners.

Aviation staff are the most vital asset in our operations, and thus there is a need to continuously strengthen skills and broaden knowledge to equip staff with the flexibility, skills, competencies, and capabilities they require to meet the ever-changing operational context in the peculiar environments in which air transport is critical for saving lives. The purpose is to establish strategic aviation training priorities and develop, deliver, and align training to the Aviation Service's needs.

An additional 1,900 persons – including staff, air operators, contractors, NGOs, partners, and national authorities – were trained in 2022 on aviation security topics such as General Security Awareness, International Civil Aviation Security, Terrorism, Restricted Articles, Prohibited Items and Dangerous Goods, Security Measures to Protect Civil Aviation Against Acts of Unlawful Interference, Response to Suspicious Activities, and Aviation Security Breaches.



This training allowed us to develop general knowledge in aviation.

Thierry RAJAMASON
ADEMA (Aéroports de Madagascar)

“

As long as you
are a trainer,
you have the
opportunity to
learn from the
participants.

Pauline Mage
UNHAS trainer

”

**Have you met
Pauline?**

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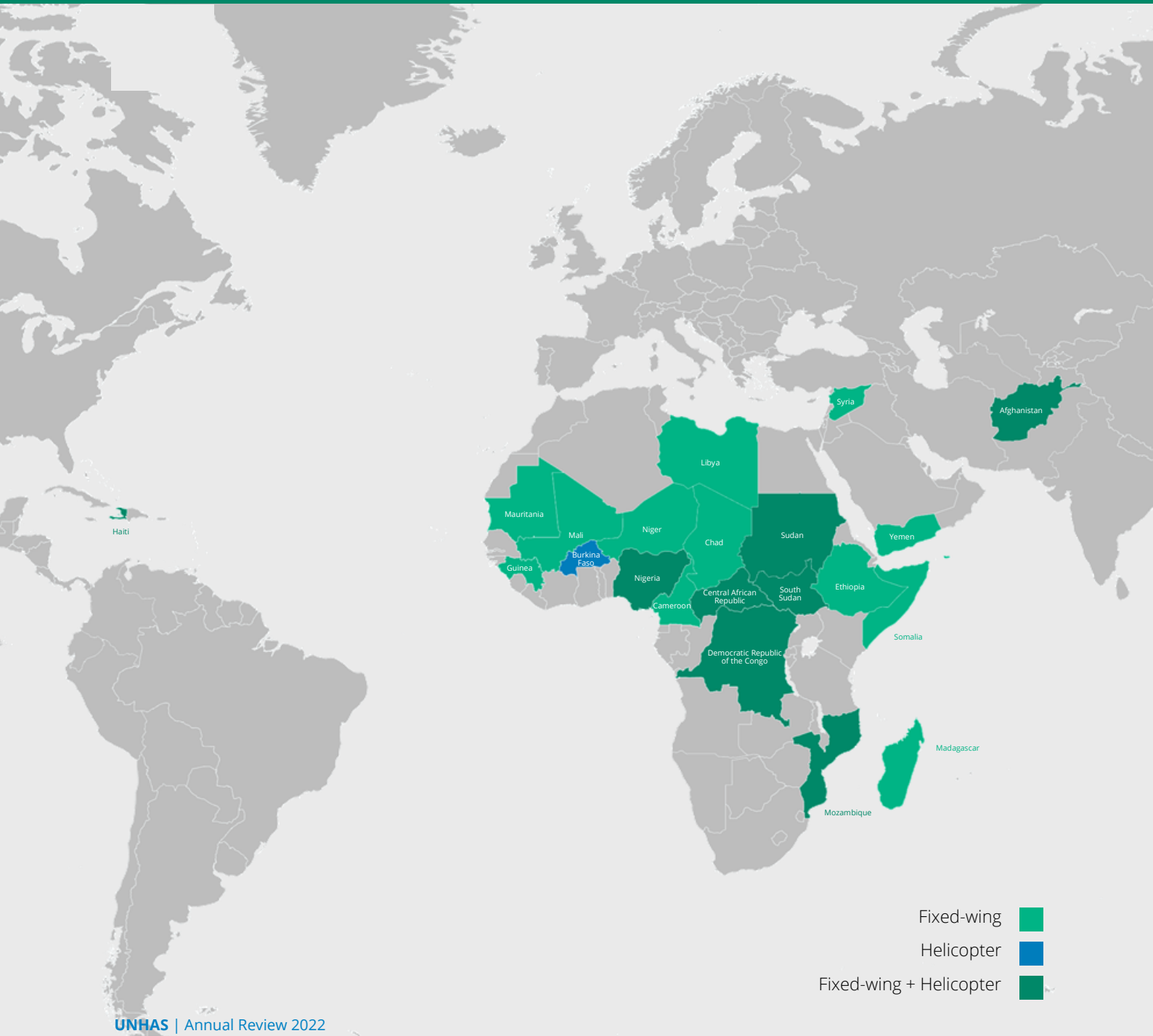
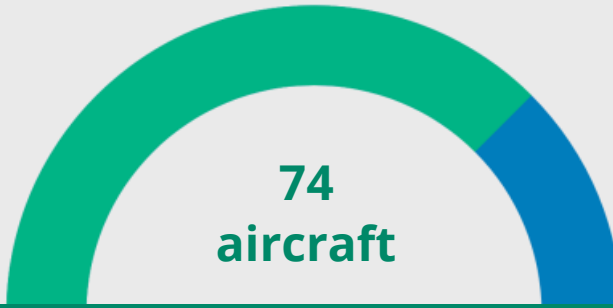
UNHAS 2022 fleet description



52
fixed-wing



22
helicopters



Fixed-wing



x1

AIRBUS A320

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



x1

ATR42-500

Regional airliner with standard seating capacity of 42 passengers. This high-wing aircraft is powered by two turboprop engines.



x9

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.



x1

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).



x12

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).



x1

DHC 6

The DHC 6 is a 19-passenger short takeoff and landing (STOL) utility aircraft of 20 seats.



x10

DHC 8 (100/200 series)

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



x1

DHC 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.



x6

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).



x1

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).



x2

Embraer ERJ 135 LR

Twin-engine regional jets, 37-passenger capacity.

It has a cruise speed of 420 knots (780 km/h).



x4

Embraer ERJ 145 LR

A turboprop-powered aircraft with 50 seats.

It has a cruise speed of 450 knots (833 km/h).



x3

LET 410/420 Turbolet

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

Helicopters



x1

Airbus Helicopters H225

The Airbus Helicopters H225 (formerly Eurocopter EC225 Super Puma) is a twin-engine, long-range passenger transport helicopter developed by Eurocopter as the next generation of the civilian Super Puma family to carry up to 24 passengers.



x5

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).



x3

Boeing-Vertol 234 LR

Also called "Chinook", this aircraft is a tandem rotor helicopter developed by American rotorcraft company Vertol and used to transport heavy-lift cargo.



x1

MBB/Kawasaki BK 117

A small twin-engine light utility-transport helicopter originally developed by Messerschmitt-Bölkow-Blohm (MBB), Germany, and Kawasaki, Japan.



x7

Mil Mi 8

A multi-engine (twin) with a passenger capacity of 18 to 22 seats and a payload of 2,500 to 4,000 kg. The cruise speed is 110 knots (205 km/h), the maximum speed is 120 knots (225 km/h).



x5

Mil Mi 17

The helicopter is mostly used as a medium twin-turbine transport helicopter and developed from the basic Mi-8 airframe, the Mi-17 was fitted with larger engines, rotors, and transmission, along with fuselage improvements for heavier loads.

What's new in 2023?



Sudan crisis response

UNHAS has established international flights enabling aid workers to respond to growing needs and transport tens of tons of humanitarian supplies and medical items on behalf of the humanitarian community.

More information
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Malawi cyclone response

Following the devastation caused by Cyclone Freddy, two UNHAS helicopters have been deployed to support logistics efforts in delivering lifesaving relief items, including food, to the affected population.

More information
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UNHAS Cameroon re-activation

UNHAS resumed its flights in April 2023 after facing administrative challenges that had an impact on its ability to provide a flexible air service to the humanitarian community and occurred disruption.

More information
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or click [here](#)



Orange helicopters in DRC

UNHAS has introduced a new fleet of orange-painted helicopters as part of efforts to improve safety of operations in the restive eastern Democratic Republic of the Congo.

More information
Scan the QR code



or click [here](#)

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WFP Supply Chain



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wfp.org/supply-chain





How do I book a UNHAS flight?

WFP seeks to accommodate all submitted eligible humanitarian passenger requests on a first-come, first-served basis, within established passenger prioritization categories established by the WFP Aviation Policy.

The reservation office receives booking requests based on timelines described in the local Standard Aviation Operating Procedures. In 2022, WFP Aviation Service continued to promote the United Nations Booking Hub as a comprehensive online booking platform for UNHAS flights. By the end of the year, 12 UNHAS operations used the United Nations Booking Hub for booking purposes, while implementation for the remaining UNHAS operations is ongoing and planned to be finalized by the end of 2023.

The web Booking Hub has been enhanced with various developments and adjustments, based on self-service functionalities. This approach is necessary to ensure the flexibility of the web system and alignment with the various requirements of each airfield operation.

The most important developments implemented during 2022 are:

- ▶ a customizable booking form;
- ▶ enabling access to eligible users from organizations registered with public email addresses, such as yahoo.com, gmail.com and others;
- ▶ excess luggage booking requests;
- ▶ facilitation of booking requests with special requirements;
- ▶ the management of booking privileges;
- ▶ adjustments of the booking workflow, among others.



UNITED NATIONS
BOOKING HUB    

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or visit [UNBooking.org](https://unbooking.org)

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Acronyms

ASU	Aviation Safety Unit
AVSEC	Aviation Security
BHA	USAID Bureau for Humanitarian Assistance
CAR	Central African Republic
CBPF	Country-Based Pooled Funds
CERF	Central Emergency Response Fund
COVID-19	Coronavirus disease 2019
DG ECHO	Directorate-General for European Civil Protection and Humanitarian Aid Operations
DRC	Democratic Republic of the Congo
FCDO	Foreign, Commonwealth and Development Office (United Kingdom)
GHO	Global Humanitarian Overview
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization
IDP	Internally displaced person
INGO	International non-governmental organization
IOM	International Organization for Migration
IPC	Integrated Food Security Phase Classification
IRA/AF	Immediate Response Account/Advance Financing
kg	Kilogram
KPI	Key performance indicator
MEDEVAC	Medical evacuation
mt	Metric ton
NGO	Non-governmental organization
OCHA	United Nations Office for the Coordination of Humanitarian Affairs
PASS	Provision of Access Satisfaction Survey
PRM	Bureau of Population, Refugees, and Migration (United States of America)
PSS	Passenger Satisfaction Survey
SECEVAC	Security evacuation
SSC	Significant Security Concern
UAS	Unmanned aircraft system
UNAVSTADS	United Nations Aviation Standards for Peacekeeping and Humanitarian Air Transport Operations
UNDSS	United Nations Department for Safety and Security
UNHAS	United Nations Humanitarian Air Service
UNHCR	Office of the United Nations High Commissioner for Refugees
UNICEF	United Nations Children's Fund
WFP	World Food Programme

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