

Project Proposal

Organization	WFP (World Food Programme)				
Project Title	Provision of Humanitarian air passenger services; United Nations Humanitarian Air Service (UNHAS), SO 200639, UNHAS, Afghanistan				
CHF Code	AFG-14/SA2/CCS/UN/269				
Primary Cluster	COORDINATION AND COMMON SERVICES	Secondary Cluster	None		
CHF Allocation	2nd Round of Standard Allocation / Call for Proposals		Allocation Category Type		
Project Budget	3,000,000.00		Project Duration	2 months	
Planned Start Date	01/10/2014		Planned End Date	30/11/2014	
OPS Details	OPS Code		OPS Budget	0.00	
	OPS Project Ranking		OPS Gender Marker		
Project Summary	The project will sustain the UNHAS operation for 2 months and enable UNHAS to access areas where there are no other safe and secure means of transportation. Out of the 25 served destinations, the helicopter is serving 11 helicopter-only landing sites, and 2 more destinations are to be included after security and air operation assessments are concluded. The UNHAS air services enable the humanitarian community to access their project sites and beneficiaries in a scheduled manner. The activities are crucial to the organisations working in areas where air transport remains the only means of travel and will ensure: <ul style="list-style-type: none"> • rapid deployment of humanitarian aid workers to their areas of operation; • access for rapid assessment teams to move into locations throughout the country; • safety of staff deployed in the area of operation through the facilitation and provision of medical or security based evacuations; and • movement of life saving relief items and/or food aid. 				
Project Beneficiaries		Men	Women	Boys	Girls
	Beneficiary Summary	2500	2500	0	0
	Total beneficiaries include the following:				
Indirect Beneficiaries	Catchment Population				
Link with the Allocation Strategy	This funding request is designed to closely align with the identified priorities of the CHF Allocation Strategy under Allocation Envelope 1 by ensuring the continuation of UNHAS operations, enabling the humanitarian partners to monitor and implement critical projects in locations that would otherwise be inaccessible.				
Implementing Partners	Other funding Secured For the Same Project (to date)		Source	US\$	
			USAID	3,000,000.00	
			Germany	1,360,544.00	
			UK	1,064,963.00	
			Japan	800,000.00	
			Cost recovery	6,470,710.00	
				12,696,217.00	
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Organization secondary focal point contact details	Name	Title	Phone	Email	
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BACKGROUND INFORMATION**1. Humanitarian context.**

Humanitarian context: Give a specific description of the humanitarian situation in the target region based on newest data available (indicate source) (Maximum of 1500 characters)

Humanitarian conditions in Afghanistan have remained extremely poor due to protracted conflict and frequent natural disasters. An intensification of the conflict in 2013-14 caused further civilian casualties and displacement, delayed humanitarian action and disrupted essential services. Regular and sustained access to remote areas in Afghanistan is a key challenge for aid agencies delivering humanitarian assistance. In addition to the widespread insecurity, access is limited because of the inhospitable terrain and poor road infrastructure. For many humanitarian workers, air travel is the only option for movement within Afghanistan. There are currently only limited commercial air carriers operating in compliance with International Civil Aviation Organization (ICAO) standards and recommended practices within the country. These operators provide options to access the provincial capitals. However, there are no reliable commercial operators providing air services to deep field locations and especially to areas accessible only by helicopter. The United Nations World Food Programme Humanitarian Air Service (UNHAS) was formally established on 1 January 2002, and has been providing safe and reliable passenger and cargo air services to the entire humanitarian community. UNHAS air facilities are deployed in support of aid delivery and development programmes of the humanitarian community during and after emergencies. Humanitarian organisations, including UN agencies, NGOs, diplomatic missions and donor organisations providing humanitarian assistance to vulnerable populations, rely extensively on the operation. UNHAS also transports light relief items and cargo, such as medical supplies, high energy foods and ICT equipment. In 2013, UNHAS transported over 23,250 passengers and 87mt of cargo from 159 organisations involved in humanitarian assistance and development in Afghanistan. From January to June 2014, UNHAS has transported more than 10,300 passengers and nearly 40mt of non-food items (NFI). Of these, nearly 49 percent were from NGOs, and 35 percent from UN agencies. Furthermore, the services also include the provision of timely evacuations for the humanitarian community in Afghanistan. UNHAS assisted in 6 medical and 4 security evacuations in 2013 and in 9 medical and 2 security evacuations during the first half of 2014. The withdrawal of the International Security Assistance Force (ISAF) will likely have a negative impact on the humanitarian situation. At least initially, it is feared that this process will further complicate the humanitarian response in terms of access by aid workers and for populations to reach services, which may be exacerbated by the inability of the Afghan Government and military to take on additional security obligations.

2. Grant Request Justification.

The continuation of the helicopter operation is crucial in providing access to remote regions, which would otherwise be completely inaccessible for the humanitarian community. UNHAS is performing helicopter flights to scheduled deep field locations, such as Sheberghan, Saripul, Pul-e-Khumri, Nili, Panjab, Ghazni and Gardez. In response to user demands, additional helicopter destinations, such as Lal, Khost and Sharana, were added to the UNHAS schedule in 2014. In addition, helicopter flights were tasked to Baghlan province, in response to the recent floods. Since these destinations have limited or negligible infrastructure to support fixed wing operations, the helicopter is the only option to provide access. The helicopter provides much needed flexibility to sustain the air services. When destinations, generally served by fixed wing aircraft, are closed due to rehabilitation work, the helicopter is then the only option for access to these destinations. In order to make the services more cost efficient and not to inflate the demand for passenger services, the operation is partly supported through a cost recovery scheme, whereby organisations are contributing to the cost of the services. The Government of Pakistan announced a full-scale military operation in North Waziristan Agency on 15 June 2014. The Pakistan Army's offensive against the Tehreek-e-Taliban Pakistan (TTP) and other foreign militants, caused an influx of displaced people from FATA's North Waziristan Agency seeking refuge in Afghanistan. Around 16,000 families are estimated to have been displaced to Khost and Paktika provinces. The population is expected to stay in Khost and Paktika for at least 3-6 months. There is a need to continue the assessments and respond urgently to those identified in need. Transport to Sharana, the provincial capital of Paktika, remains highly insecure. The roads connecting Paktika with Ghazni, Paktiya and Khost are very insecure and therefore not an option. In the past, most of NGOs and UN agencies were monitoring their programmes by regularly visiting Sharanavia weekly United Nations Assistance Mission in Afghanistan (UNAMA) flights. Since 2013, there has been a significant decrease in the number of UNAMA flights, and overall reliability is extremely poor. There is now an urgency to resume flights to Sharana. Key humanitarian actors, such as International Medical Corps (IMC), Office of the United Nations High Commissioner for Refugees (UNHCR), United Nations Children's Fund (UNICEF), World Health Organisation (WHO), International Organisation for Migration (IOM), United Nations Office for the Coordination of Humanitarian Affairs (OCHA), Afghan Red Cross Society (ARCS) and International Committee of the Red Cross (ICRC), already have projects on the ground. It is expected that the number of organisations working in the area will increase given the overall need. Since air support is the only option, the unavailability of reliable air support is directly affecting the overall response and scale up of the operations. With the current funds available to UNHAS in Afghanistan, the operation cannot be sustained beyond the end of August 2014, and if no additional funding is received the passenger service will be suspended. Therefore immediate funds are needed to extend the operation and to sustain not only UNHAS but the humanitarian community's ability to reach and respond to the needs of the affected populations. Funding from CHF will enable UNHAS to continue providing safe and reliable air

services to the humanitarian community in Afghanistan, with an enhanced access to the remote locations. Without CHF funding, UNHAS may be forced to suspend operations, which would have a negative impact on the ability of up to 160 aid organisations to access project sites and implement, monitor and evaluate projects and provide assistance to the most vulnerable populations.

3. Description Of Beneficiaries
Humanitarian community who serve the vulnerable populations in Afghanistan, composed of up to 160 registered organisations. Potential users for UNHAS flights to Sharana and Paktika: 1 IOM (International Organisation for Migration), Humanitarian / Development, UN 2 UNOPS (United Nations Office for Project Services), Infrastructure, UN 3 WFP (World Food Programme), Food, UN 4 UNICEF (United Nations Children Education Fund), Health, UN 5 WHO (World Health Organisation), Health, UN 6 UNMACCA (United Nations Mine Action Coordination Center of Afghanistan), Demining, UN 7 UNHCR (United Nations High Commission for Refugees), Humanitarian, UN 8 OCHA (UN Office for Coordination of Humanitarian Affairs), Humanitarian, UN 9 ICRC (International Committee for Red Cross)/ARCS (Afghan Red Crescent Society), Humanitarian Organisation 10 AWEC (Afghanistan Women Education Center), Education, National NGO 11 APA (Afghanistan Planning Agency), Humanitarian, National NGO 12 IMC (International Medical Corp), Humanitarian / Development, International NGO Organisations already requested and interested in the route Kabul-Faizabad-Kabul: 1 IOM (International Organisation for Migration), Humanitarian, UN 2 UNOPS (United Nations Office for Project Services), Infrastructure, UN 3 WFP (World Food Programme), Food, UN 4 UNICEF (United Nations Children Education Fund), Health, UN 5 WHO (World Health Organisation), Health, UN 6 UNMACCA (United Nations Mine Action Coordination Center of Afghanistan), Demining, UN 7 UNHCR (United Nations High Commission for Refugees), Humanitarian, UN 8 OCHA (UN office for Coordination of Humanitarian Affairs), Humanitarian, UN 9 IRC, Humanitarian, INGO 10 CARE, Humanitarian, INGO 11 APA (Afghanistan planning agency), Humanitarian, National NGO

4. Needs assessment. Describe the capacities in place, then identify the gaps (previous and new). Explain the specific needs of your target group(s) in detail. State how the needs assessment was conducted (who consulted whom, how and when?). List any baseline data
The needs for UNHAS service are assessed through customer surveys, User Group meetings and feedback from the Board of Directors forum. In addition, two surveys are conducted annually by UNHAS. The humanitarian organisations using UNHAS services have expressed strong support for the continuation of the service in 2014. In mid-2012, UNHAS and OCHA undertook a needs survey of 58 user groups at the request of the UNHAS Board of Directors. The objective was to determine future air support needs of the humanitarian community, which ultimately would determine types of aircraft required and destinations to be serviced. The outcome of the survey strongly indicated that for 2013, the humanitarian community required air capacity to transport an average of 2,500 passengers as well as light humanitarian cargo to at least 25 different locations countrywide. All the 58 respondents were clear that UNHAS is a trustworthy, safe air service with appropriate ticketing, facilities and customer services, and useful light cargo and mail services. Khost and Paktika provinces are located in the South East region and are considered strategically important because of their long border with FATA area of Pakistan. The road connecting Khost with Paktya province is very insecure and under construction. Key actors, such as UN agencies, are mostly based in Gardez (Paktya) and are covering Khost remotely. In the past, UN agencies were monitoring their programmes by regularly visiting the provincial capital of Khost via regular UNAMA flights. In the beginning of 2013, due to budget cuts within UNAMA, flights were cut down with almost no flights to Khost. UNAMA closed the Khost provincial office in September 2013. Key humanitarian actors, such as UNHCR, UNICEF, WHO, IOM and OCHA, have high concerns over accessing Khost, since air support remains the only way to reach the area, and with unavailability of air support their humanitarian programmes activities/monitoring will be negatively affected. Humanitarian actors in their various interactions with senior UNAMA staff had advocated for re-scheduling of flights to Khost. With the closure of the UNAMA Khost provincial office and growing budget cuts due to financial constraints, it seems very unlikely that UNAMA will regularly schedule air support to Khost province. Actors in the South East region affirm that regular UNHAS flights will enable the implementation and monitoring of their ongoing humanitarian programmes in the strategically important Khost province. Additionally, UNHAS uses the helicopter to keep destinations connected if runways are closed for fixed wing aircrafts. In 2014, Faizabad was reachable only by helicopter for a period of two months due to runway repairs. After the runway repairs, UNHAS flies to Faizabad in a more cost effective way using its fixed wing aircraft.

5. Activities. List and describe the activities that your organization is currently implementing to address these needs
Based on the outcomes of the project review and the user needs survey exercise, UNHAS has reconfigured its fleet and expanded its operations to deep field locations, in order to respond to humanitarian needs. Funding from CHF will provide funds for the operation for 2 months, which will enable the UNHAS fleet to serve an average of 2,500 passengers per month from up to 160 aid organisations. The flights are performed as per the UNHAS weekly schedule. Furthermore, the helicopter is a critical air asset in conducting airfield assessments and provides a strong tool to conduct the essential lifesaving medical and security evacuations in the remote regions. The user community can request UNHAS to assess new destinations or reassess the current ones. As an example, in Ghazni UNHAS has been using Forward Operating Base (FOB) Vulkan. However, after FOB Vulkan was closed by the authorities and UNHAS was instructed to use FOB Ghazni instead, UNHAS tasked an assessment mission within two days of the closure, taking in consideration the importance of the flights to this region, to assess in terms of operation, Aviation Security (AVSEC), Safety, Security and Humanitarian access. A mission composed of UNDS, UNAMA, UNHAS Safety, UNHAS AVSEC and OCHA was conducted and the flights to Ghazni were resumed. UNHAS deploys a two tier partial cost recovery mechanism from NGOs, UN, and others, as directed by its Board of Directors, which accounts for approximately 25 percent of its total budget. In 2013, US\$4.2 million was raised, with approximately the same amount expected in 2014. Under the leadership of the Humanitarian Coordinator on behalf of the humanitarian community, continued funding is expected to be sustained through the efforts of the UNHAS Board of Directors. The strategy involves bringing on board major stakeholders to help fundraise for their own prospective donor bases. In order to enhance safety of air operations, as well as to participate in aviation capacity building initiatives, WFP Aviation conducts aviation training for WFP and non-WFP (partners and government) staff involved in the air operations in the country. The Basic Aviation Security training has been completed and the Supervisors' Aviation Security training took place in August 2014.

LOGICAL FRAMEWORK

Overall project objective
By providing safe and reliable air transport services to the humanitarian community, UNHAS supports the critical life-saving activities implemented by the United Nations, local and international NGOs, and other humanitarian agencies in Afghanistan. The primary objective is to enable efficient humanitarian planning, delivery and monitoring to save lives in emergencies.

Logical Framework details for COORDINATION AND COMMON SERVICES

Cluster objectives	Strategic objectives(SRP)	Percentage of activities
Objective 1. Provide efficient air services to 160 UN agencies, NGOs, diplomats and donor representatives in Afghanistan.	Providing emergency health care and prioritizing access to critical services	100

Outcome 1	More predictable and sustainable access to humanitarian project sites	
Code	Description	Assumptions & Risks
Output 1.1	Provision of efficient air services to up to 160 UN agencies, NGOs, diplomats and donor representatives	Operations are adequately funded through direct contributions. Favourable security situation on ground. Availability of aviation fuel in selected destinations.

Indicators

Code	Cluster	Indicator	Mid Cycle Beneficiaries				Mid-Cycle Target	End Cycle Beneficiaries				End-Cycle Target
			Men	Women	Boys	Girls		Men	Women	Boys	Girls	
Indicator 1.1.1	COORDINATION AND COMMON SERVICES	Number of passengers transported against the planned quantities.					2500					5000
Means of Verification:		UNHAS uses EFMA, the Electronic Flight Management Application for the booking of passengers and cargo. The number of passengers flown are matched with the manifests for ensuring the correction of the numbers.										
Indicator 1.1.2	COORDINATION AND COMMON SERVICES	Number of light cargo transported against planned quantities.					10					20
Means of Verification:		UNHAS uses Electronic Flight Management Application for the booking of passengers and cargo. The amount of cargo transported is matched with the manifests for ensuring the correction of the numbers.										
Indicator 1.1.3	COORDINATION AND COMMON SERVICES	Utilization of the aircraft contracted hour.					100					100
Means of Verification:		The aircrafts have fixed hours to be flown on monthly basis. At the end of each month Aircraft Utilization Report is generated from EFMA which shows the utilization of aircraft and the same report is signed by the operator and UNHAS chief.										
Indicator 1.1.4	COORDINATION AND COMMON SERVICES	Response to medical and security evacuations.					100					100
Means of Verification:		The requesting agency submits the medical and evacuation forms signed by the head of client's agency. The same forms are put in the file for audit and reference purposes.										

Gender Marker of the Project	Not applicable - Only used for very small number of projects, such as "support services"
Environment Marker of the Project	N/A: Not applicable, only used for a small number of services
Safety and Security	UNHAS ensures that all the required security clearances are duly obtained from the respective bodies, prior to launching each flight. While the flight is being performed, the aircraft is further monitored via a satellite tracking system. In order to mitigate the security related risks, especially in the deep field destinations, UNHAS is undertaking an Aviation Security training to further enhance and strengthen the security as a whole.
Access	The reconfigured fleet has enabled UNHAS to more than double its number of destinations, from 11 to 25, facilitating the implementation of several new humanitarian projects. UNHAS is ready to conduct additional assessments and initiate flights to new locations, subject to the users demands.

BUDGET**1 Staff and Other Personnel Costs** (please itemize costs of staff, consultants and other personnel to be recruited directly by the implementing partner for project implementation)

Code	Budget Line Description	D / S	Quantity	Unit Cost	Duration Recurrence	Total Cost	
1.1	International staff - Aviation Officer (P4)	D	1	814.03	53	100%	43,143.59
	The unit costs include salary, hazard pay, R&R for International staff, overtime, medical insurance, pension fund. 53 days						
1.2	International staff - Aviation Officer (P3)	D	1	704.53	53	100%	37,340.09
1.3	International staff - Logistics Assistant (G4)	D	1	246.5	53	100%	13,064.50
1.4	International staff - Aviation Officer (consultant)	D	1	415.64	53	100%	22,028.92
1.5	National officer	D	3	225.87	53	100%	35,913.33
1.6	National Logistics Assistant (G6-5)	D	2	134.05	53	100%	14,209.30
1.7	Logistics Assistant (SB3)	D	20	81.75	53	100%	86,655.00
1.8	Site Maintenance Assistant	D	2	59.15	53	100%	6,269.90
1.9	Helper	S	23	45.79	53	100%	55,818.01
1.10	Driver	S	14	45.79	53	100%	33,976.18
1.11	Finance Assistant	S	3	59.15	53	100%	9,404.85
1.12	Senior Finance Assistant	S	1	89.53	53	100%	4,745.09
1.13	Admin Assistant	S	2	59.15	53	100%	6,269.90
	Section Total						368,838.66

2 Supplies, Commodities, Materials (please itemize direct and indirect costs of consumables to be purchased under the project, including associated transportation, freight, storage and distribution costs)

Code	Budget Line Description	D / S	Quantity	Unit Cost	Duration Recurrence	Total Cost
	Section Total					0.00

3 Equipment (please itemize costs of non-consumables to be purchased under the project)

Code	Budget Line Description	D / S	Quantity	Unit Cost	Duration Recurrence	Total Cost
	Section Total					0.00

4 Contractual Services (please list works and services to be contracted under the project)

Code	Budget Line Description	D / S	Quantity	Unit Cost	Duration Recurrence	Total Cost	
4.1	Contract for aircrafts (Dash 8, BE1900D, MI8)	D	1	28865.18	53	100%	1,529,854.52
4.2	War Risk Insurance	D	1	597.2333	53	100%	31,653.36
4.3	Painting	D	1	41.66667	53	100%	2,208.33
4.4	Aircraft positioning & depositioning	D	1	555.5556	53	100%	29,444.45
4.5	Handling / navigation	D	1	333.3333	53	100%	17,666.67
4.6	Operational support (Management Cost Recovery) 4.5 %	D	1	1285.5	53	100%	68,131.50
4.7	Crew Accommodation Meal and Transport	D	1	4020	53	100%	213,060.00
4.8	Fuel	D	1	7867.962	53	100%	417,001.98
4.9	Fuel equipment, construction of airport facilities	D	1	371.111	53	100%	19,668.88
4.10	Local security costs in Kabul, Faizabad, Herat, Jalalabad, Kandahar, Mazar	S	1	371.7165	53	100%	19,700.97
	IDG contracted company services and Afghan National Police food allowance						
	Section Total						2,348,390.64

5 Travel (please itemize travel costs of staff, consultants and other personnel for project implementation)

Code	Budget Line Description	D / S	Quantity	Unit Cost	Duration Recurrence	Total Cost	
5.1	Duty travels	D	1	69.4444	53	100%	3,680.55

5.2	Vehicle running costs (fuel) and maintenance	D	1	181.9444	53	100%	9,643.05
5.3	Vehicle leasing 4 vehicles	D	1	73.2	53	100%	3,879.60
5.4	AV vehicles insurance 3 vehicles	D	1	64.83311	53	100%	3,436.15
Section Total							20,639.36

6 Transfers and Grants to Counterparts (please list transfers and sub-grants to project implementing partners)

Code	Budget Line Description	D / S	Quantity	Unit Cost	Duration Recurrence	Total Cost	
Section Total							0.00

7 General Operating and Other Direct Costs (please include general operating expenses and other direct costs for project implementation)

Code	Budget Line Description	D / S	Quantity	Unit Cost	Duration Recurrence	Total Cost	
7.1	Facility rent Including facilities in Kabul, Islamabad, Maimana, Faizabad, Kunduz, Kandahar, Mazar, Dubai	D	1	496.1666	53	100%	26,296.83
7.2	Utilities Including electricity, water, catering, office supplies and other consumables	S	1	216.1111	53	100%	11,453.89
7.3	Communications and IT services Including GPRS/BB/3G, ICT repair and maintenance, ICT spare parts, ICT consumables and office supplies, software licences, mobile phones	S	1	363.1178	53	100%	19,245.24
7.4	Capital equipment costs Including laptops (24), photocopier, furniture, office equipment	S	1	167.4277	53	100%	8,873.67
Section Total							65,869.63

Sub Total Direct Cost 2,803,738.32

Indirect Programme Support Cost PSC rate (insert percentage, not to exceed 7 per cent) 7%

Audit Cost (For NGO, in percent)
PSC Amount 196,261.68

Quarterly Budget Details for PSC Amount	2014	Total
Q4		
	0.00	0.00

Total CHF Cost 3,000,000.00

LOCATIONS

Location	Activity	Beneficiary Men	Women	Boy	Girl	Total	Percentage
Kabul -> Kabul	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	9
Bamyan -> Bamyan	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	8
Bamyan -> Panjab	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	3
Ghazni -> Ghazni	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Paktya -> Gardez	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Badakhshan -> Fayzabad	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Kunduz -> Kunduz	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Balkh -> Mazar-e-Sharif	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Sar-e-Pul -> Sar-e-Pul	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	3
Ghor -> Chaghcharan	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Ghor -> Lal Wa Sarjangal	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	3

Daykundi -> Nili	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Uruzgan -> Tirinkot	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Paktika -> Sharan	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Khost -> Khost(Matun)	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Jawzjan -> Shiberghan	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	3
Faryab -> Maymana	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Badghis -> Qala-e-Naw	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Hirat -> Herat	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Hilmand -> Lashkargah	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Kandahar -> Kandahar	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	4
Nangarhar -> Jalalabad	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	8
Baghlan -> Pul-e- khumri	Activity 1.1.1 : Carry out scheduled weekly flights to transport passengers and humanitarian cargo Activity 1.1.2 : Carry out chartered flights as requested by the humanitarian community Activity 1.1.3 : Carry out medical and security evacuations, when requested/as required					0	3

Project Locations (first admin location where CHF activities will be implemented. If the project is covering more than one State please indicate percentage per State)

DOCUMENTS

Document Description

1. flight map.jpg
2. UNHAS Weekly Flight Schedule Effective 1 Aug 2014.pdf
3. Mar2014 - Chapter 6-Eligibility .pdf