

<b>Requesting Organization :</b>	World Food Programme				
<b>Allocation Type :</b>	2nd Round Standard Allocation				
<b>Primary Cluster</b>	<b>Sub Cluster</b>	<b>Percentage</b>			
LOGISTICS		100.00			
		<b>100</b>			
<b>Project Title :</b>	Provision of Humanitarian Air Services in South Sudan				
<b>Allocation Type Category :</b>	Logs and CCS				
<b>OPS Details</b>					
<b>Project Code :</b>		<b>Fund Project Code :</b>	SSD-16/HSS10/SA2/L/UN/3479		
<b>Cluster :</b>		<b>Project Budget in US\$ :</b>	1,200,000.00		
<b>Planned project duration :</b>	1 month	<b>Priority:</b>			
<b>Planned Start Date :</b>	01/10/2016	<b>Planned End Date :</b>	31/10/2016		
<b>Actual Start Date:</b>	01/10/2016	<b>Actual End Date:</b>	31/10/2016		
<b>Project Summary :</b>	<p>United Nations Humanitarian Air Service (UNHAS) provides safe, reliable, effective, and efficient air transport services for the humanitarian community in South Sudan. UNHAS transports light cargo and passengers as well as conducts medical and security evacuation. In 2016, more than 230 organizations have used the common service including; NGOs (66%), UN agencies (33%), donor community and Government personnel involved in humanitarian activities (1%). These organisations depend on UNHAS to access remote areas where humanitarian operations are ongoing.</p> <p>Renewed violence in Wau in Western Bahr el Ghazal and outbreak of war in the country's capital, Juba in July 2016 has further exacerbated the humanitarian crisis, displacing tens of thousands of people and pushing already food insecure population into acute food insecurity. The humanitarian community aims to scale up operations to meet the needs of the affected population during the second half of 2016 particularly in the Greater Bahr el Ghazal and Greater Equatorial regions. Activities will include the reactivation of Rapid Response missions and increased support in static operations. UNHAS will maintain the capacity to support the air transport needs of the humanitarian actors and sustain support to deployment of inter-agency emergency assessment and rapid response mission teams based on need.</p> <p>Out of 5.1 million people targeted to receive humanitarian response in 2016, only 2.8 million people have been reached as at the end of July. The provision of the common air services will remain a critical enabler to deliver urgently needed aid to the population in need.</p> <p>However, poor road network, seasonal rains, vast distances between project implementation sites and the ongoing conflict make air transport the only means to access many of these affected population. Further, there is no local commercial alternatives for passenger air transport services, as existing commercial service providers do not meet the safety and technical standards required , which makes UNHAS one of the few options available.</p> <p>From January to July, UNHAS has transported 64,119 passengers and 671.3 metric tonnes of cargo. The monthly operational performance dropped by more than 50 percent after the conflict resulting to the transportation of only 4,800 passengers. Despite this, UNHAS is unable to scale down the aircraft capacity due to contractual commitments and the associated cost of de-positioning and positioning aircraft when operational presence is restored to normal level. The operation will maintain a fleet of 9 fixed wing aircraft and 4 helicopters based strategically in Juba, Rumbek, Bor and Wau to ensure regular and reliable services. The 19-seater Let-410 aircraft based in Wau will play key role in supporting scale up of operations in Greater Bahr el Ghazal.</p> <p>UNHAS targets to meet the travel needs of 250 humanitarian organizations and has served more than 60 scheduled destinations since the beginning of the year. UNHAS User Group will continue to provide information on the areas of highest need for access during the monthly User Group Meeting. Identified priority locations will be added to UNHAS weekly schedule and flight frequency increased or reduced based on need.</p>				
<b>Direct beneficiaries :</b>					
	<b>Men</b>	<b>Women</b>	<b>Boys</b>	<b>Girls</b>	<b>Total</b>
	6,000	0	0	0	6,000
<b>Other Beneficiaries :</b>					
<b>Beneficiary name</b>	<b>Men</b>	<b>Women</b>	<b>Boys</b>	<b>Girls</b>	<b>Total</b>
Aid Agencies	250	0	0	0	250
<b>Indirect Beneficiaries :</b>					

**Catchment Population:****Link with allocation strategy :**

The second round of CHF allocation focuses on the first HRP strategic objective of saving life and alleviating suffering through safe access to services with dignity. UNHAS is critical to support timely life-saving interventions in line with the strategic objective and also in compliance to the life-saving criteria which includes among other things promoting early action and response to save life and enhancing response to a time-critical requirements. More than 80 percent of the destinations served by UNHAS will remain in the Greater Upper Nile Region where humanitarian situation remains high and responders need air service to reach the affected population.

**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

**Organization focal point :**

Name	Title	Email	Phone
Franklyn Frimpong	Chief, UNHAS	franklyn.frimpong@wfp.org	0922465460
Ikenna Ugwu	Performance and Information Manager	ikenna.ugwu@wfp.org	0922465729

**BACKGROUND****1. Humanitarian context analysis**

1. The humanitarian situation in South Sudan remains critical after two years of conflict. The decreased frequency of violence as a result of a ceasefire following the Peace agreement signed in August 2015, was short-lived following the active violence in Wau and outbreak of war in the country's capital Juba June and July respectively which have affected lives of millions of people. As such, humanitarian needs have worsened in both conflict and non-conflict areas, pushing much of the rest of the country into a crisis and prompting calls for further opening of the humanitarian space to enable aid organisations reach the affected population.

2. Recent deterioration of security confirms predictions that conflict in four countries including South Sudan will be one of the major drivers of humanitarian needs in 2016. The humanitarian community in South Sudan targets to provide assistance to 5 million people in need of assistance in 2016, out of which 2.8 million people have been reached. Life-threatening needs driven by the conflict have been worsened by extreme poverty, loss of economic power due to high inflation and devaluation of the country's currency, not to mention some of the world's lowest levels of development indicators. Needs are most acute in areas with active hostilities and where large numbers of people have been displaced. The major humanitarian consequences are widespread displacement due to the violence, high rates of death, disease, and injuries, severe food insecurity and disrupted livelihoods, and a major malnutrition crisis.

3. Close to 3 million people have been displaced, both internally and into neighbouring countries since fighting started in 2013, additional 75,000 people fled to neighboring countries following the recent crisis. The humanitarian community will be scaling up activities in the Greater Bahr el Ghazal and the Greater Equatorial regions to meet the needs of the affected population while maintaining strong programmes in traditional conflict locations in the Greater Upper Nile region.

4. Some aid organizations through the Inter-Cluster Working Group (ICWG), continue the ongoing implementation of the "Integrated Rapid Response Mechanism" (IRRM), which requires deployment by air of a combined team of aid workers from various sectors to locations with critical needs for a short life-saving intervention, especially in locations where no permanent base can be established.

**2. Needs assessment****3. Description Of Beneficiaries**

UNHAS provides air service to the humanitarian community comprising of the UN agencies and NGOs, as well as donors and Government officials who facilitate the activities of humanitarian agencies. These organizations must be registered with the South Sudan Relief and Rehabilitation Commission (RRC) and OCHA in order to be eligible to use UNHAS service.

As per the Standard Administrative and Operating Procedures, UNHAS requires user organizations to process their bookings online through their focal point or to submit booking forms signed by their designated focal points if the organisation is not allowed to use the online booking platform. The booking requests shall be stamped and approved by organizations' officials to confirm that passengers are staff members or their implementing partners. Booking requests for all implementing partners that are not registered with UNHAS are processed manually at UNHAS office to ensure eligibility controls. All government staff are equally booked manually to ensure compliance with the agreement of the Government of South Sudan and WFP on the conditions under which government staff may access the humanitarian air service.

Since January 2013, travels by Government officials using UNHAS are required to be approved by designated government authorities, which is RRC chairperson for the technical officials and the office of the Minister of Humanitarian Affairs for senior government officials. Passengers' ID cards and introduction letters are verified at the time of check-in and boarding to ensure the passengers are indeed in line with the UNHAS target criteria.

#### **4. Grant Request Justification**

The continued provision of air service remains fundamental for effective humanitarian response in South Sudan. South Sudan is one of the most complex operating environments in the world, with poor road infrastructure, weak national institutions and widespread humanitarian crisis. These factors coupled with the ongoing conflict severely hamper humanitarian access to the affected population through surface transport, making air transport the only option to reach many of the beneficiary sites. In response to the recent outbreak of war in Juba and the earlier fighting in Wau, the humanitarian community is planning a scale up of activities in the Greater Equatorial and Greater Bahr El Ghazal region. UNHAS is needed to facilitate the scale up of activities in these areas.

The scope of the humanitarian operation in South Sudan is huge - one of the biggest in Africa - and more frontline partners are needed to ensure an effective response. However, the operating environment remains challenging, as aid organizations face extreme difficulty in the implementation and monitoring of their programme due to significant logistical obstacles. The prevailing insecurity and recent incidents of armed conflict especially in the Greater Bahr el Ghazal and Greater Equatorial in addition to the traditional conflict areas in Greater Upper Nile states of Jonglei, Unity, and Upper Nile – where humanitarian response is needed most – continue to impede aid delivery to the affected population. Road travel is extremely dangerous in these areas, leaving air transport the only means of access. Further, over 60 percent of the entire country, including key response locations, becomes completely cut-off during the rainy season. However, there are very few commercial air service providers in the country that conform to international standards. Some air transport support is offered by actors such as the United Nations Mission in South Sudan (UNMISS), ICRC, and Médecins Sans Frontières (MSF), but these services are not sufficient to meet the needs of the humanitarian community. Therefore, UNHAS services remains essential for an effective humanitarian intervention in South Sudan.

UNHAS operation focuses on the areas with the most critical humanitarian needs which are determined at the UNHAS User Group Committee taking into consideration, the needs of all stakeholders. From January to July, UNHAS served more than 60 destinations through its regular schedule.

#### **5. Complementarity**

### **LOGICAL FRAMEWORK**

#### **Overall project objective**

Provide access to remote and isolated humanitarian programme implementation sites in a reliable, safe, effective, and efficient manner to the humanitarian community in South Sudan, including NGOs, UN agencies, donor organizations and relevant government. In addition UNHAS provides the capacity for medical evacuation and security relocation by air.

### **LOGISTICS**

<b>Cluster objectives</b>	<b>Strategic Response Plan (SRP) objectives</b>	<b>Percentage of activities</b>
CO2: Provide logistics, cargo and passenger air services to the humanitarian community to address the needs of the affected population	HRP 2016 SO1: Save lives and alleviate suffering through safe access to services and resources with dignity	100

**Contribution to Cluster/Sector Objectives :** UNHAS project contributes to Cluster objective 2, to provide passenger and cargo transport to enable humanitarian workers access to remote and isolated locations with critical humanitarian needs. It further aligns with the Cluster priority to continue providing scheduled services to locations in the country where humanitarian activities are ongoing.

#### **Outcome 1**

The Humanitarian community are able to access project implementation and monitoring sites in remote and hard-to-reach locations.

#### **Output 1.1**

##### **Description**

Provide cargo and passenger transport to scheduled and non-scheduled destinations

##### **Assumptions & Risks**

The achievement of this target is subject to demand levels from the user organisations returning to pre-crisis level.

##### **Activities**

###### **Activity 1.1.1**

Provide passenger and light cargo transport

###### **Activity 1.1.2**

Conduct medical evacuations and security relocations on demand

Indicators														
Code	Cluster	Indicator	End cycle beneficiaries				End cycle							
			Men	Women	Boys	Girls	Target							
Indicator 1.1.1	LOGISTICS	Frontline Monthly average # of passengers transported monthly (UNHAS)					6,000							
<b>Means of Verification</b> : The Electronic Flight Management Application (E-FMA)														
Indicator 1.1.2	LOGISTICS	Frontline # of tons of light cargo transported (MTs) (UNHAS)					120							
<b>Means of Verification</b> : The electronic Flight Management Application (E-FMA)														
Indicator 1.1.3	LOGISTICS	Frontline # of humanitarian organizations assisted					250							
<b>Means of Verification</b> : The electronic Flight Management Application (E-FMA)														
Indicator 1.1.4	LOGISTICS	Percentage response to medical evacuation and security relocations					100							
<b>Means of Verification</b> : E-mail correspondence and the electronic Flight Management Applications (E-FMA)														
<b>Additional Targets :</b>														
<b>M &amp; R</b>														
<b>Monitoring &amp; Reporting plan</b>														
<p>UNHAS South Sudan monitors passenger and cargo traffic between the various destinations served through the booking system. The results are monitored through reports generated from the booking and financial software. Flight schedule and operational fleet are adjusted if required through feedback from User Group Committee meetings and surveys, as well as day-to-day monitoring of operational statistics, to ensure that user demands are met. Lessons learned during project implementation will be documented for reporting purposes.</p> <p>An end of project report will be prepared and submitted to the CHF Secretariat providing details of operational performance and utilization of the funds awarded.</p>														
<b>Workplan</b>														
Activitydescription		Year	1	2	3	4	5	6	7	8	9	10	11	12
Activity 1.1.1: Provide passenger and light cargo transport		2016										X		
Activity 1.1.2: Conduct medical evacuations and security relocations on demand		2016										X		
<b>OTHER INFO</b>														
<b>Accountability to Affected Populations</b>														
Not applicable														
<b>Implementation Plan</b>														
<p>WFP will manage UNHAS in South Sudan and, through its expertise, humanitarian organizations will benefit from the service. UNHAS staff are present in key locations such as Juba, Rumbek, Bor, Malakal, Maban, Rubkona, Yambio, Aweil, Wau and Yida to facilitate operations in locations with highest frequency and need. User agencies provide focal points in locations where UNHAS staff are not available, making it possible to operate into such destinations. All chartered aircraft will be strategically based in Juba, Bor, Rumbek and Wau to enable connections between the main hubs and remote locations and to maximize the use of aircraft capacity to both fixed wing and helicopter destinations. UNHAS aircrafts will be tasked with a predesigned weekly flight schedule.</p> <p>UNHAS coordinates with the Logistics Cluster and other interlocutors to identify logistics gaps and coordinate the inter-agency transport in the country. WFP/UNHAS obtains the weekly Flight Safety Assurance (FSA) from the national authorities as a precondition for flight dispatch, while the UNDSS facilitates Security Risk Assessments to locations where humanitarian need is high and security incidents have been reported. UNHAS liaises with the local authorities, where possible, to provide support for the repair of slightly damaged airstrips. The User Group Committee provides administrative guidance and defines air transport priorities to ensure effective planning. The UNHAS Steering Committee provides feedback on the quality of service as well as endorses proposed strategies and supports fund-raising effort for the operation. Through the OCHA led Operational Working Group (OWG), UNHAS is equally informed of the priority locations requiring immediate access to enable effective response.</p> <p>UNHAS will deliver on the set targets and will adapt its services to the operational context to mitigate against these factors and ensure that aid workers reach the population in need.</p>														
<b>Coordination with other Organizations in project area</b>														
Name of the organization		Areas/activities of collaboration and rationale												
UNDSS		Security Risk Assessments and to receive relevant security clearance												
<b>Environment Marker Of The Project</b>														
N/S: Not specified														
<b>Gender Marker Of The Project</b>														
4-Not applicable - Only used for very small number of projects, such as "support services"														

**Justify Chosen Gender Marker Code**

N/A

**Protection Mainstreaming**

N/A

**Country Specific Information****Safety and Security**

Safety is the number one priority of UNHAS operations. However, the Aviation Safety environment in South Sudan is abysmal and the airspace is largely unsafe. This is as a result of weak national institutions and the resulting inability to develop a robust safety protocol for air operations. Incidents of near mid-air collision are prevalent and most commercial operators in the country do not meet or adhere to International Aviation Standards and Regulations. This makes flying in South Sudan both dangerous and challenging. The United Nations Humanitarian Air Service has a robust and independent Aviation Safety Unit in Rome, a Regional Safety Office in Nairobi and an Aviation Safety Focal Point in Juba whose oversight function ensures that Air Operators contracted to operate for the common service are compliant with standards and regulations of International Civil Aviation Organisation (ICAO) as well as the United Nations Aviation Standards for Peacekeeping and Humanitarian Air Transport Operations (AVSTADS). In addition, the Aviation Safety Focal Point monitors and identifies potential risks to safety in the operation and advises on mitigation measures.

The security situation in South Sudan remains fragile and critical. Recent outbreak of war in Juba has setback progress made in the Peace Agreement signed between the Government and the armed opposition. Widespread humanitarian crisis has engulfed most parts of the country as a result of the crisis but also due to the deteriorating economic situation. UNHAS contends with conditions imposed by national authorities that limit its operations, such as the recent limitation placed on the use of helicopters in the Greater Equatorial Region. Pockets of hot spots are also emerging in different locations. UNHAS will continue to liaise with the UNDSS, UNISFA and the national authorities to address security concerns that impact on its operations.

**Access**

UNHAS will collaborate with UNDSS, UNISFA and the national authorities to ensure that the air service reaches critical locations where the population are in most need of humanitarian aid. On weekly basis, UNHAS seeks the approval of Flight Safety Assurance (FSA) through the office of the Joint Verification and Monitoring Mechanism (JVMM). The FSA is an official permit to fly into different locations particularly in the Greater Upper Nile Region. IN addition, UNHAS liaises with the UNDSS, local authorities and user organisations volunteering as field focal points to get security clearance on the day of the flight.

**BUDGET**

Code	Budget Line Description	D / S	Quantity	Unit cost	Duration Recurrence	% charged to CHF	Total Cost
<b>Staff and Other Personnel Costs</b>							
1.1	Aircraft Contract	D	1	2,693,836.00	1	30.00	808,150.80
1.2	Aircraft Fuel	D	1	562,896.00	1	30.00	168,868.80
	<b>Section Total</b>						<b>977,019.60</b>
<b>Supplies, Commodities, Materials</b>							
2.1	Chief Air Transport Officer, Juba	D	1	10,143.75	1	30.00	3,043.13
2.2	Aviation Officer, Juba	D	2	9,410.00	1	30.00	5,646.00
2.3	Air Transport Officer, Juba, Rumbek	D	2	8,983.13	1	30.00	5,389.88
2.4	Aviation Security Officer, Juba	D	2	6,416.67	1	30.00	3,850.00
2.5	Finance Officer, Juba	S	1	8,983.13	1	30.00	2,694.94
2.6	Air Movement Officer Juba, Malakal, Bor, Wau, Yida, Maban, Rubkona, Rumbek	D	19	6,416.67	1	30.00	36,575.02

2.7	Senior Finance & Logistics Assistant	D	2	2,681.00	1	30.00	1,608.60
2.8	Senior Air Movement Assistant , Juba,Wau,Rumbek & Malakal	D	5	2,163.00	1	30.00	3,244.50
2.9	Air Movement Assistant , Rumbek,Malakal,Juba, Aweil, Wau, Bor	D	18	1,744.00	1	30.00	9,417.60
2.10	Finance and Administration Assistants, Juba	S	4	1,744.00	1	30.00	2,092.80
2.11	Logistics Assistant , Juba,Bor and Rumbek	D	5	1,153.00	1	30.00	1,729.50
2.12	Logistics Assistant , Juba	D	4	750.05	1	30.00	900.06
2.13	Drivers, Rumbek,Malakal,Juba and Wau	D	14	750.05	1	30.00	3,150.21
2.14	Porters/Helpers, Rumbek,Malakal,Juba,Aweil and Wau	D	52	517.09	1	30.00	8,066.60
<b>Section Total</b>							<b>87,408.84</b>
<b>Equipment</b>							
3.1	TC/IT Equipment	D	1	5,000.00	1	30.00	1,500.00
3.2	Air Movement Officer, Aviation Security Juba	s	6	2,482.10	1	30.00	4,467.78
<b>Section Total</b>							<b>5,967.78</b>
<b>Contractual Services</b>							
4.1	Rental of Facility	S	1	7,000.00	10	30.00	21,000.00
4.2	Utilities	s	1	2,000.00	1	30.00	600.00
4.3	Vehicle leasing Juba, Rumbek, Malakal,Aweil, Bor, Wau	D	15	416.67	1	30.00	1,875.02
4.4	Vehicle Running Costs and Maintenance	D	1	5,000.00	1	30.00	1,500.00
<b>Section Total</b>							<b>24,975.02</b>
<b>Travel</b>							
5.1	Air Movement Officer Rumbek,Malakal,Bor,Aweil, Wau,Yida,Maban,Rubkona,Yambio	S	589	120.00	1	30.00	21,204.00

5.2	Air Movement Officer, Aviation Security Juba	S	6	2,400.05	1	30.00	4,320.09
<b>Section Total</b>							<b>25,524.09</b>
<b>General Operating and Other Direct Costs</b>							
7.1	Office Supplies & Other Consumables	S	1	500.00	1	30.00	150.00
7.2	Communications & IT Services	D	1	1,000.00	1	30.00	300.00
7.3	Equipment Repairs and Maintenance	S	1	500.00	1	30.00	150.00
<b>Section Total</b>							<b>600.00</b>
<b>SubTotal</b>			756.00				<b>1,121,495.33</b>
Direct							1,064,815.72
Support							56,679.61
<b>PSC Cost</b>							
PSC Cost Percent							7.00
PSC Amount							78,504.67
<b>Total Cost</b>							<b>1,200,000.00</b>
<b>Grand Total CHF Cost</b>							<b>1,200,000.00</b>
<b>Project Locations</b>							
Location	Estimated percentage of budget for each location	Estimated number of beneficiaries for each location					Activity Name
		Men	Women	Boys	Girls	Total	
Eastern Equatoria	7	420				420	
Jonglei	38	2,280				2,280	
Lakes	3	180				180	
Northern Bahr el Ghazal	2	120				120	
Unity	23	1,380				1,380	
Upper Nile	18	1,080				1,080	
Warrap	3	180				180	
Western Bahr el Ghazal	2	120				120	
Western Equatoria	2	120				120	
Central Equatoria	2	120				120	
<b>Documents</b>							
Category Name				Document Description			
Project Supporting Documents				UNHAS ROSS Schedule_1st August 2016.pdf			