



World Food
Programme

SAVING
LIVES
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LIVES

UNHAS Annual Review 2024

Facilitating global humanitarian
response for 20 years

June 2025

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Word of Appreciation

In 2024, the United Nations Humanitarian Air Service (UNHAS) has been a reliable and vital enabler of global humanitarian action, in the face of extraordinary headwinds. This was a year marked by persistent conflicts, widespread displacement and increasing humanitarian needs. Hostilities, disease outbreaks such as Mpox and extreme weather events profoundly impacted hundreds of millions of people in every corner of the world.

As a flagship service mandated to World Food Programme (WFP), UNHAS has connected partners with hard-to-reach communities in areas under-served or not served by commercial carriers. This has enabled life-saving assistance where it is needed most, even in the hardest to reach places.

UNHAS transported over 355,000 passengers and nearly 5,000 metric tons of cargo to 394 destinations across 21 countries, ensuring that aid workers could reach those in need safely while responding swiftly to emergencies.

With more than 615 humanitarian organizations relying on our services, UNHAS also carried out over 1,400 medical evacuations and security relocations, ensuring that aid workers could reach those in need safely while responding swiftly to emergencies. These numbers tell a powerful story – one of communities supported and hope restored.

Our commitment to environmental sustainability has also been a priority. In 2024, we participated in the Humanitarian Aviation Environmental Summit (HAES), engaging with partners to explore innovative solutions for reducing our carbon footprint. UNHAS is taking decisive steps toward pioneering the use of sustainable aviation fuels in humanitarian aviation operations. In Afghanistan, UNHAS successfully piloted the use of electric ground power units, which led to a 63 percent reduction in CO₂ emissions from ground operations.



Building on this success, efforts are now underway to explore the possibility of expanding this initiative to operations in Nigeria, Kenya and South Sudan.

Of course, 2024 was not without its challenges. Security concerns, including an incident at Bamako airport, Mali, which affected UNHAS aircraft. Deteriorating conditions in areas including in Haiti and the Democratic Republic of the Congo put our operational strength to the test. However, UNHAS stepped up once again, ensuring the relocation of aid workers while maintaining uninterrupted humanitarian assistance.

None of these accomplishments would have been possible without the continuous support of our donors and partners. Your generosity, collaboration and commitment enabled us to navigate complex challenges and extend our reach to vulnerable communities across the world. For that, we extend our deepest gratitude.

In 2024, we proudly celebrated two decades of steadfast service. At our headquarters in Rome as well as in our Nairobi Office, we ushered in this milestone with our esteemed partners which provided a valuable opportunity to reflect on our collective achievements, address the challenges we have encountered and carve out strategies to further enhance our services.

As we look ahead, we remain resolute in our mission to provide safe, effective, reliable and efficient air services to the humanitarian community. Together, we will continue to rise to the challenge, ensuring that life-saving assistance reaches the most vulnerable, no matter the obstacles.

I want to extend my heartfelt thanks to the global UNHAS team that made it happen.

Dr Franklyn Frimpong

Chief of Aviation
Supply Chain & Delivery Division
United Nations World Food Programme

I Introduction

In 2024, nearly 300 million people needed humanitarian assistance¹.

High levels of need, combined with a complex and challenging operating environment, have resulted in intense demand for rapid, reliable humanitarian air transport. UNHAS has provided an indispensable service to ensure that aid workers and life-saving supplies can reach those in dire need. From people experiencing devastating floods and droughts in the Horn of Africa, to those living amid escalating violence in sub-Saharan Africa, Haiti and the Middle East.

In Haiti for example, when the security situation deteriorated in November, UNHAS swiftly mobilized to move humanitarian workers to safety as needed while ensuring the continuous flow of humanitarian assistance – in line with the United Nations' commitment to stay and deliver.

Looking ahead, UNHAS is embracing an ambitious vision to enhance its efficiency, reach and impact. As outlined in the WFP Aviation Strategy (2024-2028), UNHAS will focus on four strategic pillars.

Through them, UNHAS aims to consolidate its leadership role in humanitarian aviation, setting new benchmarks for efficiency, innovation, safety and reliability:

Operational Agility

Strengthening rapid response capabilities to ensure continued service in evolving crises.

Strategic Partnerships

Collaborating with governments, donors and humanitarian agencies, technical partners and other stakeholders to maximise impact.

Technology and Innovation

Embracing innovative approaches to ensure that technology is part of the solution. This includes investing in Unmanned Aircraft Systems (UAS) to deliver aid in previously inaccessible areas – a pilot project is underway in Madagascar – to explore new solutions for humanitarian aid delivery.

Environmental Sustainability Implementing greener aviation practices to reduce the environmental footprint of humanitarian air operations.

The present Annual Review provides a comprehensive overview of UNHAS's impact in 2024, the challenges faced and the strategic priorities shaping the future of humanitarian aviation.

As global humanitarian needs continue to escalate, UNHAS remains steadfast in its mission – to ensure that no place is too remote, no crisis too complex – and to ensure access to remote locations and crisis affected areas.

¹ [Global Humanitarian Needs Overview 2024, OCHA](#)



UNHAS@20

Two decades of giving hope

When did it all start?

At the United Nation's Fifth Session of the High-Level Committee on Management held in New York from 12-13 June 2003, WFP agreed to accept the responsibility of administering air transport services for UN agencies, NGOs and other humanitarian actors with the exception of peace-keeping operations. On 1 January 2004, WFP established UNHAS with a clear mission: to bridge the gap between humanitarian assistance and the people who need it most, regardless of logistical or geographical barriers.

2024 marked a major milestone – UNHAS's 20th anniversary. Over the past two decades, UNHAS has evolved into the backbone of humanitarian access, flying in and out of some of the world's most dangerous and remote locations. As part of the commemorative activities for this journey, UNHAS launched a dedicated magazine, now available online and onboard aircraft, offering insights into its impact, innovations and the dedicated individuals who make these operations possible.

Since its inception, UNHAS has been a vital humanitarian lifeline, ensuring that aid reaches communities in some of the most remote and crisis-affected areas of the world. The service was born out of necessity, providing a reliable and efficient transport solution for humanitarian workers and life-saving cargo.

In the spirit of Sustainable Development Goal 17, UNHAS is testament of what can be achieved when people or organizations come together under a shared vision. Our donors and governments around the world have been a key stone to what has been achieved.

The success of UNHAS, so far, would not have been possible without the dedication of its team – both at headquarters and in the field. Their professionalism, determination and tireless efforts ensure that every flight is a mission of hope, reaching those in need despite the most challenging circumstances. These achievements reflect the courage and commitment of its personnel, whose work embodies the humanitarian principles.

The humanitarian landscape continues to evolve, bringing new challenges that demand innovation, adaptability and strengthened partnerships. The future will see UNHAS prioritising operational agility, partnerships, innovation and technology.

UNHAS is more than an aviation service: it is a symbol of hope, a lifeline in times of crisis and a demonstration of the power of collective action. As UNHAS embarks on its next chapter, it does so with a renewed sense of purpose, committed to expanding its reach based on needs and ensuring that no community in need is left behind.



UNHAS
Humanitarian
Air Service



Major milestones over the years

1980s

Before UNHAS existed, **air transport was already an integral part of WFP's logistics**, supporting humanitarian operations in Angola, Ethiopia, Somalia and Sudan.

1989

WFP conducted the **largest humanitarian food airdrop** in history – 1.5 million metric tons of food in what is now South Sudan.

WFP started providing a **common air service for the overall humanitarian community** due to a surge in global humanitarian crises and need to deliver life-saving assistance quickly by air.

The UN Secretary General and the WFP Executive Director (ED) requested the International Civil Aviation Organization (ICAO) to perform an **audit of WFP Aviation Service operations** following the 1999 Kosovo accident.

1990s

February 2001

3 May 2000

WFP's ED wrote to the UN Deputy Secretary General emphasizing WFP's commitment to improving its aviation operations and safety and **implementing the ICAO recommendations**.

June 2003

1 January 2004

The UN High Level Committee on Management in New York **assigned WFP the responsibility to manage aviation services** – except peacekeeping – for all UN agencies, NGOs and implementing partners.

WFP's aviation activities were organized by the Executive Director's decision memorandum.

UNHAS managed by WFP, was born. Lokichogio, northwest Kenya, was among the first UNHAS operations. From there, humanitarian workers and relief cargo were flown into what is now South Sudan to provide much needed support.

Between 2014 and 2024, over 3.8 million humanitarian workers were transported to communities in need in over 33 countries with regular UNHAS operations, bringing hope to vulnerable families affected by violence or climate extremes.

UNHAS@20

Two decades of giving hope



UNHAS at the forefront of major crises

PUBLIC HEALTH EMERGENCIES

Ebola response in West Africa 2014 to 2016

In 2014, West Africa faced the most widespread Ebola outbreak in history, primarily affecting Guinea, Liberia and Sierra Leone. With commercial air transport restricted and the movement of humanitarian assistance hampered, UNHAS sprang into action.

By the time the WHO declared the outbreak a global emergency, UNHAS had constructed a dedicated terminal in Dakar within three months, establishing a vital humanitarian air corridor. This hub enabled swift transport of humanitarian and medical supplies to the most affected areas. **UNHAS connected over 90 humanitarian organizations to 40 critical destinations, airlifting over 750 tons of life-saving cargo.**



COVID-19 response 2020 to 2022

On 11 March, 2020, WHO declared COVID-19 a global pandemic. As borders closed and commercial flights halted, humanitarian organizations were unable to reach those in

need. By mid-March, two-thirds of global commercial aircraft were grounded, crippling worldwide connectivity.

In response, on 1 May 2020 WFP launched the Global Passenger Air Service, ensuring the movement of humanitarian and essential medical supplies. Six strategic hubs were established in Accra, Addis Ababa, Kuala Lumpur, Sharjah, Panama City and Johannesburg.

UNHAS operations helped drive the response; **by May 2022, UNHAS had transported humanitarians from over 452 organizations and delivered 48.3 metric tons of relief items to 68 countries.**

"The women and men of WFP brave danger and distance to provide life-saving help to those most vulnerable and in need. I am proud and grateful for their courage and determination."

António Guterres
UN Secretary-General



"What we have seen is that if the world works together and we collaborate in tackling problems as they crystalize, we can avoid food security problems turning into massive loss of life. No organization has played a bigger role in that than the World Food Programme."

Mark Lowcock
UN Under-Secretary-General for Humanitarian Affairs and Emergency Relief Coordinator, 2017-2021



"UNHAS operations are critical to many citizens and societies no matter the global situation [...], they are the only option for getting supplies to the world's most remote and challenging locations. As we work together to respond to a global pandemic, they become even more important."

Dr. Fang Liu
Secretary General, ICAO,
2015-2021



SUDDEN-ONSET EMERGENCIES

Haiti earthquake 2010

On 12 January 2010, a devastating 7.0 magnitude earthquake struck Haiti, killing over 200,000 people and leaving over 1 million homeless. In response, UNHAS launched a critical operation to transport humanitarian personnel, food, medicines and other relief items to people cut off from ground access. Coordinated from Santo Domingo airport in the Dominican Republic to alleviate pressure on the damaged Port-au-Prince airport, UNHAS played a pivotal role in relief efforts and enabled critical aerial needs assessment missions. **By the end of 2010, UNHAS had transported 20,000 passengers and 2,600 tons of cargo for 162 agencies.**



UNHAS@20

Celebrating 20 years of UNHAS



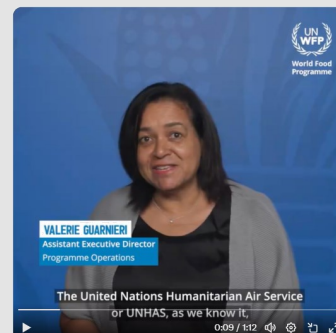
Find more content on social media platforms using #UNHAS20



UNHAS
turns 20



Cindy McCain
WFP Executive Director



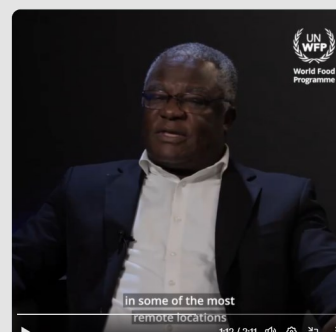
Valerie Guarnieri
WFP Assistant
Executive Director
Programme Operations



Ramiro Lopes da Silva
WFP Former Senior Advisor to the Deputy Executive Director and Chief Operating Officer



Maciej Popowski
Director General, European Civil Protection and Humanitarian Aid Operations Aviation



Dr. Franklyn Frimpong
WFP Chief of Aviation



Exhibition in WFP Rome HQ



20th Anniversary Celebration in Rome



20th Anniversary Regional Celebration in Nairobi



Celebrations at WFP Country Office level worldwide



2024 highlights





UNHAS operations active in 2024



21
operations
worldwide



355,000
passengers
transported



4,925 MT
of light humanitarian
cargo transported



44,800
flights
performed



394
destinations reached
(regular + ad hoc)



612
user organizations
served



1,455
medical evacuations and
security relocations performed



97%
users satisfied
with services provided

Haiti

Mauritania

Mali

Niger

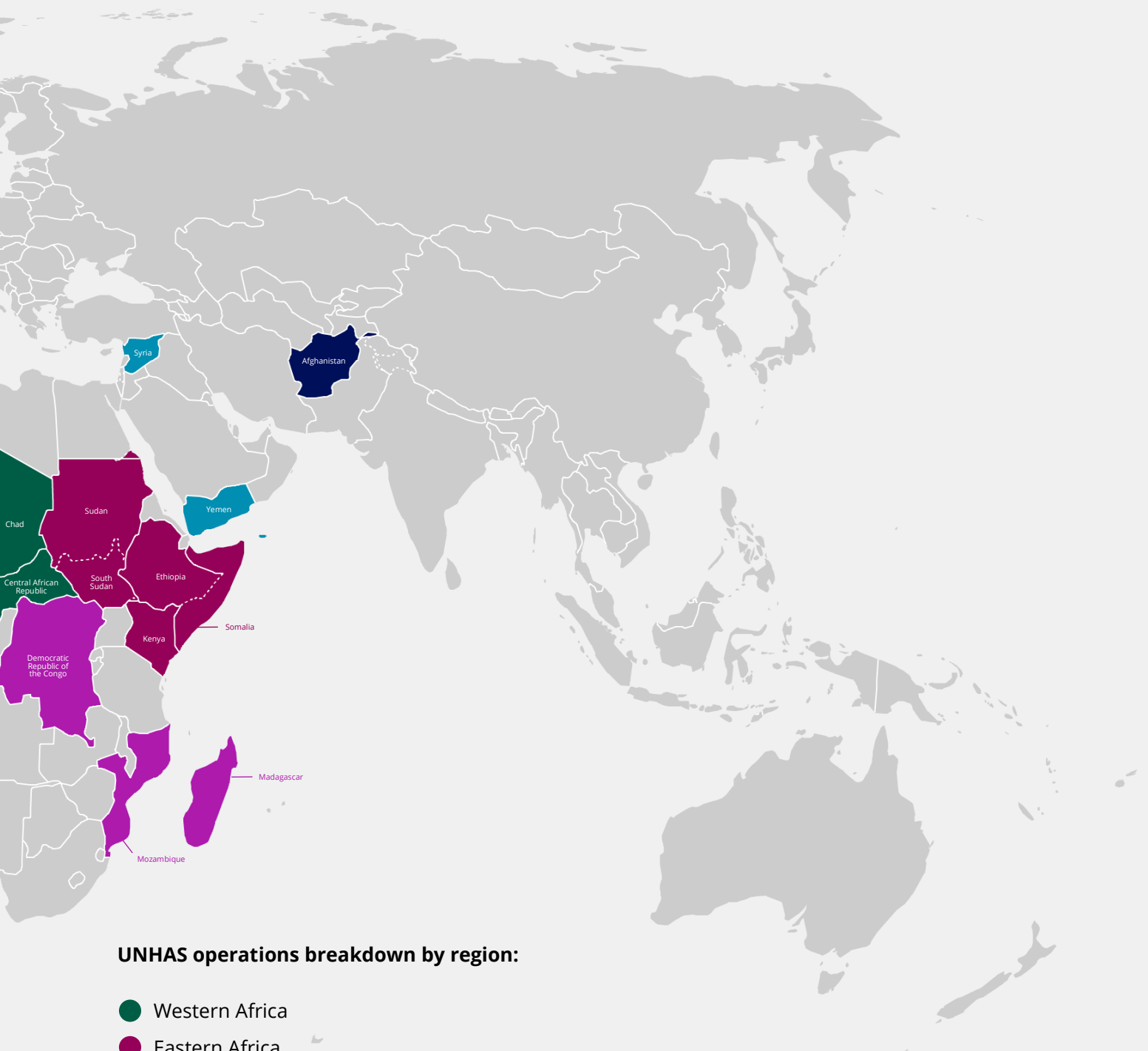
Guinea

Burkina Faso

Nigeria

Cameroon

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

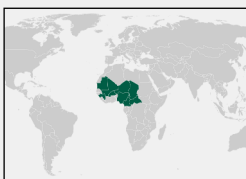


UNHAS operations breakdown by region:

- Western Africa
- Eastern Africa
- Southern Africa
- Middle East
- Asia
- Latin America and the Caribbean

UNHAS operations

Western Africa

**136,367**passengers
transported**1,611.0 MT**of light humanitarian
cargo transported**16,504**flights
performed**144**destinations reached
(regular + ad hoc)**154**medical evacuations
performed**16**security relocations
performed

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

For Burkina Faso's cut-off communities, WFP food airlifts can be lifesavers

A day in the life of pilot Christine Brown underscores UNHAS's vital role in reaching the country's hungry.



Meet Christine

The dual-rotor helicopter touching down on Fada N'gourma's dusty airstrip is a game changer for the hungry communities here in eastern Burkina Faso. Minutes later, American pilot Christine Brown emerges, the sizzling, late-morning sun soaking into her cargo pants

and long-sleeved shirt as she monitors WFP food and nutritional assistance being offloaded.

Flying to transport food to those who need it is the most fulfilling mission I have ever done. It is heartbreaking to see all the kids out there and to know what they are going through.



READ MORE

Scan the QR code



or click [here](#)



Words from UNHAS staff



The main challenge is coordination with the focal points in the region. We are going to areas where phone network issues are quite complex, so I am putting all the means in place to keep colleagues based in Ouagadougou informed in real time of the different flight programs, to facilitate the reporting of information.

Rahim OUEDRAOGO

Aviation Assistant
UNHAS Fada N’Gourma
Burkina Faso



Rahim is Aviation Assistant and coordinates all UNHAS/ EU HAF flights in the Est region. His passion for aviation comes from his father who was a pilot before and remains a source of motivation and inspiration for him.



Burkina Faso

Burkina Faso is a landlocked country in West Africa with a population of 23.3 million.² In 2024, the Humanitarian Response Plan estimated that 6.3 million people would require humanitarian assistance. The volatile political context has led to ongoing insecurity. Recurrent threats posed by armed groups, military operations, the

presence of improvised explosive devices (IEDs) on roadsides as well as destroyed infrastructure (bridges and roads) continue to limit humanitarian access to remote and isolated areas.

In this context and in the absence of a domestic commercial air service, UNHAS continues to act as a lifeline, helping get relief where it is

most needed and arranging medical evacuations and security relocations even in the most remote and underserved areas. In 2024, the needs for airlift services increased considerably, as did the number of regions served by UNHAS.

In 2024, UNHAS Burkina Faso transported 21,682 passengers and 782.7 metric tons of light humanitarian cargo.



Active
since
2020





This was despite air service disruptions from March to April 2024 during the transition in air carriers. UNHAS faced other challenges, including weather-related issues as most cancellations occurred during the rainy season, which began in June.

UNHAS helped aid workers to reach critical locations, including Djibo, Gorom-Gorom, Bogandé, Diapaga, Matiaccoal, Pama, Kompienga, Barsalogho, Titao, Tougouri and Markoye where life-saving assistance was provided.

UNHAS has also been instrumental in responding to emergency situations, enabling the rapid deployment of helicopters for medical evacuations and security relocations.

UNHAS has played a crucial role in supporting measles and polio vaccination efforts, transporting vaccines to 18 unserved and otherwise inaccessible areas. UNHAS supported the setup of a multimedia hub by the Emergency Telecommunications Cluster (ETC) in Dori, Djibo, Bogande and Arbinda transporting equipment and personnel.

The ETC provides vital communications services, voice and internet connectivity to assist the humanitarian community in their life-saving operations.

In August 2024, the UNHAS Steering Committee in Burkina Faso endorsed the proposal to reduce cargo fees for local NGOs by 25 percent. The new rate was implemented as of 2 September 2024 and aims to help local NGOs continue to provide life-saving assistance in a cost-effective manner.

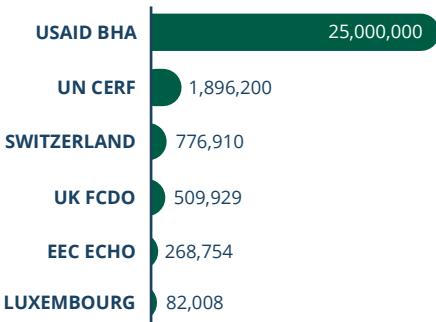
2024

performance figures



2024

donor contributions (US\$)



² Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA

I Cameroon

Cameroon is a country of 29.4 million inhabitants located at the crossroads between West and Central Africa.³ The country has a rich and contrasting geography, comprising rainforests, savannas and mountains. According to the Humanitarian Response Plan, 4.3 million people were in need of humanitarian assistance in 2024. Populations in Cameroon are struggling with the effects of violence, climatic shocks, disease outbreaks and the influx of refugees from the neighbouring Central African Republic (CAR). Food security remains a concern in many areas of the country. UNHAS has been providing reliable air transport services for humanitarian workers and light cargo in Cameroon since 2015.

Throughout its years of activity in the country, UNHAS has proved its ability to respond to various emergencies. For example, as the unrest in the Northwest and Southwest worsened, UNHAS extended its operations to Bamenda, Mamfe and Tiko in September 2019, providing access to the humanitarian community. However, the Tiko and Mamfe routes were suspended in early 2020 and Bamenda in December 2021 for security reasons. UNHAS continued serving the Northwest using Bafoussam as a proxy airport, until mid-2022.

In 2024, UNHAS Cameroon operated from Yaounde, the country's capital, to transport humanitarian workers to Maroua and Kousseri, both located in the northern part of the country.

Throughout the year, UNHAS Cameroon performed 623 flights using a 19-seater Beechcraft 1900, transporting 3,175 passengers and approximately 12 metric tons of light cargo.

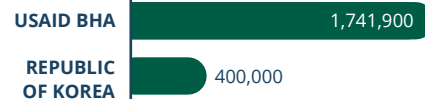
At the end of May 2024, UNHAS Cameroon supported a training organized by ICAO on the safe transportation of dangerous goods by air in Yaoundé, the capital. This saw the participation of 12 UNHAS staff from operations across the continent: Cameroon, Burkina Faso, Chad, DRC, Guinea, Madagascar, Mali, Mauritania and Niger. This training was facilitated by the Cameroon Civil Aviation Authority at their new training school.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by UNHAS at the end of 2024 showed an overall satisfaction rate of 99 and 100 percent respectively, a 99.5 annual average.



2024

donor contributions (US\$)



³ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA.



Active
since
2015



2024

performance figures



1
aircraft
(fixed-wing)



3,175
passengers
transported



11.9
mt of humanitarian
cargo transported



4
destinations reached
(3 regular | 1 ad hoc)



623
flights
performed



52
user organizations
served



0
MEDEVACs performed
(patients)



0
SECEVACs performed
(passengers)



99.5%
overall satisfaction
rate

Central African Republic

The Central African Republic (CAR) is a landlocked country in Central Africa bordered by Chad to the north, Sudan to the northeast, South Sudan to the east, DRC to the southwest and Cameroon to the west. Its capital, Bangui, is located at the border with DRC. In 2024, 2.8 million out of its 5.7 million inhabitants were estimated in need of humanitarian

assistance, according to the Global Humanitarian Overview (GHO).⁴

CAR has been affected by conflict since 2012, with the ongoing presence of armed groups. The years of unrest have driven farmers from their lands. In a country where 80 percent of the population makes its livelihood from agriculture, this has had

significant consequences on food output and contributed to the deepening humanitarian crisis.

In 2024, CAR grappled with an influx of refugees from neighbouring Sudan and Chad, floodings in high-need areas and disease outbreaks – all these amid violence and insecurity.



Active
since
2018



As of November 2024, almost 451,000 people were internally displaced and the northeast of the country had received some 32,000 refugees/returnees due to the Sudan crisis. This came in addition to 45,000 Chadian refugees and CAR returnees hosted in the northwest.

Given the tense security context, the challenging surface conditions and the absence of any local

commercial air operators, the presence and continuation of UNHAS services remains vital to reach people in need in the most remote areas.

In 2024, UNHAS served 25 regular destinations and 11 ad-hoc destinations for 144 user organizations.

Despite growing needs, funding for humanitarian action in CAR has decreased. Due to the corresponding decrease of NGO activities in the field, UNHAS reviewed its fleet strategy in the last quarter of 2023, moving from four (one Dash 8, one Let L-410 Turbolet, one Dornier 228 and one Mil Mi-8) to three (one Dash 8 and two Dorniers).

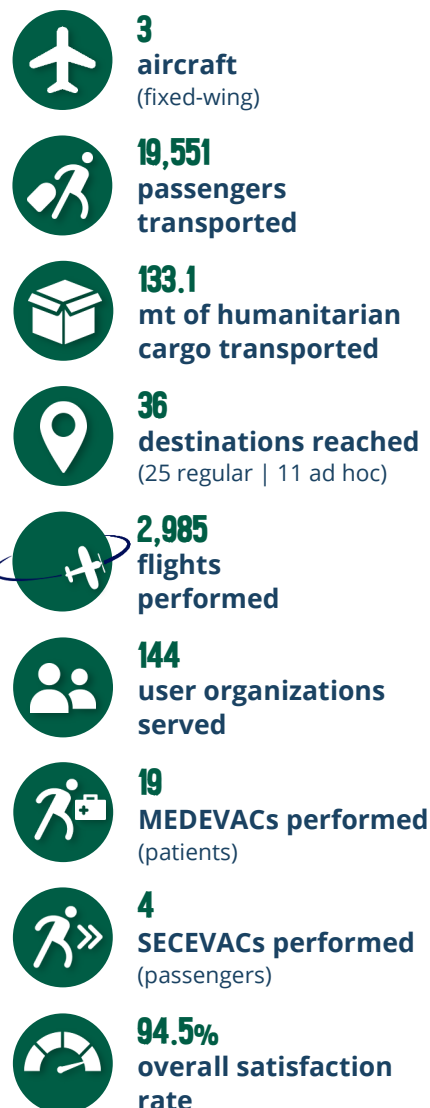
This was to improve operational efficiency, using aircraft capable of higher payload and operating long-range sectors while reducing dependency on multiple fuel stops.

With the changes, UNHAS was able to maintain its same route, meeting the needs of the humanitarian community. By the end of the year, UNHAS had transported 19,551 passengers and 133 metric tons of light humanitarian cargo.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted at the end of 2024 showed an overall satisfaction rate of 94 and 95 percent respectively averaging 94.5 percent.

2024

performance figures



2024

donor contributions (US\$)



⁴ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA

I Chad

Chad is a landlocked country in the Sahel region and the fifth-largest country by area on the African continent. In 2024, the GHO estimated that out of its population of 18.3 million inhabitants, 5.8 million would need humanitarian assistance.⁵ In 2024, Chad continued to face the consequences of the crisis in neighbouring Sudan, with a significant increase in the number of refugees. Chad is host to more than 1.2 million refugees – one of the largest and fastest-growing refugee populations in Africa. The recent conflict in neighbouring Sudan has driven hundreds of thousands more across the border. This influx of vulnerable people into Chad is affecting the host populations' social, economic and environmental contexts.

Access by land is time-consuming for humanitarian workers, due to poor road conditions, which worsen during the rainy season. As it stands, there are no commercial air operators that can provide safe and reliable air services to enable the humanitarian community to reach the people in need in remote areas of the country. In this context, UNHAS continues to ensure access to people in need by operating regular and on-demand flights including medical evacuations and relocations when needed.

Following the onset of the Sudan crisis in 2023, the average monthly number of passengers transported had increased by 75 percent compared to the previous year,

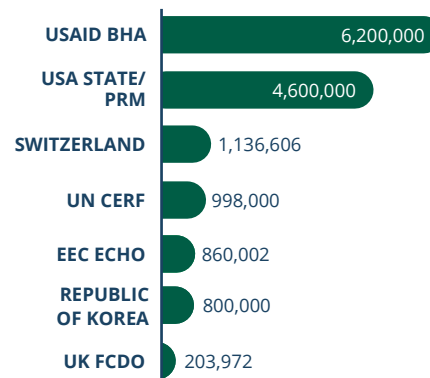
rising from 14,460 passengers in 2022 to 25,380. In 2024, this number increased again by almost 23 percent, with 31,375 passengers transported. The total number of passengers transported more than doubled in two years, making UNHAS Chad one of the busiest operations in terms of passengers transported, peaking in October 2024 with 3,500 passengers transported.

Accordingly, UNHAS strategized to adapt its fleet and weekly schedule to the increasing demand. The current fleet is now composed of 4 fixed-wing aircraft (one Embraer 145, two Dash-8 and one Cessna Caravan). In further support of access to the humanitarian community especially those working on European Union (EU) funded interventions, the EU HAF-funded (EU Humanitarian Aid Flights) helicopter was deployed from July to October 2024. This allowed the humanitarian community to reach refugee camps inaccessible by road during the rainy season. The flight network is still strategically structured to provide maximum coverage of the large geographical area of the country. Aside from flights, UNHAS continues to support the development of aviation infrastructure in Chad, conducting airstrip rehabilitation and maintenance works. Towards the end of the year and in relation with the scale-up of humanitarian operations in the east of the country, priority was given to the rehabilitation of the airstrip in Adre.



2024

donor contributions (US\$)



⁵ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA.

Active
since
2004



2024

performance figures



4
aircraft
(fixed-wing)



22
destinations reached
(22 regular)



81
MEDEVACs performed
(patients)



31,735
passengers
transported



4,184
flights
performed



8
SECEVACs performed
(passengers)



84.9
mt of humanitarian
cargo transported



133
user organizations
served



95.5%
overall satisfaction
rate

Republic of Guinea

Guinea is a coastal country of West Africa with a population of 13.9 million inhabitants, out of which 7.7 million live in poverty - more than half, according to the October 2024 WFP Country Brief.⁶ Despite considerable agricultural and mineral resources, Guinea struggles with poverty, food insecurity and malnutrition.

UNHAS continues to play an essential role in Guinea by facilitating access to humanitarian intervention areas for humanitarian and government partners, in accordance with the objective of Strategic Result 6 of WFP Guinea's 2024-2029 Country Strategic Plan (CSP). UNHAS was able to provide its air transport service to destinations across the country, including

Nzerekore, Kissidougou, Siguiri and Faranah. However, there were no flights to Labé in the east and Kankan in the west, whose airports are still under renovation. Flights were suspended from 2-6 July 2024, due to jet fuel shortage in the capital city, Conakry, caused by delays in fuel delivery trucks coming from Dakar, Senegal.



**Active
since
2021**



Since the fuel depot explosion in December 2023, Jet A1 is imported from Senegal.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by Guinea at the end of 2024 showed an overall satisfaction rate of 100 and 96 percent respectively.

⁶ Guinea | World Food Programme.

2024

performance figures



1
aircraft
(fixed-wing)



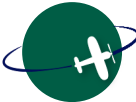
1,873
passengers
transported



11.8
mt of humanitarian
cargo transported



6
destinations reached
(5 regular | 1 ad hoc)



395
flights
performed



40
user organizations
served



5
MEDEVACs performed
(patients)



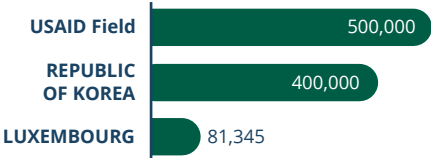
0
SECEVACs performed
(passengers)



98%
overall satisfaction
rate

2024

donor contributions (US\$)



I Mali

Mali is a vast, landlocked country in the heart of the Sahel region with a population of 24 million. The GHO estimated that in 2024, 6.2 million Malians would be in need of humanitarian assistance.⁷ The humanitarian situation in the country remains dire due to a complex crisis characterised by armed conflict, political instability, intercommunal violence and the adverse impact of climate-extremes. The overall security environment remains volatile, particularly in northern Mali, where instability and conflict persist.

In 2024, UNHAS operated a fleet of three aircraft: a Beechcraft 1900, a Dornier 228 (equipped with short take-off and landing capabilities) and a Dash-8. Responding to the humanitarian community's requests, UNHAS expanded operations to include Kidal, a town in the northeast and Kayes in the southwest. Despite the various challenges encountered, UNHAS successfully accommodated 96 percent of all booking requests.

Since 2020, UNHAS also managed the EU-HAF operations. This enabled route consolidation, operational streamlining and easier user access through a unified contact point for all requests.

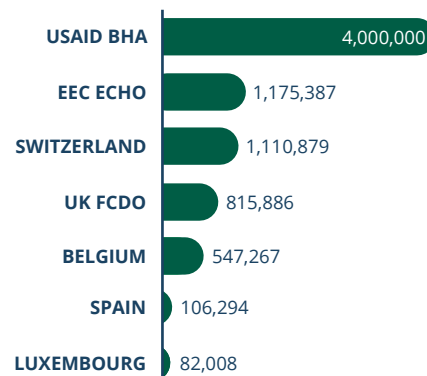
UNHAS faced a significant setback in September 2024 when an attack at the airport hosting UNHAS assets damaged two aircraft beyond repair, temporarily disrupting operations for a month. Services resumed in mid-October after the fleet was reconstituted.

By the end of the year, UNHAS had transported 13,585 passengers and 123.5 metric tons of light cargo. The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted at the end of 2024 showed an overall satisfaction rate of 96 percent for both surveys.



2024

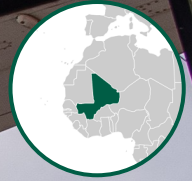
donor contributions (US\$)



⁷ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA.



Active
since
2012



2024

performance figures



2
aircraft
(fixed-wing)



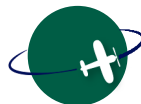
13,585
passengers
transported



123.5
mt of humanitarian
cargo transported



11
destinations reached
(10 regular | 1 ad hoc)



1,805
flights
performed



128
user organizations
served



5
MEDEVACs performed
(patients)



0
SECEVACs performed
(passengers)



96%
overall satisfaction
rate

I Mauritania

Mauritania is a country of 4.9 million inhabitants located in northwestern Africa. 90 percent of its territory is in the Sahara and only 0.4 percent of its land is suitable for agriculture, a geography that exacerbates food insecurity and malnutrition.⁸

UNHAS has been a vital pillar of support in Mauritania since its establishment in 2012 in response to the sudden arrival

of large numbers of refugees fleeing conflict in northern Mali.

In 2024, UNHAS continued to provide vital support to humanitarian operations in the country, specifically in Hodh El Chargui, a region in the southeast where most humanitarian activities are concentrated. From its hub in Nouakchott, the capital, UNHAS served three destinations: Kiffa, in the southern Assaba region,

Nema and Bassikounou, both located in the Hodh El Chargui region, with two weekly flights, ensuring assistance reaches people despite significant logistical barriers. Traditional road travel from Nouakchott to Bassikounou, for example, takes typically three days. UNHAS does the same in under three hours, providing access for aid workers to the M'bera camp hosting over 116,000 refugees as of December 2024.



Active
since
2012



The runway is made of laterite and thus requires maintenance every three months to prevent safety and security incidents.

Over the years, UNHAS has established collaboration with local authorities, focusing on enhancing safety, service quality and cargo logistics and fostering a culture of knowledge exchange.

UNHAS is evaluating the inclusion of Sélibaby, in the southern region of Guidimaka, in its route network to address growing humanitarian needs.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by UNHAS Mauritania at the end of 2024 showed an overall satisfaction rate of 100 and 92 percent respectively.



2024

performance figures



1
aircraft
(fixed-wing)



1,677
passengers
transported



3.7
mt of humanitarian
cargo transported



11
destinations reached
(4 regular | 7 ad hoc)



312
flights
performed



29
user organizations
served



8
MEDEVACs performed
(patients)



0
SECEVACs performed
(passengers)



96%
overall satisfaction
rate

2024

donor contributions (US\$)



⁸ Mauritania | World Food Programme, see Country Brief.

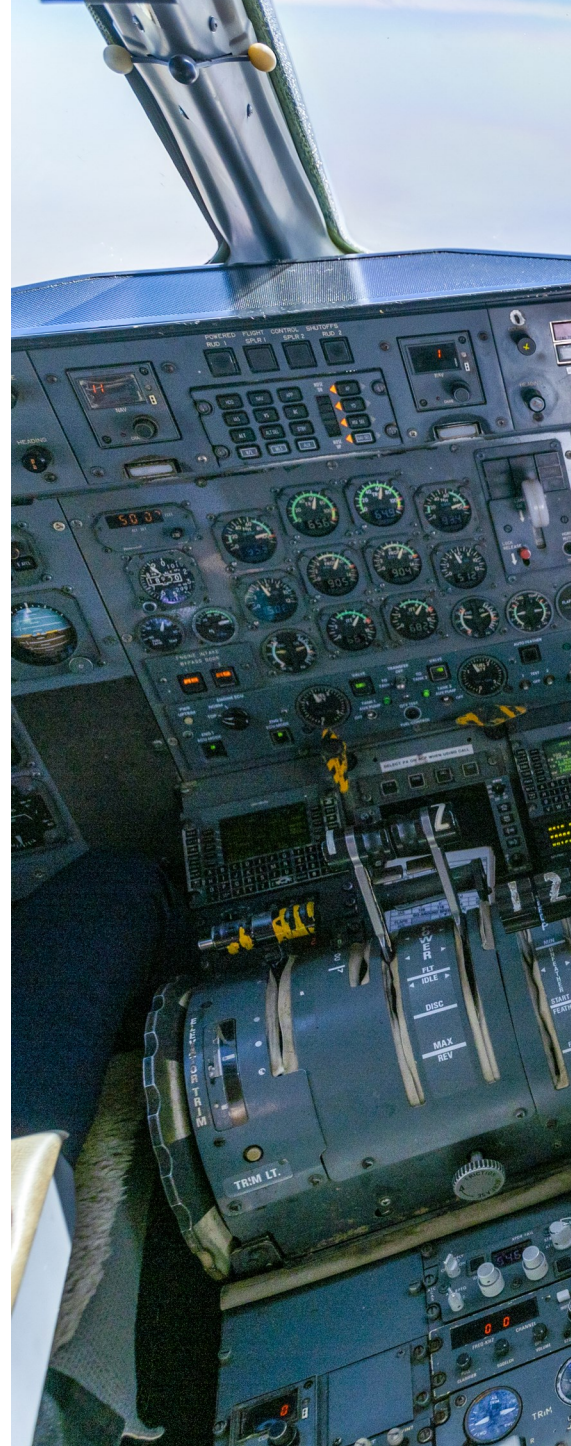
I Niger

Niger is a landlocked country in the Sahel region with a population of 26 million inhabitants.⁹ The country faces a multidimensional crisis stemming from extreme climate events, growing insecurity and chronic poverty. By September 2024, Niger had registered 507,000 internally displaced persons (IDPs). The regions of Tillabéri in the southwest and Diffa in the east were the hardest hit, hosting nearly 78 percent of all IDPs. In addition, severe flooding has further intensified the impact of the crisis, impacting over 1.4 million people nationwide.

In Niger, vast distances and inadequate road infrastructure pose a challenge for humanitarian actors to reach crisis-affected populations. Insecurity hampers the general effectiveness of humanitarian assistance and accessibility to the most remote communities. Most roads in Niger are high-risk routes, hence the need for military escort, which generates significant additional operational costs and delays, increasing the lead time for humanitarian agencies. In these conditions, UNHAS is the only safe way to provide much-needed assistance to people in need in the country's most remote areas.

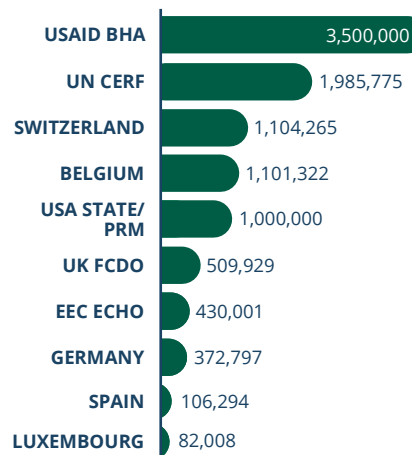
Following the political crisis, UNHAS in Niger has experienced repeated disruptions, especially arising from irregular supply and increased cost of Jet A1 fuel. This is coupled with new fees levied by the country's authorities. Despite this, UNHAS continued its support to humanitarian assistance delivery, serving more than 180 user organizations in Niger.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys for 2024 showed an overall satisfaction rate of 98 and 100 percent respectively.



2024

donor contributions (US\$)



⁹ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA.



Active
since
2008



2024

performance figures



2
aircraft
(fixed-wing)



7
destinations reached
(6 regular | 1 ad hoc)



6
MEDEVACs performed
(patients)



14,566
passengers
transported



1,164
flights
performed



0
SECEVACs performed
(passengers)



43.2
mt of humanitarian
cargo transported



179
user organizations
served



99%
overall satisfaction
rate

I Nigeria

Nigeria is a country in West Africa stretching from the Sahel in the north, to the Gulf of Guinea in the south. With a population of 229.2 million inhabitants,¹⁰ Nigeria is the Africa's most populous country. The country faces extensive humanitarian challenges, with an estimated 33 million people experiencing food insecurity. In 2024, floods affected 34 out of 36 states, with Borno in the northeast

being the most severely impacted.

The operational context in Borno is highly complex. Populations face persistent security threats, attacks on supply routes, climate-related disasters and forced displacements due to recurrent non-state armed group attacks. These challenges have significantly eroded community stability, exacerbating food

insecurity, healthcare gaps and widespread displacement. Reliable aviation services like UNHAS are crucial in addressing these humanitarian challenges, as domestic airlines are unable to operate in the region due to soaring fuel costs and volatile operating conditions. Hence, in 2024, UNHAS maintained its role as an essential enabler for the humanitarian community, in close collaboration with partners.



Active
since
2018



The fixed-wing aircraft operated between Abuja, the capital and Maiduguri and Yola, located respectively in the northeast and the east. In response to the devastating floods in Maiduguri, UNHAS facilitated aerial assessment missions in September. Through these, the humanitarian community was able to evaluate damage and strategize assistance delivery, as well as monitor water levels for future road supply planning.

Additionally, UNHAS transported tons of life-saving cargo to the newly opened Muna landing zone in Maiduguri to facilitate urgent assistance delivery.

UNHAS continued to deliver life-saving relief items to deep field locations affected by the floods such as Ngala and Rann till the end of November. Due to the flood response effort, UNHAS Nigeria broke its cargo transport records in 2024, delivering over 416 metric tons of light cargo.

Subsequent to the implementation of partial helicopter flight cost recovery in 2023, UNHAS observed a substantial 48 percent reduction in passenger demand, particularly from NGOs. A collaborative survey with OCHA was conducted in response to comments at the July 2024 Steering Group Committee meeting to assess the impact of cost recovery on humanitarian access. The survey results highlighted the financial pressure faced by NGOs and their reduced capacity to access deep-field locations. In light of these findings, UNHAS introduced a temporal reduction of the cost recovery rate.

UNHAS continued to invest in aviation infrastructure development in Nigeria. This includes the renovation of the Rann helipad in Borno state which is critical for cargo delivery especially during the rainy season.

¹⁰ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA

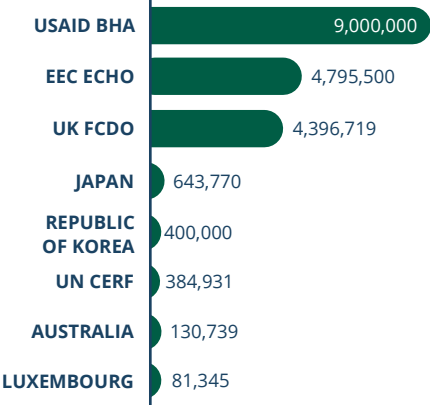
2024

performance figures

-  **4 aircraft**
(including 3 rotary-wing)
-  **28,523 passengers transported**
-  **415.9 mt of humanitarian cargo transported**
-  **16 destinations reached**
(14 regular | 2 ad hoc)
-  **4,124 flights performed**
-  **115 user organizations served**
-  **6 MEDEVACs performed**
(patients)
-  **0 SECEVACs performed**
(passengers)
-  **99.5% overall satisfaction rate**

2024

donor contributions (US\$)



UNHAS operations

Eastern Africa



112,092
passengers
transported



2,638 MT
of light humanitarian
cargo transported



14,268
flights
performed



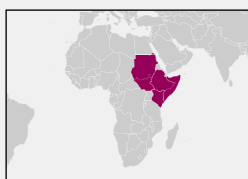
101
destinations reached
(regular + ad hoc)



177
medical evacuations
performed



94
security relocations
performed



Sudan

South
Sudan

Ethiopia

Kenya

Somalia

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

Behind the scenes: humanitarian airdrops in South Sudan

How packaging helps WFP food to withstand airdrops and reach people in need.

In the most inaccessible parts of South Sudan, cut off by conflict, insecurity and poor infrastructure, the sight of orange parachutes raining down from the sky is a welcome one. It means WFP planes are dropping much-needed food that could not otherwise reach people often living through famine-like conditions.

Airdrops require extreme precision, detailed and up-to-minute information, steel nerves and artful skills at the time of delivery.

But where does it all start?



READ MORE

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Words from UNHAS user



Without UNHAS, it would be very difficult for us to provide timely assistance to the people.

All the dreams and aspirations of the people are in the wings of the UNHAS.

NANDURI Sateesh

Head of Sub-Office
UNHCR Kakuma (Kenya)



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I Ethiopia

Ethiopia is a landlocked country located in the Horn of Africa region. It is bordered by Somalia to the east, Kenya to the south, South Sudan to the west and Sudan to the northwest. A geographically diverse country, Ethiopia is characterized by a vast mountainous central plateau, which is itself bisected by the Great Rift Valley. Addis Ababa, the capital, is located at an

altitude of approximately 2,450 m.

Counting 126.5 million inhabitants in 2024, Ethiopia is the second-most populated country in Africa after Nigeria. Out of this total, 20 million were estimated to be in need of humanitarian assistance, according to the Humanitarian Response Plan.¹¹

Ethiopia continued facing multiple humanitarian crisis in

2024, including displacement, disease outbreaks, drought, conflict and economic challenges.

In the face of these challenges, UNHAS remained essential to support the safe, efficient and effective transport of humanitarian assistance to hard-to-reach areas. UNHAS mainly ensured air connections between Addis Ababa, the capital and refugee camps of



**Active
since
2008**



Melkadida and Dolo Ado near the Somali border in the far south, as no commercial air operators are serving this area.

UNHAS Ethiopia's fleet consisted of two fixed-wing aircraft (Cessna Grand Caravan). In addition to its scheduled flights, UNHAS also organized several ad hoc flights (medical evacuations, etc.) to different places in the country

such as Gondar, Semera, Mekele in the north and Gode in the south.

UNHAS also played a significant regional role by hosting and supporting other neighbouring air operations such as airdrops for UNHAS in South Sudan out of Gambela, a town in the east, from the end of November 2024 until mid-January 2025.



2024

performance figures



2

aircraft
(fixed-wing)



3,662

passengers
transported



10.0

mt of humanitarian
cargo transported



7

destinations reached
(3 regular | 4 ad hoc)



544

flights
performed



54

user organizations
served



7

MEDEVACs performed
(patients)



0

SECEVACs performed
(passengers)

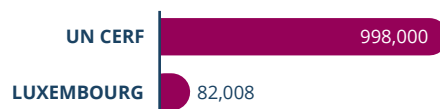


99.5%

overall satisfaction
rate

2024

donor contributions (US\$)



¹¹ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA.

I Kenya

Situated in the Horn of Africa, Kenya remains on the frontlines of vulnerable to recurring droughts, floods and other natural shocks. Following the country's longest-recorded drought up until 2023, catastrophic floods swept across Kenya, exacerbating the struggles of food-insecure families still recovering from the drought. As of mid-June 2024, more than 306,520 people were affected by heavy rains and floods, according to the Kenyan National Disaster Operations Centre (NDOC).¹² Kenya currently hosts 760,000 refugees and asylum seekers¹³ who survive in camps located in remote and food-insecure areas. Kakuma and Dadaab, located respectively in the northwest and in the southeast of the country, are two of the largest refugee camps in the world. Since November 2024, UNHAS has been supporting the International Organization for Migration (IOM) on its refugee relocation programme, transporting at least 100 people per month. This collaboration underscores UNHAS's role in providing safe and efficient air transport for critical humanitarian programmes.

UNHAS Kenya operated regular flights from Nairobi to the refugee camps of Kakuma, Dadaab and the town of Garissa. UNHAS also performed ad hoc flights to Lodwar in the northwest and Isiolo in the center when required.

In 2024, due to an increased demand, UNHAS recorded a 24 percent increase in the number of flights compared to 2023.

During the 2023-2024 floods, the Government of Kenya requested UNHAS to deploy the Mi-8 helicopter. This was followed by corresponding adjustments of the regular flight schedule to ensure seamless access to those in need across the flood-affected areas, demonstrating the flexibility and adaptability of UNHAS operations.

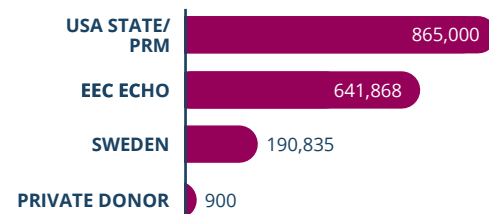
UNHAS continues to prioritize safety and service reliability through critical airfield rehabilitation works. The Kakuma runway and passenger terminal underwent repair in October 2024, including the installation of fencing around the airfield perimeter. These improvements enhance operational safety and create opportunities for potential commercial air services, helping to improve the aviation infrastructure in the country.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by Kenya at the end of 2024 showed an overall satisfaction rate of 100 and 90 percent respectively.



2024

donor contributions (US\$)



¹² Kenya: Heavy Rains and Flooding Update - Flash Update #7 (19 June 2024) | OCHA.

¹³ Republic of Korea donates 21,000 metric tons of rice to support refugees in Kenya | World Food Programme.



Active
since
2012



2024

performance figures



1
aircraft
(fixed-wing)



7
destinations reached
(4 regular | 3 ad hoc)



26
MEDEVACs performed
(patients)



18,790
passengers
transported



986
flights
performed



0
SECEVACs performed
(passengers)



69.0
mt of humanitarian
cargo transported



55
user organizations
served



95%
overall satisfaction
rate

I Somalia

Somalia, located in the Horn of Africa, counted 18.7 million inhabitants in 2024. Out of this total, 6.9 million were in need of humanitarian assistance in 2025.¹⁴ The humanitarian situation in Somalia remains dire, with over half the population living below the national poverty line. A combination of climate-induced shocks, ongoing conflict, underinvestment and poor

infrastructure continues to increase food insecurity.

In this challenging context, UNHAS plays a pivotal role by providing essential air transport services to deliver humanitarian and development assistance to hard-to-reach locations safely and reliably.

UNHAS used five fixed-wing aircraft: one based in Nairobi (Kenya), three in Mogadishu

and one in Hargeisa, in the northeast. Additionally, UNHAS managed the EU HAF helicopter in January 2024.

Since October 2024, a Dornier 228 has been positioned in Mogadishu to accommodate increased passenger demand, enabling access to critical locations, including Luuq, Elberde, Garbaharey, Wajid, Dinsoor and Hudur.



**Active
since
2007**



In 2024, UNHAS Somalia transported 16,079 passengers, exceeding its annual target of 12,000 by 34 percent. This surge in demand resulted from emergency response to severe flooding and the limited accessibility of commercial airlines to various locations.

To enhance safety and strengthen partnerships, UNHAS Somalia actively engaged with national aviation stakeholders including the Somali Civil Aviation Authority (SCAA). Activities undertaken to ensure an effective safety culture include four periodic safety trainings involving UNHAS staff, air operators, the Somalia Civil Aviation Authority, airport management, the United Nations Support Office in Somalia UNSOS, Aviation Safety Unit and the ground handling company, FAVORI.

These regular aviation safety activities and training sessions fostered close collaboration with local authorities and contributed to building the capacities of Somalia's aviation sector.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by UNHAS Somalia at the end of 2024 both showed an overall satisfaction rate of 100 percent.

2024

performance figures



4

aircraft
(fixed-wing)



16,079

passengers transported



1,571.3

mt of humanitarian cargo transported



31

destinations reached
(16 regular | 15 ad hoc)



3,746

flights performed



100

user organizations served



7

MEDEVACs performed
(patients)



0

SECEVACs performed
(passengers)

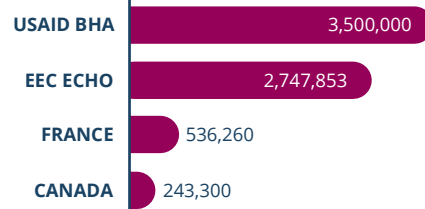


100%

overall satisfaction rate

2024

donor contributions (US\$)



¹⁴ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA

South Sudan

In 2024, the Humanitarian Needs and Response Plan (HNRP) targeted 9 million people with humanitarian assistance in South Sudan.¹⁵ Heavy rains and increased levels of the river Nile caused flooding affecting up to 1.4 million people. The areas most affected by the floods were those already facing high levels of vulnerability due to previous flooding, conflict and impact of the crisis in Sudan. These are compounded by poor road infrastructure and limited logistical options, posing major challenges to humanitarian response efforts. The aviation sector in the country remains underdeveloped, lacking investment in infrastructure, capacity and solid safety guidelines. In this context, UNHAS remains the only common and reliable air service for the entire humanitarian community in South Sudan.

UNHAS continued to support the Sudan crisis response by increasing weekly flight schedules to Renk, a county located in the north of the country and the main point of entry of refugees and returnees from Sudan, from two to four flights per week. As part of this, UNHAS completed the rehabilitation of the Renk airstrip in May 2024. This improved the capacity, safety and efficiency of humanitarian operations, allowing a safer landing area for a fixed-wing aircraft. After completion of the rehabilitation work, UNHAS conducted an air asset analysis which resulted in eliminating one Dornier 228 fixed-wing

aircraft from its fleet, decreasing overall operational costs.

UNHAS also faced challenges related to the imposition of new fuel taxes that constrained fuel importation into South Sudan. UNHAS took measures to mitigate the impact, reducing regular flight schedules by 50 percent in May and June to conserve fuel stock for emergency services. Additionally, during the rainy season, prolonged and heavy rains led to several flight cancellations. Although recovery flights were carried out according to standard procedures, there was a noticeable decrease in the number of passengers on those flights.

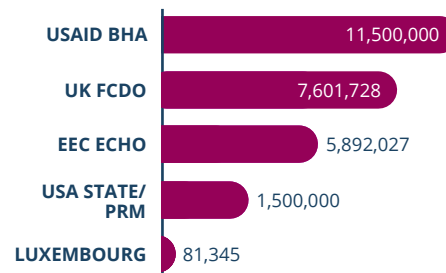
Throughout 2024, UNHAS staff and those from the national Civil Aviation Authority received training in aviation meteorology, safety and security. Additionally, to ensure full compliance with safety and regulatory standards, UNHAS conducted a dangerous goods regulations training in partnership with the International Air Transport Association (IATA) for 12 staff members who are now certified to handle dangerous goods consignments for air transport.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by UNHAS South Sudan at the end of 2024 showed satisfaction rate of 98 and 96 percent respectively.



2024

donor contributions (US\$)



¹⁵ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA.



Active
since
2011



2024

performance figures



10
aircraft
(including 3 rotary-wing)



48
destinations reached
(48 regular)



113
MEDEVACs performed
(patients)



65,798
passengers
transported



8,485
flights
performed



94
SECEVACs performed
(passengers)



957.0
mt of humanitarian
cargo transported



239
user organizations
served



97%
overall satisfaction
rate

I Sudan

Ever since the beginning of the conflict in 2023, Sudan has become one of the world's largest humanitarian crises. Ongoing armed conflict, displacement, hunger, malnutrition, disease outbreaks and climate shocks have left nearly two-thirds of the population in desperate need of humanitarian assistance and protection services.

As of September 2024, Sudan was experiencing an unprecedented hunger crisis, with close to 26 million people suffering from acute food insecurity.

Throughout 2024, UNHAS continued to provide safe and reliable air transport in Sudan, despite many significant challenges, chiefly the conflict and its consequent damage to both road and air

infrastructure, including airspace restrictions and the high cost of war risk insurance (WRI).

UNHAS primarily based its operations out of Port Sudan, a city located in the east of the country on the Red Sea coast, aiming to scale up domestic and cross-border flights once safety and security conditions would permit.





UNHAS provided two airbridges from Nairobi (Kenya) and Amman (Jordan) to Port Sudan. Two medium-sized jets supported the airbridge operations.

In October 2024, due to the expanding conflict in the Middle East, UNHAS again strategically relocated its Amman-based aircraft to Cairo (Egypt).

UNHAS, in collaboration with the Humanitarian Coordinator, secured necessary approvals and recommenced internal flights to Kassala in the north and Dongola in the east, both having significant numbers of internally displaced people. This reduced travel time for aid workers from days to under an hour. However, even after obtaining flight approvals, UNHAS had to seek mitigation measures for these flights due to widespread GPS jamming and spoofing as well as damage to aeronautical infrastructure. All these issues resulted in increased operational costs.

In the face of these challenges, UNHAS worked in a targeted and strategic manner, cooperating closely with the Humanitarian Coordinator, OCHA, UNDSS and UNMAS to conduct aviation risk assessments to Kadugli, Damazine and El Obeid with a view to opening up humanitarian access to these hubs when safe enough. UNHAS actively explored cross-border flights from neighbouring South Sudan to Kadugli.

2024

performance figures



2

aircraft
(fixed-wing)



8,063

passengers
transported



31.2

mt of humanitarian
cargo transported



8

destinations reached
(6 regular | 2 ad hoc)



507

flights
performed



80

user organizations
served



24

MEDEVACs performed
(patients)



0

SECEVACs performed
(passengers)

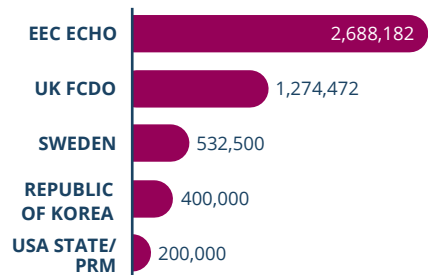


93.5%

overall satisfaction
rate

2024

donor contributions (US\$)



UNHAS operations Southern Africa



54,900
passengers
transported



553 MT
of light humanitarian
cargo transported



8,171
flights
performed



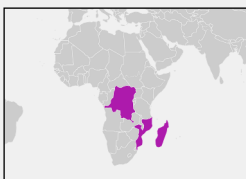
90
destinations reached
(regular + ad hoc)



103
medical evacuations
performed



112
security relocations
performed



Democratic
Republic of
the Congo

Mozambique

Madagascar

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

An airborne lifeline amid roadblocks and climate shocks in southern Africa

How the WFP-managed UN Humanitarian Air Service helps improve access to food and livelihoods for many in Madagascar and Mozambique.



Meet Liliane

With her livelihood and home washed away by Cyclone Freddy in 2023, Liliane and her children found themselves without shelter or food in the southeast of Madagascar. Were it not for UNHAS flights, they would be largely cut off from the outside world.

The sounds from a helicopter gave me hope, I felt like someone knew we were suffering and came to help.

And I was right, people jumped out of the helicopters carrying boxes of hot meals and biscuits—we did not feel alone anymore.



READ MORE

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Words from UNHAS staff



I was supported with my family in one of the Kasai camps three decades ago.

My family survived day to day thanks to humanitarian activities. Thus, the chance to work for WFP-UNHAS in facilitating the movement of humanitarian actors is a role I am fully devoted to.

Mamy TSHALA MUNKAMBA

Air Operations Associate
UNHAS D.R. Congo



Mamy is one of the many dedicated UNHAS team members.

Her work is driven by her empathy developed from past experiences to support people in need of humanitarian assistance.



Democratic Republic of the Congo

DRC remains at the centre of one of the world's most protracted and complex humanitarian crises. With a population of 113.6 million,¹⁶ DRC faces recurrent armed conflicts, large-scale displacement, recurring disease outbreaks (Cholera, Ebola and Mpx) and extreme weather events such as floods and landslides.

In 2024, the Humanitarian Response Plan estimated that DRC would count 25.4 million people in need of humanitarian assistance.¹⁷ In turn, the country hosts more than 500,000 refugees from neighbouring states.¹⁸

Humanitarian operations in DRC are further complicated by insecurity in the east, poor infrastructure and administrative barriers.

Amid these constraints, UNHAS provides a vital lifeline, ensuring safe and reliable air transport to isolated or conflict-affected areas where commercial airlines cannot operate.

Besides transporting aid workers and light relief cargo to where they are needed the most, UNHAS moved people in need of urgent medical care and relocated many more from places across the country when



Active
since
2008



it became too risky for them to remain there due to security concerns. This underscores its role as a lifeline in protecting aid workers in dangerous environments.

Following the declaration of Mpox as a public health emergency, UNHAS facilitated the delivery of 1.6 metric tons (23,220 doses) of Mpox vaccines to remote regions such as Gemena, Lusambo and Kamituga, providing vital support to the national health response.



In August 2024, when an Ebola scare emerged in Buta, in the north of the country, UNHAS facilitated the transportation of Ebola surveillance teams to the affected areas to contain potential outbreaks.

In 2024, UNHAS facilitated the return of 657 refugees: 55 from Dundo (Angola) to Kinshasa, the capital of DRC; 49 from Brazzaville (Congo) to Bangui (CAR); and 553 from Gbadolite, near the CAR border, to Bangui. These operations highlight the critical role UNHAS plays in ensuring that repatriation remains safe, organized and dignified for all involved.

UNHAS undertook taxiway and apron repair works in Kalemie, in the east of the country, as well as grass-cutting and obstacle clearance works in Nyunzu and Mambasa, also located in the east.

Despite these successes, UNHAS DRC encountered significant challenges throughout the year. On 24 January 2024, a military drone crash at Kavumu Airport in South Kivu led to a suspension of flights until deconfliction protocols were established. Between May and August, GPS jamming in Goma, Beni and Bukavu repeatedly disrupted flights, causing cancellations and delays for UNHAS and other aviation operators.

Meanwhile, conflict in North Kivu continued to escalate, pushing the no-fly zone originally covering 946 km² to be expanded to 15,899 km² by 1 November 2024. This left Walikale and Kishanga as the only helicopter-accessible destinations in North-Kivu.

2024

performance figures



8
aircraft
(including 1 rotary-wing)



39,528
passengers
transported



488.7
mt of humanitarian
cargo transported



62
destinations reached
(39 regular | 23 ad hoc)



5,231
flights
performed



214
user organizations
served



85
MEDEVACs performed
(patients)



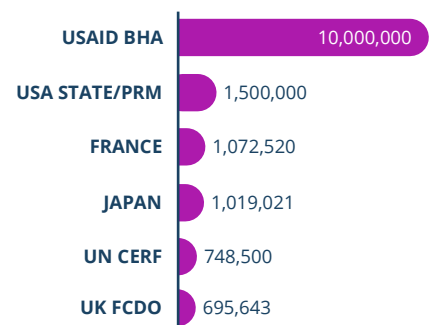
107
SECEVACs performed
(passengers)



94.5%
overall satisfaction
rate

2024

donor contributions (US\$)



¹⁶ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA

¹⁷ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA

¹⁸ Democratic Republic of the Congo situation | Global Focus.

I Madagascar

Madagascar is an island located in the southeastern coast of Africa, in the Indian Ocean. Its population of 30.3 million struggles with high poverty and chronic malnutrition, compounded by climatic shocks.¹⁹

In 2024, UNHAS continued to provide vital support to the humanitarian and development community by ensuring rapid, reliable and safe air access to the country's most vulnerable populations. Reaching 22 destinations, UNHAS has reinforced its position as a key partner in delivering humanitarian assistance to Madagascar's most remote regions.

Significant operational enhancements in 2024 included the deployment of a LET-410 aircraft in March, replacing the Cessna Grand Caravan in use previously. This upgrade increased capacity and allowed for additional flights to high-demand regions, including Nosy Varika, a town located in the centre of the east coast which was previously accessible only by a three-hour speedboat journey from Mananjary. Adjustments to the schedule introduced two weekly flights to the south and two to the southeast, improving access to critical areas.

In response to Cyclone Gamane, which caused severe flooding in the north, UNHAS swiftly transported humanitarian personnel and essential supplies such as fortified biscuits and Water, Sanitation and Hygiene kits.

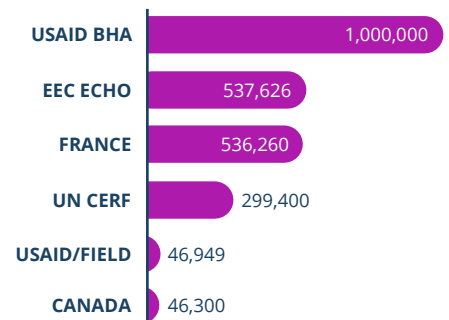
It also supported inter-agency assessments of immediate needs. For this emergency, UNHAS added a weekly flight to Sambava, Vohemar and Ambilobe, transporting aid workers and relief items for 11 organizations within two months. To ensure safe and efficient operations, in May 2024, UNHAS partnered with the Malagasy Regional Directorate of Public Works to rehabilitate the Ambovombe airstrip, a vital hub for humanitarian activities located in the southern Androy region. Additionally, a training programme for Madagascar's Civil Aviation Authority (CAA) was conducted in collaboration with ICAO focusing on regulations guiding the deployment of UAS. This was in prelude to UNHAS's use of unmanned aircraft for aid delivery during cyclone seasons.

In June 2024, the UNHAS Steering Committee revised cost recovery rates to reflect rising fuel and tax costs. This was true for destinations such as Fort Dauphin and Tulear from the capital, Antananarivo. This adjustment aimed at covering 20 percent of the annual budget so as to enhance operational sustainability. UNHAS's commitment to supporting humanitarian assistance delivery was reflected in the Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted at the end of the year, which showed an overall satisfaction rate of 99 and 100 percent respectively.



2024

donor contributions (US\$)



¹⁹ Madagascar | World Food Programme see linked Country Brief.

Active
since
2021



2024

performance figures



1
aircraft
(fixed-wing)



22
destinations reached
(13 regular | 9 ad hoc)



6
MEDEVACs performed
(patients)



3,563
passengers
transported



889
flights
performed



0
SECEVACs performed
(passengers)



26.0
mt of humanitarian
cargo transported



52
user organizations
served



99.5%
overall satisfaction
rate

I Mozambique

Mozambique is a country located in southeast Africa, bordered by the Indian Ocean. Out of its population of 35 million, 20 million are rural. Mozambique is also one of the most disaster-prone countries in the world and one of the most vulnerable to extreme climate events such as droughts, floods and cyclones. These, coupled with annual lean seasons and economic shocks, regularly threaten food security.²⁰

Since 2007, 11 tropical cyclones have struck the country, with floods, storms and droughts becoming increasingly frequent and intense. The 2024-2025 rainy season in Mozambique began with the El Niño climate phenomenon causing persistent dryness, with many areas in the central and southern provinces receiving less than half their usual rainfall.

Food insecurity in assessed districts has risen from 21 percent in 2023 to 33 percent in 2024, mainly due to El Niño's impact. In 2024, 3.3 million people faced crisis-levels of food insecurity.

Since its establishment in late 2020, UNHAS has played a vital role in ensuring humanitarian organizations can reach isolated populations, particularly in hard-to-reach areas where



commercial operators are unavailable. This is so despite operational and resource challenges.

This year, UNHAS was key in facilitating the delivery of essential humanitarian supplies, including medical cargo (vaccines, emergency medical kits and anti-malaria medications), nutritional supplements, dignity kits, emergency shelter

materials and equipment for rapid humanitarian response. To better align resources with demand, UNHAS streamlined its fleet in 2024. The helicopter was phased out, leaving the operation with one LET-410 and one Cessna Caravan.

These two aircraft ensured cost-effective operations while maintaining critical access to key locations.

Throughout the year, UNHAS served six regular destinations with Palma being among the top priorities. The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by UNHAS Mozambique at the end of 2024 showed an overall satisfaction rate of 99 and 93 percent respectively.

2024

performance figures



3

aircraft

(including 1 rotary-wing)



11,809

passengers transported



37.7

mt of humanitarian cargo transported



6

destinations reached
(6 regular)



1,961

flights performed



65

user organizations served



12

MEDEVACs performed
(patients)



5

SECEVACs performed
(passengers)



96%

overall satisfaction rate

2024

donor contributions (US\$)

USAID BHA

5,500,000

USA STATE/
PRM

1,075,273

²⁰ Mozambique | World Food Programme.

UNHAS operations

Middle East



20,100
passengers
transported



20.4 MT
of light humanitarian
cargo transported



1,239
flights
performed



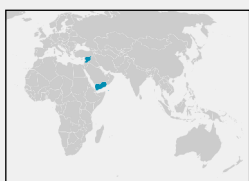
14
destinations reached
(regular + ad hoc)



216
medical evacuations
performed

Syria

Yemen



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

Each day 'a new adventure' for UN Humanitarian Air Service worker

World Food Programme staffer Rasha supports daily flights funded by the European Union.



Meet Rasha

Rasha joined WFP's team in Syria in early 2021 as an Aviation Assistant for the WFP-run United Nations Humanitarian Air Service (UNHAS) at Qamishli airport in Syria's northeast. Prior to that, she'd worked in commercial aviation for seven years.

Although I've been around aircrafts for so long, I still get this heart flutter every time I watch an aircraft take to the skies. It never gets ordinary being here.

Every day is a new adventure for me.



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Syrian Arab Republic

Syria faces a protracted crisis driven by ongoing conflict since 2011, as well as climate shocks. According to the Humanitarian Needs Overview 2024, 15.3 million people needed some form of humanitarian assistance in 2024, amounting to 69 percent of the country's total population.²¹

Vast distances and localized insecurity make road travel between Damascus, the capital 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.

UNHAS has been operating in the country since 2020 to provide safe and effective air connections between Damascus and Qamishli in the northeast. The operation has also served Aleppo, located in the northwest, on a regular basis since 2021.



Active
since
2020





In 2024, the overall number of passengers transported decreased by 6 percent compared to 2023. This decrease was due to the cancellation of 47 flights, recorded between 14 October and 30 December 2024, when the Damascus International Airport was out of service and operations were completely on hold.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by UNHAS Syria at the end of 2024 showed satisfaction rate of 97 and 100 percent respectively.

2024

performance figures



1
aircraft
(fixed-wing)



3,941
passengers
transported



12.2
mt of humanitarian
cargo transported



5
destinations reached
(3 regular | 2 ad hoc)



325
flights
performed



61
user organizations
served



3
MEDEVACs performed
(patients)



0
SECEVACs performed
(passengers)



98.5%
overall satisfaction
rate

2024

donor contributions (US\$)

EEC ECHO	1,609,887
CANADA	1,287,557

²² Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA.

Yemen

In 2024, the GHO estimated that 8.2 million people in Yemen would be in need of humanitarian assistance – more than half its population. After nine years of conflict followed by truce conditions holding in 2023 and 2024, the humanitarian needs in Yemen remain immense. The country is among the most vulnerable to extreme weather events. Climate related shocks impacted over 1.3 million people in 2024, severely affecting those supported through the Rapid Response Mechanism.²²

Following the October 2022 truce between the main warring factions in Yemen, there have been some improvements in the population's livelihoods, notably the opening of commercial flights from Sana'a, the capital, by the national air carrier. However, multiple challenges remain in the operational environment, including significant risks to the safety of humanitarian workers on ground. Additionally, in 2024, the ongoing war in Gaza and the involvement of the Sana'a-based authorities in the Red Sea escalations continued to fuel tensions inside Yemen and in the region. In July 2024, attacks on the port of Hodeidah destroyed 33 oil storage tankers and nearly 800,000 litres of WFP-owned fuel.

This high-risk context requires the large-scale and coordinated intervention of numerous humanitarian actors and a robust risk assessment &

deconfliction mechanism to manage flight operations within Yemen airspace. In December, an attack at the Sana'a airport affected an UNHAS aircraft on the ground, while the World Health Organization (WHO) Executive Director and delegation were waiting to board. An UNHAS crew member was injured in the incident.

Despite these difficulties, UNHAS managed to serve 105 user organizations, operating air services from Amman (Jordan), Djibouti (Djibouti) and Addis Ababa (Ethiopia) to Aden and Sana'a with connections to Marib, Mukalla and Seiyun.

UNHAS Yemen made significant efforts to reduce operational cost by reviewing its fleet and related services, without reducing the number of destinations served. UNHAS introduced a smaller and more fuel-efficient aircraft for the Amman hub and reduced the operational costs of crew, maintenance and onboard services while increasing flight frequency. With the holding truce in Yemen, UNHAS was able to implement transit flights between Aden instead of operating separate flights for these two main destinations – which is more expensive. The efficiency gains resulted in estimated cost savings of US\$5 million for 2024.

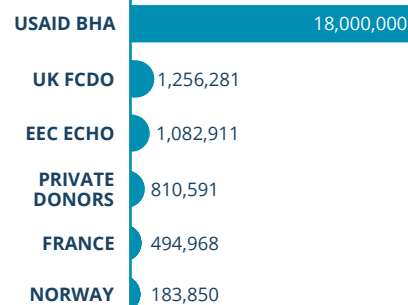
The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by UNHAS Yemen at the end of 2024 showed satisfaction rate of 91 and 100 percent respectively.

²² Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA.



2024

donor contributions (US\$)





Active
since
2015



2024

performance figures



3
aircraft
(fixed-wing)



16,159
passengers
transported



8.2
mt of humanitarian
cargo transported



9
destinations reached
(8 regular | 1 ad hoc)



914
flights
performed



95
user organizations
served



213
MEDEVACs performed
(patients)



0
SECEVACs performed
(passengers)



95.5%
overall satisfaction
rate

UNHAS operations

Asia



20,084
passengers
transported



49.7 MT
of light humanitarian
cargo transported



3,164
flights
performed



25
destinations reached
(regular + ad hoc)



6
medical evacuations
performed

Afghanistan



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

Navigating Afghan skies amid challenges

In the heart of Afghanistan's challenging terrain and ever-shifting dynamics, UNHAS plays a crucial role in facilitating humanitarian operations across the nation.



Meet Hela

Based in Kabul and operating at the check-in counter, she navigates all passenger interactions, from document checks to boarding, despite the challenges posed by constant movement between provinces.

I aspire to advance my career at WFP, hoping that one day, women in Afghanistan have the same freedom as men.



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Words from UNHAS pilot



Amid the turbulence of conflict, I've witnessed the power of humanity soaring above borders, delivering hope where it's needed most.

Through the skies of Afghanistan, I've learned that true courage takes flight not only in the flightdeck but in the hearts of those we serve.

Etienne BRUWER

UNHAS contracted pilot
Afghanistan



In the rapidly changing humanitarian landscape of Afghanistan, UNHAS assumes an increasingly critical role.



I Afghanistan

Afghanistan is a landlocked mountainous country located in the heart of central Asia, with a population of 43.4 million.²³ In 2024, Afghanistan's humanitarian situation continued to deteriorate; the Humanitarian Response Plan estimated that 23.3 million people would require humanitarian assistance – more than half the country's population.

Afghanistan continues to reel from years of war, grappling with climate-induced crises and a vulnerable economy.

In this challenging context, UNHAS Afghanistan provides reliable and cost-efficient air transport to help critical humanitarian assistance reach those in need in the most remote areas of the country.

UNHAS Afghanistan's current fleet is composed of a

Bombardier Canadian Regional Jet (CRJ-200), an ATR-42, two small sized twin engine turboprop Beechcraft 1900D and a Mil Mi-8 helicopter. To best serve the humanitarian community, UNHAS Afghanistan increased flights to Herat, Mazar, Jalalabad, Faizabad as well as Islamabad and Dushanbe, the capital cities of neighbouring Pakistan and Tajikistan respectively.



**Active
since
2002**



In November, UNHAS also added the province of Nimroz, located in the southwest of the country bordering Iran and Pakistan, as a new destination upon request of the humanitarian community.

With the resumption of flights to and from Kabul by commercial airlines in mid-November 2023, UNHAS made the decision, endorsed by its Steering Committee,

to discontinue its airbridges to Dubai (United Arab Emirates) from 15 January and to Doha (Qatar) from 2 June 2024.

UNHAS Afghanistan also completed infrastructure improvement works to help improve the aviation infrastructure around the country while enhancing the safety of its operations.

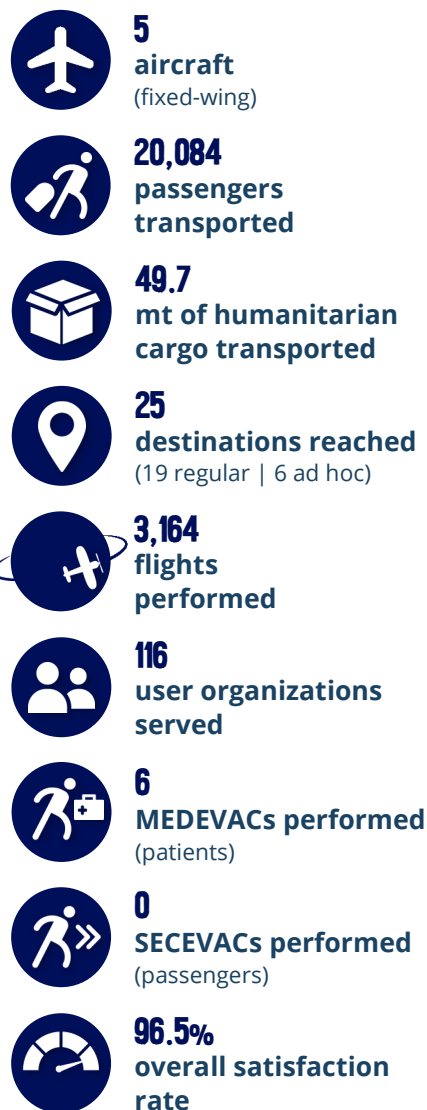
Within the first two months of 2024, for example, UNHAS added visibility markings to an unserviceable runway in Faizabad in the north of the country to help pilots easily distinguish the unserviceable runway from the one currently active, thus enhancing safety.

All these efforts showed in the end-of-year Passenger Satisfaction and Provision of Access Satisfaction Surveys, which demonstrated an overall satisfaction rate of 93 and 100 percent respectively giving an annual average user satisfaction rate of 96.5 percent, a 2.5-point improvement from last year.

UNHAS continues to adapt and improve its operations to meet the evolving needs of its users.

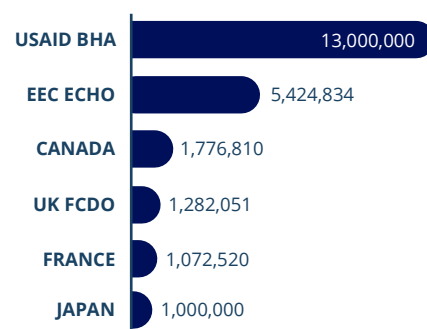
2024

performance figures



2024

donor contributions (US\$)



²³ Afghanistan Humanitarian Needs and Response Plan 2025 (December 2024) | OCHA

UNHAS operations

Latin America and the Caribbean

**11,490**passengers
transported**53.0 MT**of light humanitarian
cargo transported**1,450**flights
performed**20**destinations reached
(regular + ad hoc)**7**medical evacuations
performed**570**security relocations
performed

Haiti



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

Humanitarian response planes and helicopters touch down in tough places

Two decades since its founding, the WFP-run UN Humanitarian Air Service remains a lifeline for fragile communities.



Meet Sifa

When deadly floods hit last May the area of Kalehe in DRC's northeastern South Kivu province, killing over 400 people and smashing thousands of homes and livelihoods, UNHAS flew in the first relief items: nutrition-boosting high-energy biscuits.

Sifa Akilimali, a 50-year-old mother who lost two teenage children and her home to the floodwaters, vividly recalls the day a UNHAS helicopter touched down.

These biscuits will help keep me and my children alive for the moment, while we figure out our next steps.



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I Haiti

Haiti is a country located in the Caribbean Sea on the island of Hispaniola, which it shares with the Dominican Republic. Out of its population of 11.7 million, the GHO estimated that in 2024, 5.5 million would need humanitarian assistance.²⁴

Increased violence associated with armed groups, mostly in the capital, led to an upsurge of people being forced to flee their homes, bringing the total

number displaced people to more than 700,000 by the end of the year. Armed groups control approximately 85 percent of Port-au-Prince, the capital and have expanded activities into rural areas, particularly in the department of Artibonite which is a major food-producing region in Haiti.

Violence, fuel shortages, increasing maritime insecurity and blockages of ports and

roads have created conditions where food and water is unavailable or unaffordable to many.

In this context, UNHAS provides a vital lifeline to the humanitarian community through passenger and light cargo services, allowing aid workers to reach those most in need across the country.



Active since 2019
and earlier in 2010
during the earthquake
as an ad hoc operation.



As a result, UNHAS shifted its operational base to Cap-Haïtien in the north, while service to Port-au-Prince was maintained using an alternate landing site in a northern suburb of the city, which had been previously identified and tested.

The UNHAS helicopter provided evacuations to the Dominican Republic while also ensuring continuation of the humanitarian response across the country by linking the capital with Cap-Haïtien and the rest of the country.

From June until November, improvements in security permitted the re-establishment of regular operations based out of Port-au-Prince and a fixed wing asset was added to the fleet in June. In mid-November, in the context of another upsurge in violence and political instability, the airports were again closed after three separate commercial aircraft were hit by gunfire during landing and take-off. UNHAS once again moved its operational base to Cap-Haïtien, becoming an even more critical lifeline by facilitating the relocation of humanitarian personnel and ensuring their mobility. This ensured the safety of humanitarian personnel while allowing for continuous assistance to those most in need amidst the violence and insecurity.

The Passenger Satisfaction and Provision of Access Satisfaction Surveys conducted by Haiti at the end of 2024 showed an overall satisfaction rate of 93 and 98 percent respectively.

2024

performance figures



2

aircraft
(rotary-wing)



11,490

passengers transported



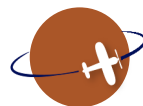
53.0

mt of humanitarian cargo transported



20

destinations reached
(9 regular | 11 ad hoc)



1,450

flights performed



157

user organizations served



7

MEDEVACs performed
(patients)



570

SECEVACs performed
(passengers)

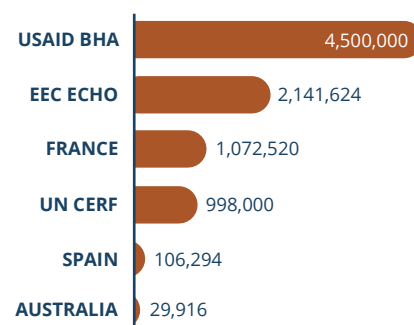


95.5%

overall satisfaction rate

2024

donor contributions (US\$)



²⁴ Global Humanitarian Overview 2024 [EN/AR/FR/ES] | OCHA

UNHAS

funding outlook

In a context of high humanitarian needs and significant access constraints, UNHAS is key to reaching people in need. Providing safe and reliable aviation services to the humanitarian community, particularly in unserved/underserved areas is enshrined in WFP's mandate to deliver food and other essential assistance to those most in need. The mission of WFP Aviation Service is to optimize the impact of humanitarian and development initiatives by effectively providing essential aviation services promptly, safely and efficiently. UNHAS is widely recognized as a critical service for passenger and cargo transport in humanitarian situations.

Despite its critical role as an enabler of humanitarian response, UNHAS concluded the year 2024 with a US\$8 million decrease in its funding as compared to December 2023. Securing the right levels of funding for UNHAS will therefore be critical to ensure continuity and operational efficiency.

Flexible funding is important to allow UNHAS to respond with agility and efficiency to humanitarian emergencies. The Centralized Funding Mechanism (CFM) was established in 2023 for this reason: it allows WFP to assess which UNHAS operations are in greatest need of funding coverage and allocate accordingly.

In 2024 the CFM proved to be key in avoiding an operational pipeline break in some UNHAS operations such as Cameroon, Mauritania, Niger and Nigeria, which were in dire need of funding. In others, such as South Sudan, CFM funding meant increased and more efficient support to the humanitarian community as the Renk strip was rehabilitated which saw savings of about US\$1.7 million annually.

UNHAS is grateful to the generosity of the governments of Canada, France, Germany, the Netherlands, Norway and Sweden for their contributions to the CFM that have ensured timely, coordinated and efficient aid delivery to the most affected communities that otherwise would have been inaccessible.

UNHAS operations funding status, as of May 2025

COUNTRY OF OPERATION	2025 BUDGET ²⁵ (US\$)	FUNDED UNTIL	(SHORTFALL) ²⁶ SURPLUS (US\$)
Afghanistan	22,646,944	04/07/2025	(11,088,740)
Guinea	2,883,093	03/09/2025	(928,023)
Mauritania	3,977,191	11/09/2025	(1,186,943)
CAR	13,053,783	12/09/2025	(3,855,791)
DRC	23,083,243	19/09/2025	(6,369,713)
Nigeria	20,261,835	09/10/2025	(4,490,609)
Yemen	15,632,369	20/10/2025	(2,977,106)
Madagascar	4,087,207	22/10/2025	(754,080)
Burkina Faso	25,258,006	23/10/2025	(4,579,391)
South Sudan	55,247,401	23/10/2025	(10,012,734)
Cameroon	4,457,697	25/10/2025	(782,300)
Somalia	11,315,065	07/11/2025	(1,583,337)
Mali	12,477,451	13/11/2025	(1,529,634)
Chad	19,970,497	18/11/2025	(2,198,280)
Niger	13,361,013	24/11/2025	(1,257,538)
Haiti²⁷	8,437,054	25/12/2025	(64,896)
Sudan	30,809,850	31/12/2025	154,928
Syria	5,865,123	31/12/2025	56,518
Kenya	4,499,249	08/01/2026	140,771
Mozambique	6,238,471	21/04/2026	1,978,626
Ethiopia	3,619,663	16/05/2027	5,075,914
TOTAL (US\$)	307,182,207		(53,659,114)

Progress made with the WFP-UNHAS Centralized Funding Mechanism (CFM)

Greater flexibility, swifter response, increased predictability and operational efficiency across humanitarian emergencies. These are the four elements that lay at the heart of the CFM – a pooled funding mechanism that directly supports UNHAS – established in 2023 and managed centrally by the Aviation service.

The CFM is a winning solution in scenarios where WFP must quickly deploy assets to support emergencies in countries where UNHAS activities do not exist or are laid dormant within the CSP and funds are not readily available.

By pooling multilateral funds in a single mechanism, donors provide funding to UNHAS without earmarking it to any specific CSPs. In doing this, they allow WFP to assess which UNHAS operations are in most dire need of funding, thus, which ones require funding from the CFM to continue being operational. This helps to avoid fragmentation of assistance and enhances response capacity and agility.

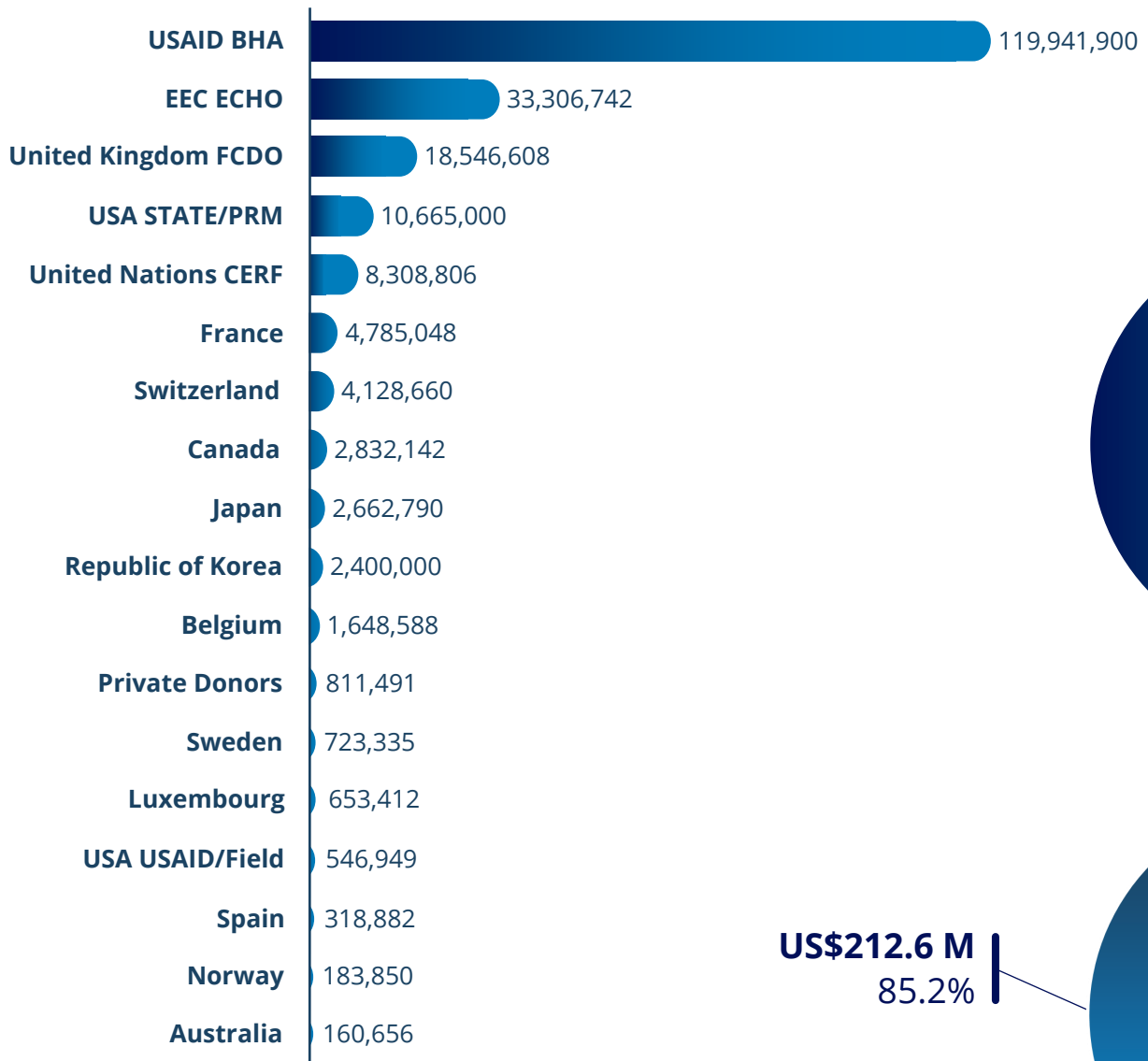
Compared to traditional sources, which often involve longer approval processes and are more time-consuming, the mechanism was designed to be more agile, responding to the need for more rapidity and efficiency in humanitarian responses. So far, the CFM has proved instrumental in ensuring the funding coverage needed to avoid pipeline breaks that would have disrupted operations like Niger. In other cases, such as Nigeria, CFM funding covered a critical gap in the third quarter of 2024, bridging the period until mid-October when additional funding was expected.

Guided by a set of Standard Operating Procedures, allocations of funding to field operations through the CFM are done on a quarterly and ad-hoc basis, via a resource allocation process, established and managed by the Aviation Funds Application Review Committee, under the overall authority of the Director of the WFP Supply Chain and Delivery Division. Several internal resources, including monthly funding analyses and operational updates from Field Operations (FOs) allow the WFP Aviation Service to assess current needs on a regular basis.

While the CFM was established to complement resource mobilization efforts at country level, the primary responsibility for mobilizing new financial resources continues to lie with FOs. Country offices continue to mobilize and accept financial contributions for UNHAS activities, following the relevant corporate procedures.

Since its launch, 16 operations have benefited from the CFM up to a total of almost US\$ 38 million. The governments of Canada, France, Germany, the Netherlands, Norway and Sweden are generously providing funding to the CFM.

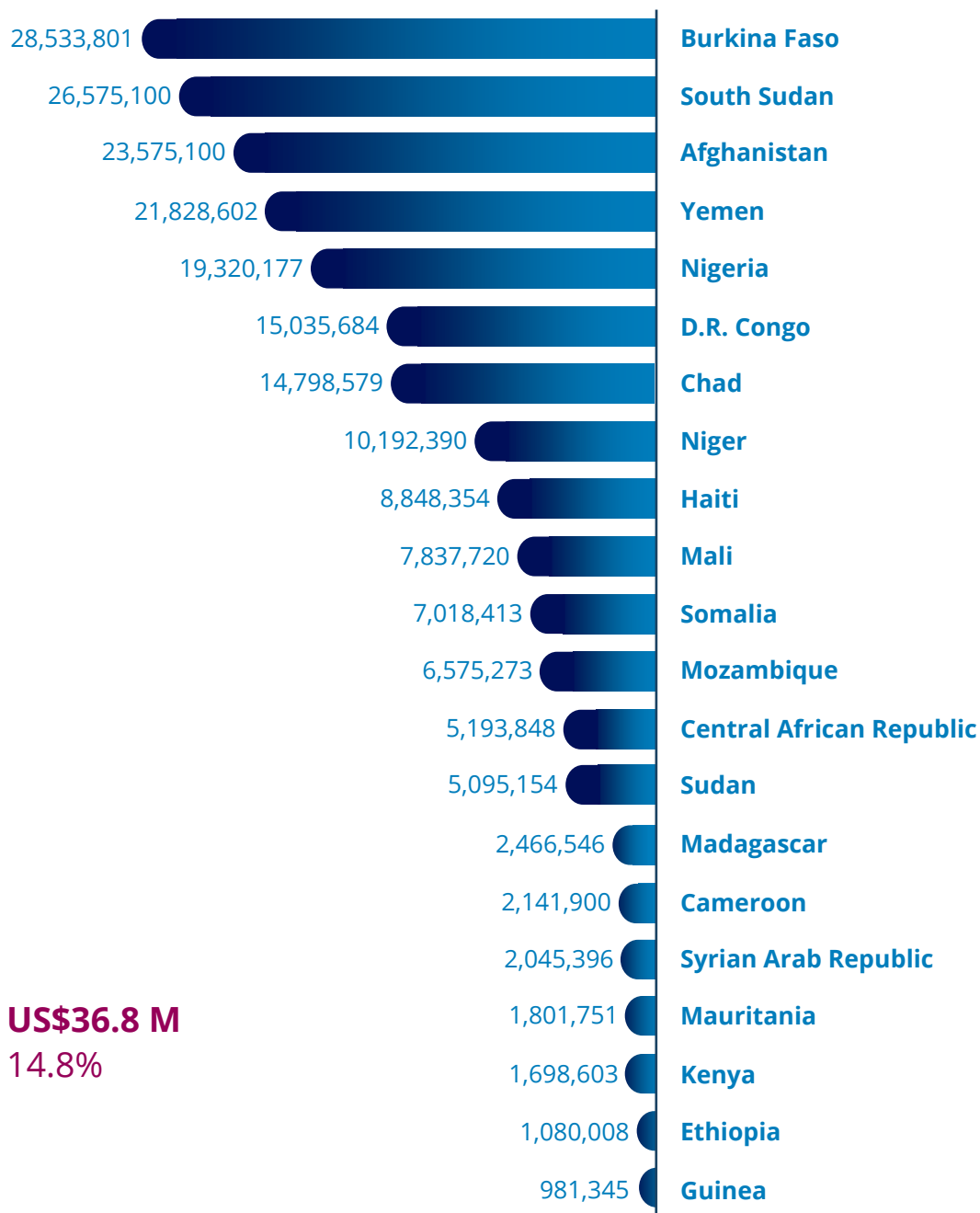
2024 earmarked contributions by donor



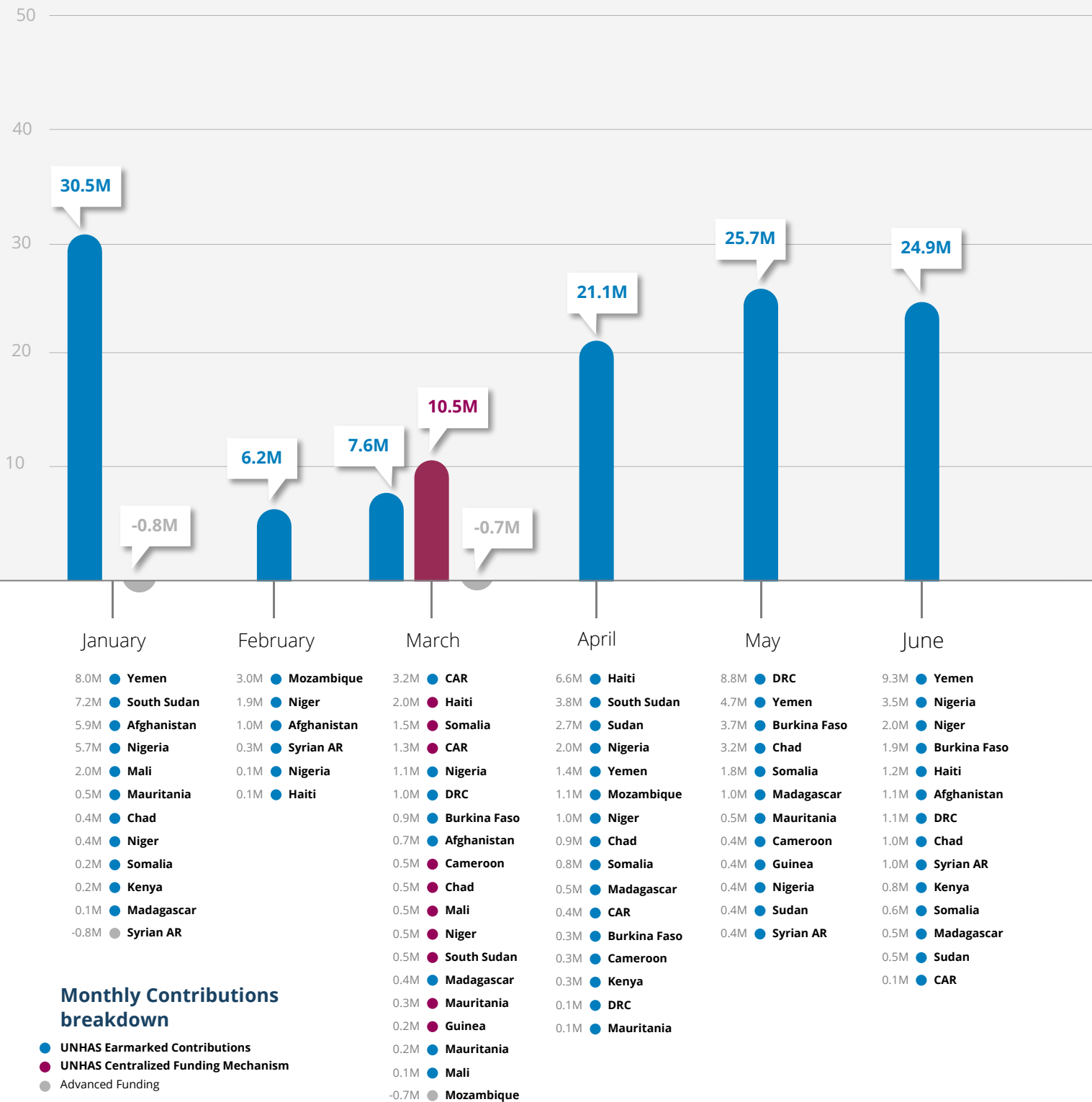
2024 earmarked contributions by field operation

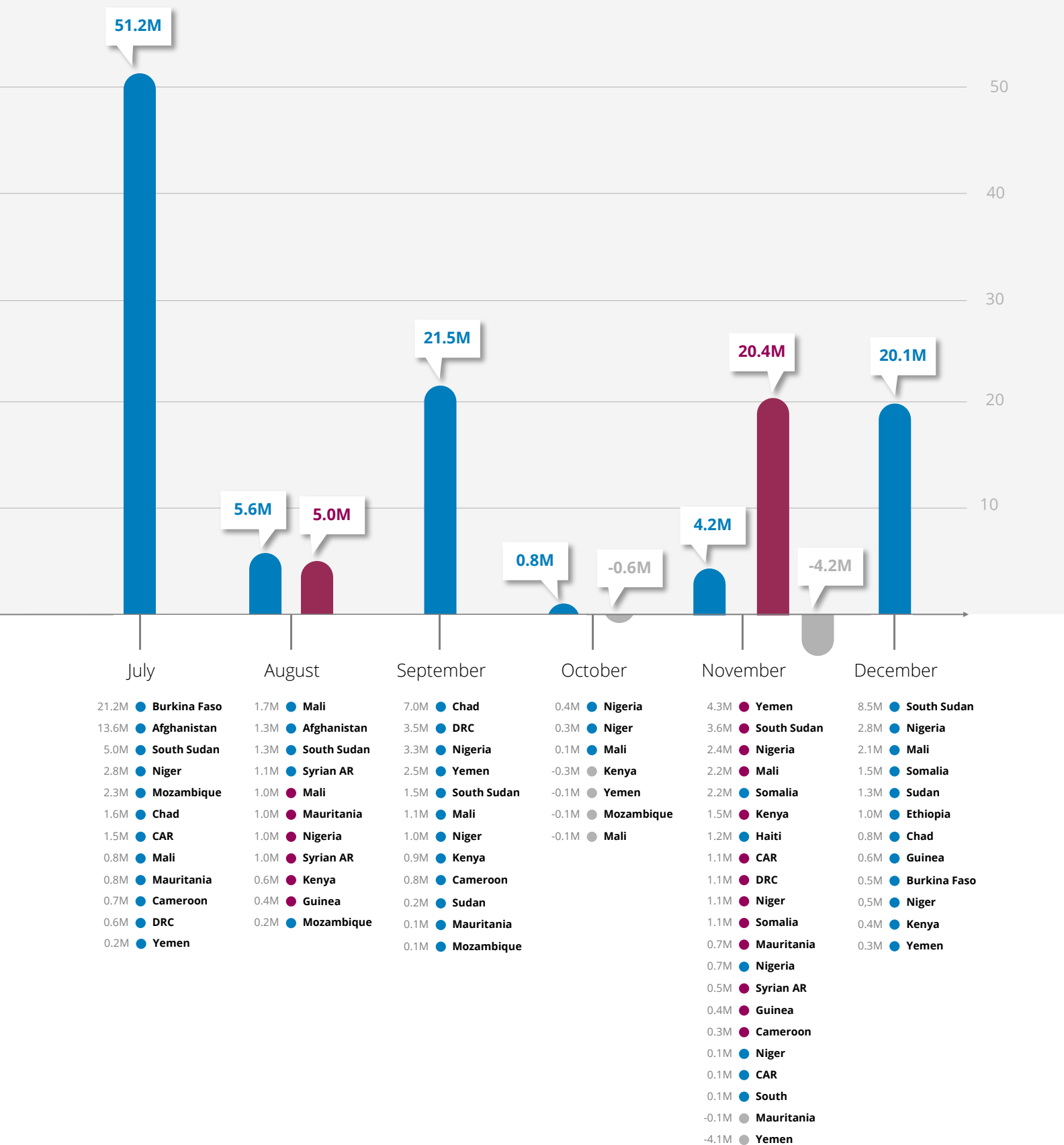


US\$36.8 M
14.8%



2024 UNHAS contributions timeline





WFP Aviation Service in focus





Environmental Sustainability

The WFP Aviation Service has expanded its environmental sustainability initiatives in 2024, pioneering eco-friendly aviation solutions in the humanitarian sector.

As anticipated, the Electric Ground Power Unit (EGPU) was installed at Kabul Airport in Afghanistan for UNHAS operations. Within two months of execution, the Power Unit has brought a substantial change. It reduced carbon dioxide emissions by 63 percent during its initial trial phase for the ground operations – saving 7,886 kilograms of CO₂ annually.

This savings could double with the expanded use of the Power Units by the entire fleet. Besides reducing CO₂ emissions, the operation was able to save 1,200 litres of diesel per month – again, this could increase when the Power Unit is expanded to the entire fleet. WFP Aviation Service continues to track the performance of the EGPU, gathering feedback from users for continuous improvement.

With this initial success, WFP Aviation Service is looking at expanding the initiative to additional operational bases including Nigeria, Kenya and South Sudan.

Following WFP Aviation Service's collaboration with ICAO within the Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme, WFP Aviation Service has made significant steps in incorporating sustainable aviation fuels in its operations. In collaboration with key partners, WFP Aviation Service is set to launch the first SAF-powered flight from Nairobi, Kenya in 2025, thus positioning WFP as a key advocate for SAF adoption in the global humanitarian aviation space.





In the spotlight:

What is SAF?

Sustainable Aviation Fuel, or SAF, is an alternative to conventional jet fuel. The use of SAF, along with other efficiencies in operations and aircraft design, is intended to reduce the aviation industry's growing share of greenhouse gas emissions and lower the overall climate impact of aviation.

What is SAF made of?

SAF is made of bio-based and circular resources, such as:



Oils and fats

(used cooking oil, animal tallow, vegetable oils)



Sugars

(sugarcane molasses, corn)



Lignocellulosic biomass

(energy grasses, forestry waste, municipal waste)

SAF is a safe alternative to jet fuel and is already approved for use in aircraft engines today. It is not intended to be used pure but blended up to 50 percent with traditional jet fuel.

Advantages of using SAF:

It is made by recycling products that would otherwise go to waste.

It has near-zero sulphur and aromatic components, which helps significantly decrease particulate emissions. This positively impacts local air quality.

It can lower fuel life cycle emissions by up to 80 percent.

A U.S. study found that a 50 percent SAF blend with traditional jet fuel could reduce harmful particulate emissions by up to 65 percent and oxides of sulphur by almost 40 percent.

The WFP Aviation Service is moving towards integrating sustainable aviation fuel into its operations through strategic partnerships. The implementation of sustainable aviation fuel within the WFP Aviation Service's operations is guided by collaboration and innovation:

Partnerships: WFP Aviation Service will forge partnerships with leading sustainable fuel suppliers and producers to secure a consistent and reliable supply of SAF. These partnerships will ensure a steady transition towards sustainable practices.

Operational Integration: SAF will be seamlessly integrated into existing operational processes. WFP Aviation Service will adjust its fuel procurement and distribution systems to accommodate the use of sustainable aviation fuel across its fleet.

Monitoring and Evaluation: Robust monitoring and evaluation mechanisms will be established to track the performance and impact of sustainable aviation fuel on WFP Aviation Service's operations. This data-driven approach will enable continuous improvement and optimization.

Looking ahead, WFP Aviation Service is committed to further enhancing its sustainable aviation fuel initiatives in alignment with its Environmental and Sustainability Program. Key future actions will include:

Scaling Up: WFP Aviation Service will expand the use of sustainable aviation fuel across additional flight operations and regions served by the Aviation Service.

Education and Outreach: WFP Aviation Service will engage stakeholders and raise awareness about the benefits and feasibility of sustainable aviation practices within the humanitarian aviation sector.

Strengthening national aviation systems and capacity

Renk, South Sudan



UNHAS is synonym for enabling humanitarian response in some of the most difficult places to reach worldwide. Where commercial aviation is not feasible, UNHAS is there to ensure humanitarian aid workers can reach vulnerable people in need. UNHAS, however, also works on the broader development context to strengthen aviation systems and capacities at regional and national levels. UNHAS operates sometimes in environments with limited aviation infrastructure and therefore can contribute to the improvement of aviation infrastructures. Rehabilitating airstrips is an example for such activities. Overall airstrip rehabilitation helps improve aviation infrastructure while ensuring that UNHAS can continue providing safe and efficient air transport for the humanitarian community to reach those most in need.



In 2024, UNHAS rehabilitated the Renk airstrip in South Sudan to help support the scaling-up of humanitarian activities in response to the spillover effect of the conflict in Sudan. Located in Upper Nile State of the country, Renk has been the primary transit point for people fleeing Sudan into South Sudan. Its poor airstrip, coupled with the continued influx of refugees and returnees and associated logistical needs of humanitarian partners responding to the crisis, called for urgent repairs and maintenance.

UNHAS rehabilitated the runway and parking of the Renk airstrip, allowing a safer landing area for a fixed wing aircraft up to 50-seater capacity. Prior to that, the airstrip was only able to receive the landing of an 18-seater aircraft. The rehabilitation also reduced operational costs, resulting in savings.

As a result of the rehabilitation, access to those in need, safety and efficiency of humanitarian operations in Renk were enhanced.



Revamp for dusty airstrip in DRC looks set to boost a region's economy

World Food Programme-backed upgrade invites commercial and humanitarian flights.



Perched on a grassy knoll, a scrum of schoolchildren spot the aircraft's lights, high up in the shimmering afternoon heat.

Seconds later, the Cessna 208 Caravan touches down on Tshikapa's newly rehabilitated airstrip, sending a cloud of red dust skyward as it taxis in.

At Tshikapa's tiny airport, Francois Kasungila, who runs it, predicts airlines that abandoned the region will soon be back, bringing passengers and business with them.

I want to thank WFP for this support. It has been so important for this airport. Before, the runway was in disastrous shape.



READ MORE

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Improving support to field operations with the WFP Aviation Strategy 2024-2028

In 2024, WFP Aviation Service set a new course for its humanitarian air operations through its new strategy covering the next five years. This strategic direction comes at a time when humanitarian needs are escalating due to conflicts, climate shocks and economic instability, requiring a more flexible and efficient aviation service to better serve the global humanitarian community in an effective and efficient manner without compromising commitment to safety.

The strategy, aligned with the WFP Strategic Plan (2022-2025) and the Supply Chain Strategic Roadmap (2022-2025), underscores WFP's commitment to supporting and empowering field operations who are on the frontline of the global response to major humanitarian crises around the world.

A key pillar therein is operational agility, which seeks to further enhance UNHAS's ability to respond swiftly to emergencies. This includes improving fleet readiness, emergency deployment mechanisms and digital booking systems to optimize flight operations and improve efficiencies. As part of the efficiency push and to enhance responsiveness, UNHAS has integrated all 21 field operations into a centralized digital booking system ([UN Booking Hub](#)), allowing humanitarian partners to manage flight requests efficiently from any device. This transformation reduces delays and ensures flights are allocated based on real-time needs, improving coordination across agencies operating in complex emergencies. The strategy also reinforces collaboration with governments, donors and private sector partners to strengthen aviation capacity in fragile contexts. WFP Aviation Service continues to support national civil aviation authorities to improve their aviation infrastructure including capacity building initiatives. Recognizing the environmental impact of aviation, WFP Aviation Service is looking to integrate sustainable aviation fuel into its operations and to expand the use of electric ground power units which will help reduce carbon emissions and improve savings on the cost of fuel.

WFP Aviation Service is also exploring emerging aviation technologies such as the use of UAS for the delivery of life-saving relief materials to remote areas, which could revolutionize humanitarian assistance delivery. Additionally, the organization will collaborate with industry leaders and academia to leverage artificial intelligence and automation in air transport planning and risk assessment, enhancing safety and efficiency.

This new direction gives confidence that field teams have the necessary tools and support needed to continue delivering safe, efficient and effective humanitarian air services as this enables them to respond swiftly and reliably during emergencies. WFP will continue to enhance agility, sustainability and collaboration to meet the evolving needs of the humanitarian community so they can reach those most in need.



Focus on the **Global Humanitarian Aviation Conference & Exhibition**

Doha, Qatar | 29-31 October 2024



The Global Humanitarian Aviation Conference and Exhibition (GHAC) took place from 29-31 October 2024 in Doha, Qatar. Traditionally, GHAC serves as a platform that annually brings together key stakeholders in humanitarian aviation, including aviation experts, humanitarian organizations, governments, manufacturers and operators. The conference aims to address critical challenges, share innovations and foster collaboration to deliver life-saving assistance through aviation.

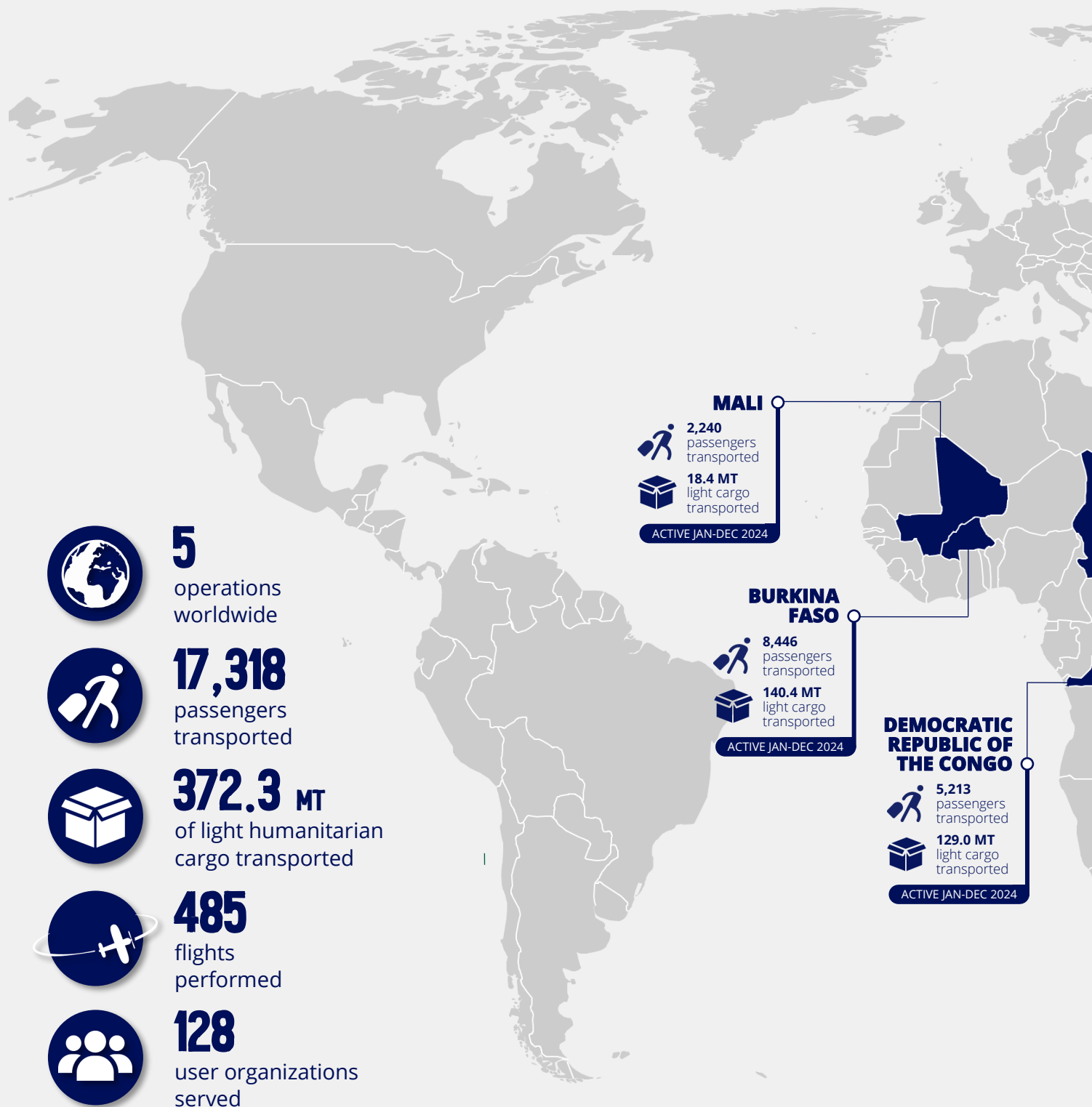
Aviation safety took centre stage at this year's edition. Over 260 attendees from 65 countries participated in a series of panel discussions focusing on key safety topics such as disaster and emergency preparedness, technological innovation in humanitarian aviation and enhancements to safety and reliability. Amid these critical conversations, delegates took a moment to celebrate the 20th anniversary of

UNHAS, raising a glass to acknowledge its impact in facilitating global humanitarian action.

In a world defined by interconnected challenges, platforms like GHAC play a crucial role in advancing safe, efficient and effective air operations, ensuring humanitarian response meets the needs of the most vulnerable communities worldwide.



WFP-managed European Union Humanitarian Aid Flight



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UNHAS
Humanitarian
Air Service



**EU Humanitarian
Aid Flight**

“

The European Union being one of the major supporters of UNHAS is committed to continue that valuable work.

**HEAR MORE
FROM MACIEJ
POPOWSKI**

Director General at the European Union Civil Protection and Humanitarian Aid

”

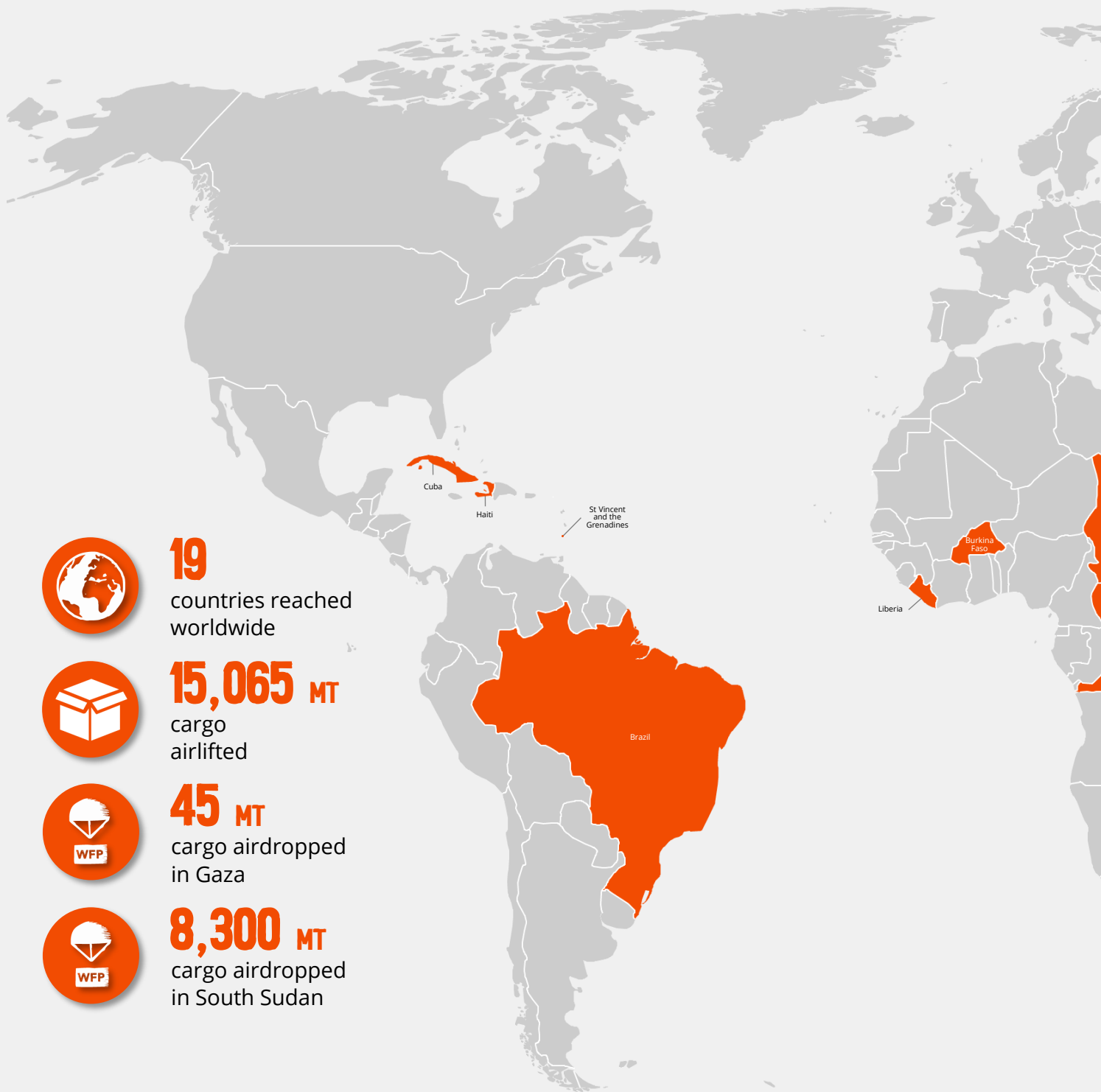
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WFP cargo operations in 2024



19
countries reached
worldwide



15,065 MT
cargo
airlifted

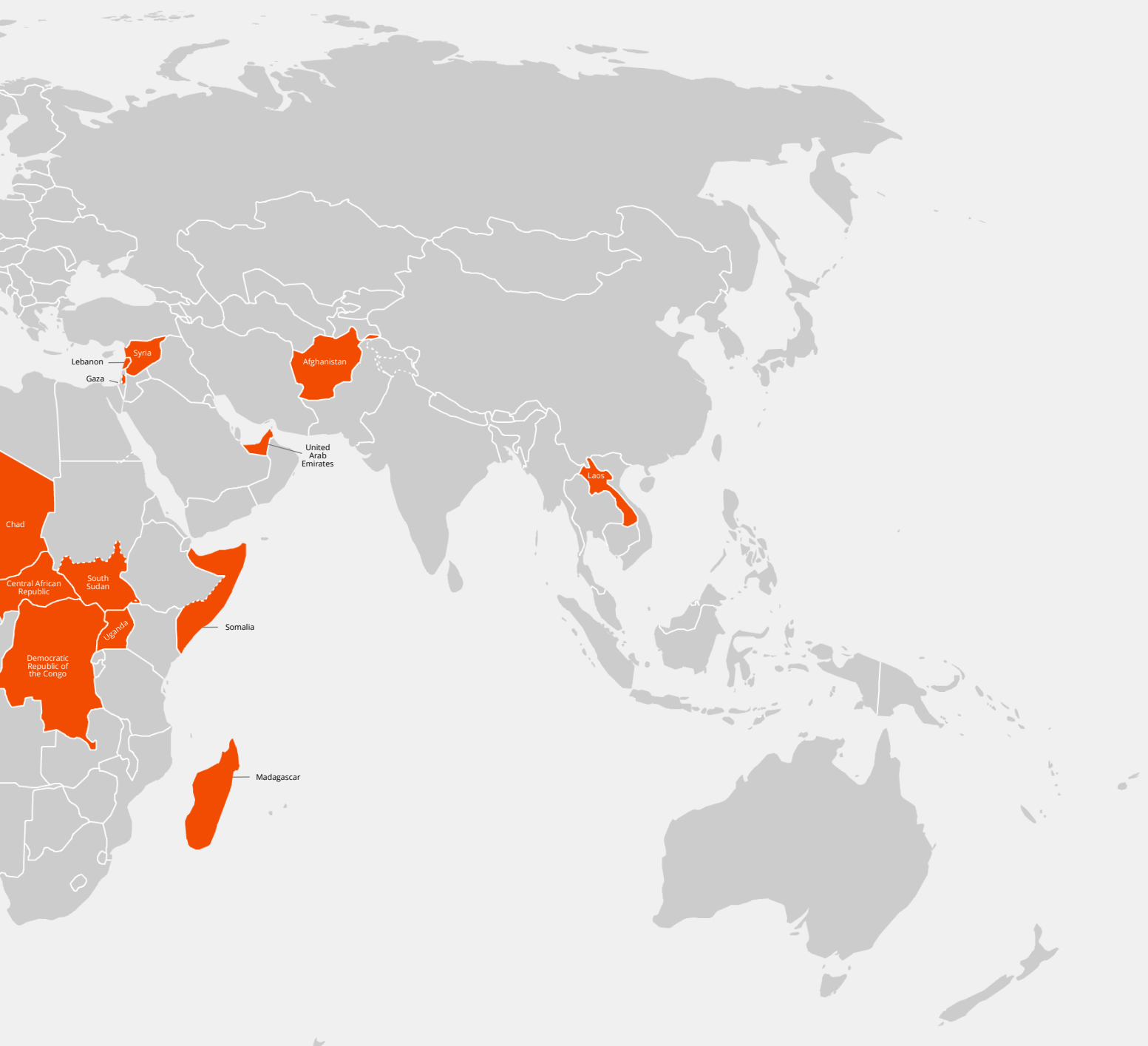


45 MT
cargo airdropped
in Gaza



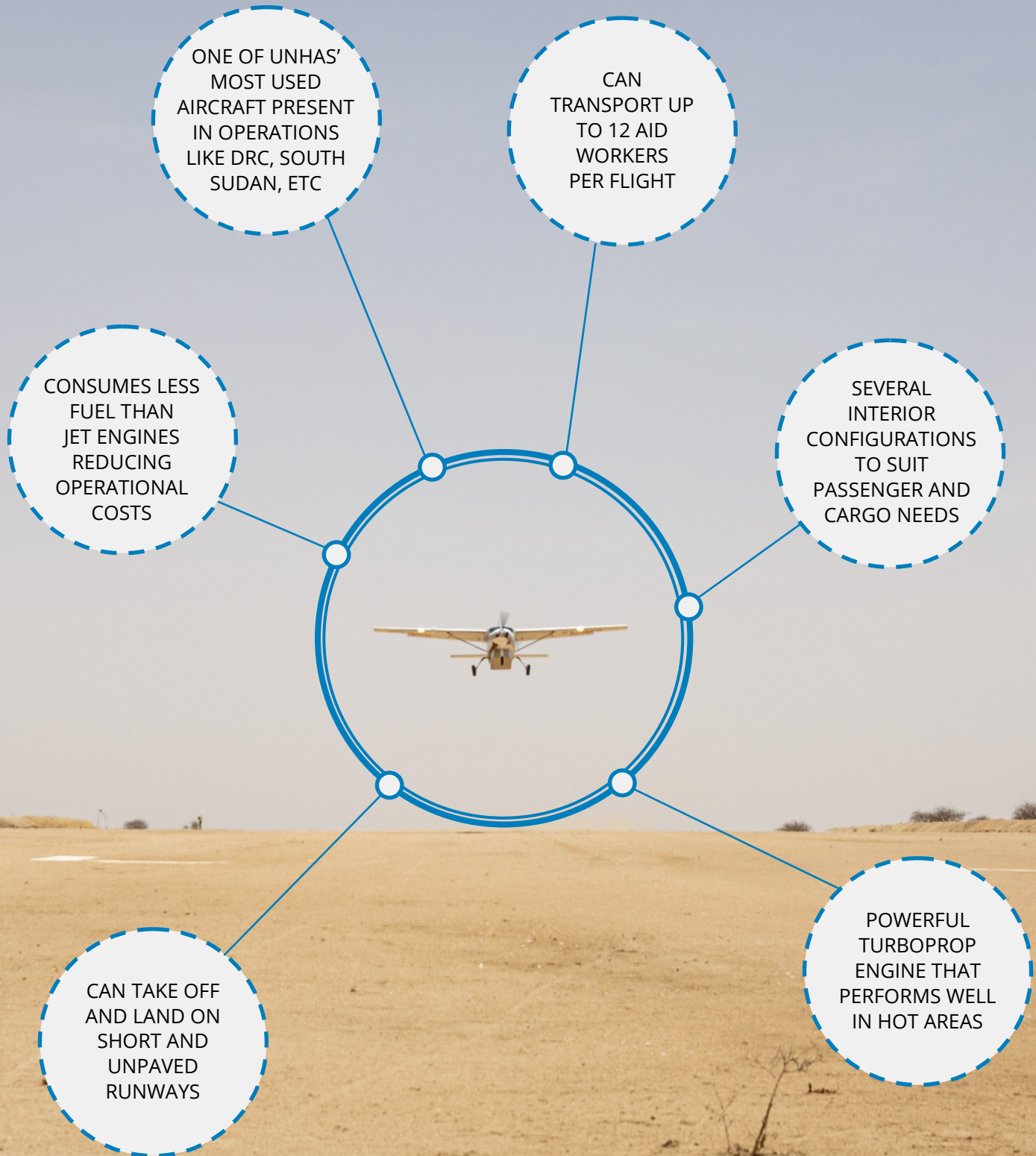
8,300 MT
cargo airdropped
in South Sudan

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UNHAS Fleet

Cessna 208 Caravan







UNHAS Fleet

Airbus Helicopters H215

“Super Puma”



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journey using
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Humanitarian
Air Service

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Mission to Transform Lives Through Aviation

UNHAS
at 20

Lemlem Getachew
Aviation Officer
WFP Mozambique

UN WFP
World Food Programme

Read the series:
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Wings of Relief

Why **UNHAS** is Essential for Humanitarian Work

Vitalis Okello
Aviation Associate
WFP Kenya

UN WFP
World Food Programme

Read the series:
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I Acronyms

ACT-SAF	ICAO Assistance, Capacity-building and Training for Sustainable Aviation Fuels
BHA (USAID)	United States Agency for International Development (USAID) Bureau for Humanitarian Assistance
CAA	Civil Aviation Authority
CAR	Central African Republic
CBPF	Country-Based Pooled Funds
CERF	Central Emergency Response Fund
CFM	Centralized Funding Mechanism
CO₂	Carbon dioxide
COVID-19	Coronavirus disease 2019
CSPs	Country Strategic Plans
DG ECHO	Directorate-General for European Civil Protection and Humanitarian Aid Operations
DRC	Democratic Republic of the Congo
ED	Executive Director
EEC	European Economic Community
E-GPUs	Electric-Ground Power Units
ETC	Emergency Telecommunications Cluster
EU	European Union
EU HAF	European Union Humanitarian Aid Flight
FCDO (UK)	Foreign, Commonwealth and Development Office (United Kingdom)
FO	Field Operation
GHAC	Global Humanitarian Aviation Conference
GHO	Global Humanitarian Overview
GPS	Global Positioning System
HAES	Humanitarian Aviation Environmental Summit
HP	Horsepower
HNRP	Humanitarian Needs Response Plan
HRP	Humanitarian Response Plan
IATA	International Air Transport Association
ICAO	International Civil Aviation Organization

IDP	Internally displaced person
IED	Improvised Explosive Device
INGO	International non-governmental organization
IOM	International Organization for Migration
Kg	Kilogram
MEDEVAC	Medical evacuation
MONUSCO	United Nations Organization Stabilization Mission in the Democratic Republic of the Congo
MT	Metric ton
NDOC	Kenyan National Disaster Operations Centre
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
RB	Regional Bureau
RTEs	Ready-to-eat meals
SAF	Sustainable Aviation Fuel
SCAA	Somalian Civil Aviation Authority
UAE	United Arab Emirates
UAS	Unmanned aircraft system
UN	United Nations
UNDSS	United Nations Department for Safety and Security
UNHAS	United Nations Humanitarian Air Service
UNHCR	Office of the United Nations High Commissioner for Refugees
UNMAS	United Nations Mine Action Service
UNICEF	United Nations Children's Fund
UNSOS	United Nations Support Office in Somalia
USA	United States of America
WRI	War Risk Insurance
WHO	World Health Organization
WFP	World Food Programme

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WFP staff board the UNHAS helicopter in Maiduguri, Borno State, Nigeria on 12 September 2024. The UN World Food Programme provides life-saving food assistance to the people, who have been affected by the floods.

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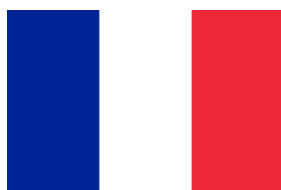
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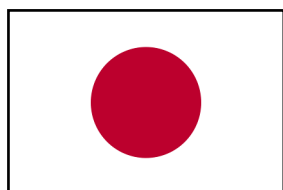
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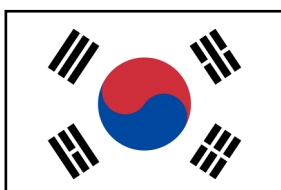
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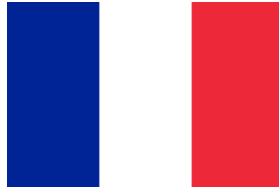
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