

| | | | | | |
|--|--|---------------------------------|-----------------------------|--------------|--------------|
| Requesting Organization : | World Food Programme | | | | |
| Allocation Type : | 2015 1st Reserve Allocation | | | | |
| Primary Cluster | Sub Cluster | Percentage | | | |
| COORDINATION AND COMMON SERVICES | | 100 | | | |
| | | 100 | | | |
| Project Title : | Humanitarian Aviation | | | | |
| Allocation Type Category : | | | | | |
| OPS Details | | | | | |
| Project Code : | | Fund Project Code : | AFG-15/3481/AFG/CCS/UN/454 | | |
| Cluster : | | Project Budget in US\$: | 1,746,042.20 | | |
| Planned project duration : | 2 months | Priority: | | | |
| Planned Start Date : | 10/11/2015 | Planned End Date : | 31/12/2015 | | |
| Actual Start Date: | 10/11/2015 | Actual End Date: | 31/12/2015 | | |
| Project Summary : | <p>The contribution will sustain the UNHAS operation for approximately two months and enable UNHAS to provide access to remote areas where there are no other safe and secure means of transportation. Out of the 25 served destinations by UNHAS flights, the helicopter continues to serve 11 helicopter-only landing sites including 2 ad-hoc destinations, while the fixed-wing aircraft serve 14 locations. UNHAS will continue utilizing the air assets to facilitate access to remote areas and at the same time, provide essential services to undertake security and medical evacuations/relocations. These activities are crucial to organisations and agencies working in areas where air transport remains the only means of travel and will ensure:</p> <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; • the rapid facilitation and provision of medical and/or security based evacuations/relocations to ensure the safety of staff deployed in the area of operation; and • movement of life saving relief items and/or food aid | | | | |
| Direct beneficiaries : | | | | | |
| Men | Women | Boys | Girls | Total | |
| 1,000 | 1,000 | 0 | 0 | 2,000 | |
| Other Beneficiaries : | | | | | |
| Beneficiary name | Men | Women | Boys | Girls | Total |
| Indirect Beneficiaries : | | | | | |
| Catchment Population: | | | | | |
| Link with allocation strategy : | | | | | |
| This funding request is designed to closely align with the identified priorities of the CHF Allocation Strategy by ensuring the continuation of UNHAS operations, enabling humanitarian partners to monitor and implement critical projects in locations that would otherwise be inaccessible. | | | | | |
| Sub-Grants to Implementing Partners : | | | | | |
| Partner Name | Partner Type | | Budget in US\$ | | |
| | | | | | |
| Other funding secured for the same project (to date) : | | | | | |
| Other Funding Source | | | Other Funding Amount | | |
| USAID | | | 3,000,000 | | |
| CHF | | | 1,000,000 | | |

| | |
|-----------------|-------------------|
| Germany | 1,090,000 |
| Japan | 1,000,000 |
| Cost recovery | 2,400,000 |
| Carried forward | 2,000,000 |
| | 10,490,000 |

Organization focal point :

| Name | Title | Email | Phone |
|---------------|-----------------------------|-----------------------|---------------|
| Carlos Botta | Chief Air Transport Officer | carlos.botta@wfp.org | +93 797662014 |
| Karishma Kaur | Air Transport Officer | karishma.kaur@wfp.org | +93 706005208 |

BACKGROUND

1. Humanitarian context analysis

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 in Afghanistan, 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. From January to September 2015, UNHAS transported 18,630 passengers and nearly 59.58 mt of non-food items (NFI). Of these, nearly 54 percent were from NGOs, and 32 percent from UN agencies, 10 percent from the Donors and Diplomat community and 4 percent for "Others" (Media, contractors). Furthermore, the services also include the provision of timely evacuations for the humanitarian community in Afghanistan. UNHAS assisted in 14 medical and 270 security evacuations/relocations from January to 13 October 2015. UNHAS remains the only service provider for evacuations for the NGO community. During the month of September 2015, UNHAS successfully undertook evacuation flights from Jawan district, 50 km north of Faizabad for 72 NGO staff members and their dependents. This was first time UNHAS flew to Jawan, requiring operational and security clearances from other UN bodies. Towards the end of September 2015, UNHAS engaged in a mass relocation from Kunduz to Kabul for the entire humanitarian community, including both UN and NGO communities. During the first four days, UNHAS relocated 127 staff and dependents out of Kunduz in a race against time, as the situation was quickly deteriorating and attacks were reaching nearer to the airport. In addition to this, at the beginning of October, another relocation from Maimana was performed, as there were fears that conflict could spread to the area. UNHAS successfully relocated 52 staff and dependents to Mazar. During the last two months, UNHAS successfully performed 256 security evacuations/relocations, and it is foreseen that with the changing, volatile security environment, this number may increase for the remainder of the year. 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. Needs assessment

The needs for UNHAS service are assessed through User Group meetings and feedback from the Board of Directors forum. In addition, customer surveys are conducted annually by UNHAS. The objective is to determine future air support needs of the humanitarian community, which ultimately would determine types of aircraft required and destinations to be serviced. Through the survey, the humanitarian organisations using UNHAS service have expressed strong support for the continuation of the service. 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.

3. Description Of Beneficiaries

Humanitarian community who serve the vulnerable populations in Afghanistan, composed of up to 160 registered organisations. UNHAS transported 23,528 passengers during 2014 and 18,630 passengers from Jan to Sep 2015, which is giving as an average 2,000 passengers per month. Additionally, during the recent evacuation and relocation flights, UNHAS also moved not only staff members of the humanitarian community, but their dependents as well.

4. Grant Request Justification

Without air access, it can be impossible for humanitarian workers to reach vulnerable people in need or deliver medicines and urgent supplies in time. UNHAS provides common air services to the entire humanitarian community in Afghanistan. In 2015, UNHAS operates a fleet of three aircraft: two 19-seat capacity BE1900D aircraft serving 14 locations, and a rotary aircraft MI8MTV (19-seat) serving 11 locations, which are not accessible by the fixed wing aircraft. The UNHAS operation serves 25 locations and supports up to 160 humanitarian organizations in their assistance delivery. This year, UNHAS has seen an increase in the number of passengers transported, increasing from 16,046 in 2014 to 18,630 in 2015. At the request of the humanitarian community, UNHAS has also successfully completed 270 security evacuations and 14 medical evacuations. Furthermore, for the remainder of 2015, UNHAS urgently requires funds to maintain its air operations. If fresh contributions are not immediately received, services will need to be suspended. With the suspension of PACTEC services, UNHAS has seen an increase in demand for flights and has experienced a rise in the number of passengers utilizing UNHAS' services. An increase in demand for services has had an impact on the budget, as more hours are being flown than previously planned. This increase is expected to continue through the end of 2015, however this situation will be closely monitored to keep the flown hours within the contracted minimum guaranteed hours in order to contain the extra cost that this would entail. One of the main objectives of UNHAS is to respond in a safe, fast and flexible manner to the changing needs of the humanitarian community, including carrying out timely medical and security evacuation when requested/as required. During last two months, due to the volatile security situation, UNHAS evacuated 270 UN and NGO staff members and their dependents from conflict affected areas in the northern part of the country. The UNHAS helicopter was the only option for relocating people from Yawan district, Badakshan province and the fixed wing fleet was used to relocate staff from Kunduz after fighting began at the end of September 2015, and from Maimana in early October 2015. 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. 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 negatively 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.

5. Complementarity

Based on the funding probabilities and the demand projections, UNHAS reviewed its fleet composition and amended it accordingly to better respond to users' needs. UNHAS operates a fleet of three aircrafts: Two Beechcraft 1900D medium sized aircraft (19-seat capacity) serving 14 major hub locations, and a rotary aircraft MI8MTV (19-seat) based in Kabul. The fleet serves a total of 25 locations. Through the UNHAS air operation, WFP supports up to 160 humanitarian organisations to deliver assistance.

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, and to maintain its fleet on stand-by to be ready to respond to any emergency situation. This ensures timely evacuations and relocations of the humanitarian community at any given time.

COORDINATION AND COMMON SERVICES

| Cluster objectives | Strategic Response Plan (SRP) objectives | Percentage of activities |
|---|---|---------------------------------|
| Objective 1. Provide efficient air services to 160 UN agencies, NGOs, diplomats and donor representatives in Afghanistan. | 3. Timely response to affected populations | 100 |

Contribution to Cluster/Sector Objectives : UNHAS aviation and evacuation services assist the entire humanitarian community in Afghanistan towards reaching general cluster objectives.

Outcome 1

More predictable and sustainable access to humanitarian project sites

Output 1.1

Description

Provision of efficient air services to up to 160 UN agencies, NGOs, diplomats and donor representatives

Assumptions & Risks

Operations are adequately funded through direct contributions.
Favourable security situation on ground.
Availability of aviation fuel in selected destinations.

Activities

Activity 1.1.1

Standard Activity : Not Selected

Carry out scheduled weekly flights to transport passengers and humanitarian cargo

Activity 1.1.2

Standard Activity : Not Selected

Carry out chartered flights as requested by the humanitarian community

Activity 1.1.3

Standard Activity : Not Selected

Carry out medical and security evacuations, when requested/as required

Indicators

| Indicators | | | | | | | | | | | | | | | |
|---|----------------------------------|--|-------------------------|-------|------|-------|-----------|---|---|---|---|---|----|----|----|
| Code | Cluster | Indicator | End cycle beneficiaries | | | | End cycle | | | | | | | | |
| | | | Men | Women | Boys | Girls | Target | | | | | | | | |
| Indicator 1.1.1 | COORDINATION AND COMMON SERVICES | Number of passengers transported against the planned quantities. | | | | | 2,000 | | | | | | | | |
| 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, and the amount is the monthly average calculated in passenger figures from Jan 2014 to Sep 2015. | | | | | | | | | | | | | | | |
| Indicator 1.1.2 | COORDINATION AND COMMON SERVICES | Number of light cargo transported against planned quantities. (in metric tonnes) | | | | | 6 | | | | | | | | |
| 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, and the amount is the monthly average calculated in metric tons figures from Jan 2014 to Sep 2015. | | | | | | | | | | | | | | | |
| Indicator 1.1.3 | COORDINATION AND COMMON SERVICES | Utilization of the aircraft contracted hour. (in percentage) | | | | | 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. (in percentage) | | | | | 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. | | | | | | | | | | | | | | | |
| Indicator 1.1.5 | COORDINATION AND COMMON SERVICES | Number of locations served | | | | | 25 | | | | | | | | |
| Means of Verification : UNHAS has a weekly schedule of flights and the locations are served according to the schedule, which can be cross-checked with the EFMA system. UNHAS has increased the number of destinations over the last years as per requests from the Humanitarian Community and demands, currently UNHAS is flying to 25 destinations and will be maintained. | | | | | | | | | | | | | | | |
| Indicator 1.1.6 | COORDINATION AND COMMON SERVICES | Number of UN agencies and humanitarian organizations utilizing services. | | | | | 90 | | | | | | | | |
| Means of Verification : UNHAS uses EFMA, the Electronic Flight Management Application for the booking of passengers, and the amount is the monthly average calculated for the UNHAS registered organizations serviced per month from Jan 2014 to Sep 2015. | | | | | | | | | | | | | | | |
| Additional Targets : | | | | | | | | | | | | | | | |
| M & R | | | | | | | | | | | | | | | |
| Monitoring & Reporting plan | | | | | | | | | | | | | | | |
| WFP's M&E unit does not evaluate the UNHAS operation, however WFP conducts internal audits on the operations conducted by UNHAS. WFP Headquarters conducts internal audits on UNHAS' technical operations, safety and quality assurance. This includes an aviation field office safety inspection and an inspection conducted by the Quality Assurance Unit from HQ. In accordance with WFP's Air Transport Directive of January 2004, and in compliance with the International Civil Aviation Organization recommendations, WFP has set up a Board of Directors (BoD) composed of United Nations agencies, NGOs and donor representatives in Kabul. The role of the BoD is to define the requirements and priorities in terms of air transport needs, as well as to monitor and evaluate the quality of services rendered and provide feedback and guidance to the WFP Chief Air Transport Officer. The BoD meetings are chaired by the UN Resident and Humanitarian Coordinator and conducted every three months or as the situation on the ground demands. In 2013, a User Group was established, which has successfully provided an operational forum in which users can openly discuss the UNHAS operation, including how the operation will progress and the way forward. | | | | | | | | | | | | | | | |
| Workplan | | | | | | | | | | | | | | | |
| Activitydescription | | | Year | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| Activity 1.1.1: Carry out scheduled weekly flights to transport passengers and humanitarian cargo | | | 2015 | | | | | | | | | | | X | X |
| Activity 1.1.2: Carry out chartered flights as requested by the humanitarian community | | | 2015 | | | | | | | | | | | X | X |
| Activity 1.1.3: Carry out medical and security evacuations, when requested/as required | | | 2015 | | | | | | | | | | | X | X |
| OTHER INFO | | | | | | | | | | | | | | | |
| Accountability to Affected Populations | | | | | | | | | | | | | | | |
| UNHAS activities enable increased accessibility and delivery of critical lifesaving humanitarian cargo and personnel, which will benefit the most vulnerable populations, including, but not limited to, children, pregnant and lactating women, elderly, and disabled. | | | | | | | | | | | | | | | |
| Implementation Plan | | | | | | | | | | | | | | | |

The project implements standard WFP management structures and support systems:

- Passenger and cargo booking is made through UNHAS management structures, with data and voice connectivity available to relay flight manifest and schedules to all locations where WFP maintains offices.
- A dedicated communication system is in place to monitor the location and flight progress of all WFP operated aircrafts through VHF/HF radios and the satellite tracking system in the interest of flight safety.
- The Web Based Electronic Flight Management Application (EFMA) system implementation was rolled out in 2012. The system enables real-time remote monitoring of usage of the air service by various agencies, load factors, flight routing and provides operational and cost data for management overview. Currently, the 43 main user organisations are using online booking.
- All the information collected from the EFMA and other aviation tools (HF flight following, checked-in manifests, actual flown hours, fuel burn, etc.), help UNHAS to generate specific reports in a timely manner as and when required.
- Weekly / monthly flight schedules are maintained, with flexibility to adjust to requests for special flights. UNHAS is able to adjust the schedule on a daily basis. In order to improve efficiency in terms of fuel cost and aircraft utilization, UNHAS is closely monitoring and avoiding the airport peak hours in order to minimize long taxi and holding times, thereby reducing fuel consumption and time.
- The Aviation Section (ODLA) based in Rome is responsible for the contracting of the aircraft and the safety oversight of the operation.
- ODLA's Quality Assurance assessments are conducted regularly, and their reports are used as a tool for evaluation and improvement of operational efficiency.

UNHAS has conducted an Aviation Security (AVSEC – ICAO annex 17) assessment for all current and planned destinations, which enables UNHAS to enhance the security measures and to determine the needs to fly safely and securely.

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. Considering the changing security environment, UNHAS is closely coordinating with UNDSS/JOC and the humanitarian community management for any potential evacuations/relocations and is keeping its fleet on stand-by in case of any emergency. As per the UNHAS mandate, first priority is given to emergency flights to evacuate/relocate humanitarian community staff members and their dependents in emergency situations. Considering the volatile security situation, this extra contribution will give UNHAS enough of a window to operate these emergency flights without constraints or last minute considerations for the funding situation.

Coordination with other Organizations in project area

| Name of the organization | Areas/activities of collaboration and rationale |
|---|--|
| UN Assistance Mission in Afghanistan UNAMA | Promoting air safety and ensuring that the air service is focused and demand-driven in serving destinations to which no other means of transport are possible. Safety meetings are held on a monthly basis, and safety reports and other relevant information are shared on a regular basis. |
| International Committee of the Red Cross ICRC | Promoting air safety and ensuring that the air service is focused and demand-driven in serving destinations to which no other means of transport are possible. Safety meetings are held on a monthly basis, and safety reports and other relevant information are shared on a regular basis. |
| International Security Assistance Force ISAF | Promoting air safety and ensuring that the air service is focused and demand-driven in serving destinations to which no other means of transport are possible. Safety meetings are held on a monthly basis, and safety reports and other relevant information are shared on a regular basis. |
| Ministry of Transport and Civil Aviation | Promoting air safety and ensuring that the air service is focused and demand-driven in serving destinations to which no other means of transport are possible. Safety meetings are held on a monthly basis, and safety reports and other relevant information are shared on a regular basis. |
| UNDSS/JOC | Promoting security and ensuring that the air service is focused and demand-driven in serving destinations to which no other means of transport are possible. Daily flight clearance and coordination are help to keep the flight routes, destinations, airport and air fields informed of any threats and operationally cleared to go. |

Environment Marker Of The Project

N/A: Not applicable, only used for a small number of services

Gender Marker Of The Project

4-Not applicable - Only used for very small number of projects, such as "support services"

Justify Chosen Gender Marker Code

Protection Mainstreaming

Country Specific Information

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

| Code | Budget Line Description | D / S | Quantity | Unit cost | Duration Recurrence | % charged to CHF | Total Cost |
|-----------------------------|---|-------|----------|--------------|---------------------|------------------|---------------------|
| Contractual Services | | | | | | | |
| 4.1 | Contract for fixed wing Aircraft (2x BE1900D) | D | 1 | 1517 1.07 | 54 | 100% | 819,237.78 |
| | <i>NAC (National Airways Cooperation) contracted company with 2 Beechcraft 1900D, cost for two months operation</i> | | | | | | |
| 4.2 | Contract for helicopter (1x Mi8MTV) | D | 1 | 1300 4.27 | 54 | 100% | 702,230.58 |
| | <i>VALAN ICC (International Cargo Charter) contracted company with 1 Helicopter Mi8MTV, cost for two months operation</i> | | | | | | |
| 4.3 | Crew Accommodation Meal and Transport | D | 1 | 639.5 3 | 60 | 100% | 38,371.80 |
| | <i>Contracted cost for two months AMT (accommodation, meals and transportation) for the three crew combined.</i> | | | | | | |
| 4.4 | Fuel | D | 1 | 1332. 87 | 54 | 100% | 71,974.98 |
| | <i>Cost of the fuel to be uplifted for two months operation by the full fleet.</i> | | | | | | |
| | Section Total | | | | | | 1,631,815.14 |
| SubTotal | | | 4 | | | | 1,631,815.14 |
| Direct | | | | | | | 1,631,815.14 |
| Support | | | | | | | |
| PSC Cost | | | | | | | |
| PSC Cost Percent | | | | | | | 7% |
| PSC Amount | | | | | | | 114,227.06 |
| Total Cost | | | | | | | 1,746,042.20 |
| Audit Cost | | | | | | | 0.00 |
| Grand Total CHF Cost | | | | | | | 1,746,042.20 |

Project Locations

| Location | Estimated percentage of budget for each location | Estimated number of beneficiaries for each location | | | | | Activity Name |
|------------------------|--|---|-------|------|-------|-------|--|
| | | Men | Women | Boys | Girls | Total | |
| Kabul -> Kabul | 9 | | | | | | 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 |
| Nangarhar -> Jalalabad | 8 | | | | | | 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 |

| | | | | | | |
|--------------------------|---|--|--|--|--|--|
| Baghlan -> Pul-e- khumri | 3 | | | | | 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 |
| Bamyan -> Bamyan | 8 | | | | | 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 |
| Bamyan -> Panjab | 3 | | | | | 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 |
| Ghazni -> Ghazni | 4 | | | | | 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 |
| Paktya | | | | | | |
| Paktya -> Gardez | 4 | | | | | 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 |
| Badakhshan -> Fayzabad | 4 | | | | | 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 |
| Kunduz -> Kunduz | 4 | | | | | 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 |
| Balkh -> Mazar-e-Sharif | 4 | | | | | 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 |
| Sar-e-Pul -> Sar-e-Pul | 3 | | | | | 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 |
| Ghor -> Chaghcharan | 4 | | | | | 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 |
| Ghor -> Lal Wa Sarjangan | 3 | | | | | 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 |
| Daykundi -> Nili | 4 | | | | | 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 |

| | | | | | | |
|-----------------------|---|--|--|--|--|--|
| Uruzgan -> Tirinkot | 4 | | | | | 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 |
| Paktika -> Sharan | 4 | | | | | 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 |
| Khost -> Khost(Matun) | 4 | | | | | 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 |
| Jawzjan -> Shiberghan | 3 | | | | | 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 |
| Faryab -> Maymana | 4 | | | | | 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 |
| Badghis -> Muqur | 4 | | | | | 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 |
| Hirat -> Herat | 4 | | | | | 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 |
| Hilmand -> Lashkargah | 4 | | | | | 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 |
| Kandahar -> Kandahar | 4 | | | | | 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 |

Documents

| Category Name | Document Description |
|------------------------------|---|
| Project Supporting Documents | UNHAS Weekly Flight Schedule Effective 1st Oct 2015.pdf |
| Project Supporting Documents | flight map.jpg |
| Project Supporting Documents | UNHAS flight map (2015).jpg |