

Requesting Organization :	World Food Programme	
Allocation Type :	Allocation Standard 1	
Primary Cluster	Sub Cluster	Percentage
Logistique		100.00
		100

Project Title :	HUMANITARIAN AIR SERVICE / UNHAS
Allocation Type Category :	

OPS Details

Project Code :		Fund Project Code :	CAR-17/HCF10/AS1/LOG/UN/6150
Cluster :		Project Budget in US\$:	500,118.00
Planned project duration :	5 months	Priority:	
Planned Start Date :	01/08/2017	Planned End Date :	31/12/2017
Actual Start Date:	01/08/2017	Actual End Date:	31/12/2017

Project Summary : UNHAS was established in the Central African Republic (C.A.R.) in 2006 to provide a link from the capital Bangui to distant project sites throughout the country. With large numbers of people requiring assistance due to continued violence, looting and displacement, humanitarian activities have considerably been scaled up since December 2013, further necessitating the need for UNHAS to provide access to remote locations. The continued lack of security has resulted in extremely limited access for surface level transport (road and river), and limited delivery of humanitarian supplies via air. In addition to security constraints, large quantities of humanitarian aid must be moved in a timely and efficient manner, over distances in a country with one of the most complex, difficult, and costly operating environments in the world. The aim of this project is to continue to support the continued provision of air services to facilitate humanitarian response in C.A.R.

Direct beneficiaries :

Men	Women	Boys	Girls	Total
1,200	0	0	0	1,200

Other Beneficiaries :

Beneficiary name	Men	Women	Boys	Girls	Total
Other	0	0	0	0	0

Indirect Beneficiaries :

Catchment Population:

Link with allocation strategy :

This project is closely aligned with the CHF allocation strategy in response to the Logistics cluster's sectoral strategy which aims to provide support services to the other clusters.

UNHAS C.A.R. has 3 specific objectives:

1. Provide access to remote and isolated programme implementation sites in a reliable, safe, effective, and efficient manner to NGOs, UN agencies, and donor organizations providing humanitarian assistance to beneficiaries in C.A.R.
2. Transport light relief cargo, such as medical supplies and support equipment; and
3. Provide evacuation (medical and security) capacity for the humanitarian community in C.A.R.

The above objectives contribute to Strategic Objective 1 of the Humanitarian Response Plan: "Save lives". UNHAS operation in C.A.R. contributes to the Logistics Cluster Specific Objective 1: Strengthen air transport services for the humanitarian community.

As an aid enabler, UNHAS provides air services to transport passengers and light cargo to enable humanitarian personnel to reach field locations to carry out their programmes in a timely and effective manner. Without UNHAS services, many of the ongoing humanitarian operations will not be able to continue, thus UNHAS operation is directly contributing to life-saving activities through the provision of cargo and passenger air services.

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
USA	3,425,000.00
ECHO	1,569,038.00
Sweden	548,005.00
Canada	371,747.00
	5,913,790.00

Organization focal point :

Name	Title	Email	Phone
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BACKGROUND**1. Humanitarian context analysis**

1. The C.A.R. – a landlocked country – has an estimated population of 4.7 million people and is ranked 188th out of 188 countries on the 2016 Human Development Index.
2. In December 2013, a surge of violence, killings, and sectarian conflict triggered a humanitarian crisis, causing large scale displacement and widespread food insecurity, and disrupting the already limited provision of basic services. On 11 December 2013, the IASC Principals declared the humanitarian crisis in CAR a Level-3 emergency and activated a system-wide response.
3. Notwithstanding the deactivation of the Level-3 emergency in May 2015, the political crisis remains unresolved affecting almost the entire population. OCHA estimates that 2.7 million people out of 4.8 million are in need of immediate assistance.
4. The upsurge in violence and the spread of hot spots since September 2016 has resulted in a general deterioration of the security situation across the country and triggered new waves of displacements, bringing the number of IDPs to over 500,000 people in the country.
5. Limited logistics capacity, insufficient transport, and an inadequate number of storage service providers, as well as a poor surface transport network comprised of dirt roads/tracks and damaged bridges that flood during seasonal rains, render much of the country inaccessible.
6. In addition to this, access to the provinces from Bangui for humanitarian workers and relief items is further hindered by widespread banditry and armed elements controlling various regions and stretches of the road.
7. Against this backdrop, humanitarian operations have been scaled up in 2014 to respond to growing needs. Air travel has become vital and is now the sole means of accessing most humanitarian intervention areas due to poor infrastructure and insecurity associated with road travel. UNHAS, which has been present in the country since 2006, has assumed an even more critical role to the humanitarian response than ever as it remains the only service that provides equal access to staff of UN agencies, NGOs and donor organizations. The service also remains a vital means for medical evacuations and security relocations of humanitarian staff.

2. Needs assessment

A year on from democratic elections that promised a new era in C.A.R., the crisis is deteriorating, with armed groups in control of the vast majority of the country. Renewed fighting between rebel groups in the central and eastern provinces of Ouaka and Haute-Kotto has reached Bambari, CAR's second largest town. Together with fighting in Kaga-Bandoro in the north, and Ouham-Pendé in the northwest, the number of displaced people is now over 500,000, the highest level since August 2014 according to OCHA.

Protection, health, WASH and food are priority needs as continued violence, looting and displacement have caused further deterioration of an already dire humanitarian situation across the country. Shelter conditions are insufficient in most internally displaced sites, only 55 percent of the health facilities are functioning and less than 25 percent of the population is reported to have access to safe drinking water and adequate sanitation facilities. An October 2016 national food security survey co-led by the Government, WFP and the Food and Agricultural Organization (FAO) revealed that about one in two Central African households were unable to meet its most basic food needs without external assistance.

The conflict has not only produced widespread displacement, it has also caused further damage to already dilapidated infrastructure, including roads, and an almost total collapse of the transport sector. The private transport market faces many constraints due to the insecurity and is further limited by the insufficient number of reliable trucks, and the lack of appropriate off-road trucks. Access by surface means to people in need is impracticable, time-consuming and dangerous due to limited infrastructure and a challenging security situation. Outside of the capital Bangui, roads are often controlled by armed groups, and UN and NGO vehicles are becoming regular targets. Kidnapping of humanitarian workers is also frequent. Meanwhile, there are currently no commercial air service providers in the country that meet international aviation safety standards, UNHAS remains essential for humanitarian organizations to access project sites.

3. Description Of Beneficiaries

A total of 138 organizations/structures rely on UNHAS to implement and monitor humanitarian activities in C.A.R. Organizations which will benefit from the service include international and national NGOs, UN agencies, donors and diplomatic bodies. On average, 1,695 passengers have been transported on a monthly basis in 2014, 2,567 in 2015 (+51 percent), 2,979 in 2016 (+16 percent increase) and 2,801 from January to April April 2017. Cargo transported was 323mt in 2014, 351mt in 2015 (+8.7 percent), 399mt in 2016 (+13.7 percent) and 129.29mt from January to April 2017. A total of 22 medical evacuations were conducted in 2014 against 24 in 2015; 35 in 2016 and 8 from January to April 2017.

For UNHAS operations, beneficiary data is not segregated by gender or age.

Identification mechanisms:

- Registration: OCHA's database allows to identify eligible organizations who may be interested in registering as an UNHAS user.
- Ticket bookings: Only eligible organizations can book their passengers. Each organization submits a staff list and designates a focal point for booking its passengers and cargo on UNHAS flights. Furthermore, a duly compiled passenger form, signed and stamped by the focal point of the concerned organization, needs to be submitted to UNHAS prior to passenger acceptance. The booking requests are also compared with the organization's staff list.
- At check-in, the passenger's passport and identity document are checked prior to allowing boarding a flight.
- UGC meetings assist in the validation process.

4. Grant Request Justification

The recent violence has further exacerbated the fragile living conditions of the population. Since September 2016, new wave of violence in the sub-prefectures of Batangafo, Kaga-Bandoro, Bambari, Bria and Obo has caused hundreds of civilian casualties and forced thousands of people to flee yet again. Newly displaced populations are in urgent need of food, health support and rely on humanitarian assistance to survive.

The 2017 Humanitarian needs overview estimates that 2.3 million people will need lifesaving assistance to cover their most basic needs. Access to the affected population will be crucial to avert a large-scale humanitarian disaster. However, given the highly volatile security situation, the extremely poor road conditions and the lack of commercial air service providers meeting international aviation safety standards, aid workers will rely relief workers rely on a critical service such as UNHAS to reach the affected destinations to deliver aid and to provide lifeline to the most vulnerable population.

To support the humanitarian community in delivering life-saving assistance to the affected populations in areas inaccessible by surface means because of the insecurity and poor road infrastructure, UNHAS will provide a safe, reliable, effective and efficient air transport service to facilitate the humanitarian community's access to at least 31 regular destinations within C.A.R.

The UNHAS project is in line with the CAR Humanitarian Response Plan and is consistent with the humanitarian community requirements of safe and reliable field access to destinations of humanitarian interests.

5. Complementarity

1. UNHAS services cover all areas of humanitarian interest, meaning all the areas identified as priority areas by the humanitarian needs overview because they concentrate most of the humanitarian needs and where activities supporting the humanitarian's integrated response strategy are implemented.

2. UNHAS C.A.R. will maintain strong links with Civil Aviation Authorities and other relevant local authorities. As an aid enabler, UNHAS will align its services to the needs of the user organizations.

3. Complimentary air services are provided by Médecins Sans Frontières (MSF), the International Committee of the Red Cross (ICRC) and the United Nations Multidimensional Integrated Stabilization Mission in the Central African Republic (MINUSCA), mainly for their own staff. The collaboration with MSF and ICRC mostly consist of information sharing on security and airstrip conditions and lending and borrowing of fuel. UNHAS also operates ad hoc flight for ICRC and MSF when their own aircraft are not available.

LOGICAL FRAMEWORK

Overall project objective

Provide air transport services to enable the humanitarian community in C.A.R to implement emergency relief activities into areas inaccessible by surface travel, as outlined in the Humanitarian Response Plan.

The project is designed for the funding of a light aircraft type Cessna C208 Caravan over 5 months with 78 flight hours per month. This single engine plane has a short take-off and landing (STOL) capacity and is the only aircraft of the UNHAS fleet that can reach 7 destinations with short airstrips. Therefore, it is a critical asset for access to remote locations (Bambouti, Kocho, Boda, Nola, Sibut, Alindao, Bamingui).

Logistique

Cluster objectives	Strategic Response Plan (SRP) objectives	Percentage of activities
2017 Objectif 1 : Renforcer le transport aérien pour les utilisateurs de la communauté humanitaire.	Objectif 1 SRP - 2017 : Sauver des vies	100

Contribution to Cluster/Sector Objectives : At the Cluster level, UNHAS operation in C.A.R. contributes to the Logistics Cluster Specific Objective 1: Strengthen air transport services for the humanitarian community. UNHAS aims to support the ability of the humanitarian community to deliver life-saving assistance to populations affected by providing cargo and passenger air services.

Outcome 1

Safe, reliable, effective and efficient air services provided to humanitarian staff and provision of medical and security evacuations for humanitarian personnel if and when required.

Output 1.1

Description

1200 passengers transported over 5 months (average 240 per month)

Assumptions & Risks

In Central African Republic, UNHAS is facing a hostile environment due to adverse weather conditions and insecurity that pose serious threats to its air operations. Five main risks have been identified and mitigated: 1. Poor infrastructure such as airstrips that are not maintained according to the technical standard, affecting air operations; - 2. Unfavorable weather conditions affecting air operations; - 3. Restriction of movement due to insecurity or government restrictions; - 4. Increased bureaucratic impediments; - 5. Financial shortfall.

Mitigation measures: 1. UNHAS is closely monitoring the condition of airstrips. At field locations where there is no UNHAS staff, some focal points from user organizations are supporting UNHAS operations and monitor all airfield related matters. The crews are performing quarterly airfield assessments or whenever needed and report any hazard identified. UNHAS has contracted an agreement with Handicap International to maintain the airstrips and coordinate with MINUSCA for airstrip works or maintenance. 2. Weather forecasts are checked by crews before departing and UNHAS staff and focal points provide weather update and airstrip condition before the aircraft takes-off. During the rainy season, return time to Bangui is advanced to avoid risk of storm building in the afternoon. 3. UNHAS in coordination with MINUSCA, UNDSS and its partners closely monitors the security situation at deep field destinations before launching the flights. UNHAS staff and focal points in the field provide daily security reports and inform UNHAS operations on any security development. UNHAS is liaising with the crews using HF radio to inform on any security concern developing after departure. In Bangui, UNHAS team has access to armored vehicle to reach the airport when the situation deteriorates. 4. UNHAS is maintaining continuous and close relationships with major aviation stakeholders in the country including MINUSCA aviation, airport authorities, ASECNA and Civil Aviation (ANAC). 5. UNHAS has regular meetings with donors and organize quarterly Steering Group Committee meetings to mobilize financial resources.

Indicators

Code	Cluster	Indicator	End cycle beneficiaries				End cycle
			Men	Women	Boys	Girls	Target
Indicator 1.1.1	Logistique	# de passagers transportés par UNHAS par mois					240

Means of Verification : Statistics from the Electronic Flight Management Application

Indicator 1.1.2	Logistique	% des réservations des passagers accompli					95
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Means of Verification : Statistics from the Electronic Flight Management Application (E-FMA)

Activities

Activity 1.1.1

Ensure an uninterrupted air service to meet user demands

Activity 1.1.2

Conduct regular needs assessments to adjust the air service (fleet, flight schedule, destinations, booking fees and charter costs) to the humanitarian community requirements through surveys, user group meetings, etc.

Outcome 2

Increased logistics capacities for humanitarian organizations

Output 2.1

Description

Light humanitarian cargo is transported

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Indicators

Code	Cluster	Indicator	End cycle beneficiaries				End cycle
			Men	Women	Boys	Girls	Target
Indicator 2.1.1	Logistique	# de MT de cargo transporté par voir aérienne par mois					5

Means of Verification : Statistics from the Electronic Flight Management Application-EFMA

Activities

Activity 2.1.1

Provide efficient and reliable air services to the humanitarian community for the transport of relief items to remote destinations regularly isolated due to road closure (weather and security)

Activity 2.1.2

Improve Quality Assurance management structures and support systems (e.g. - the electronic Flight Management Application; - the Performance Management Tool (PMT); - demand-driven flight schedules; - coordination with users through the logistic cluster)

Additional Targets :

M & R

Monitoring & Reporting plan

UNHAS C.A.R. will monitor passenger and cargo traffic using the Performance Management Tool (PMT). With the PMT, trends can be visualized and the level of performance established in order to identify strategic and operational areas for improvement. Flight schedules and operational fleet will be adjusted if required through feedback from users at UGC and SC meetings, surveys (Passenger Satisfaction and Provision of Access Satisfaction), as well as day-to-day monitoring of operational statistics to ensure that user demands are met. Operational constraints such as allowable flight duty period, maintenance programming, airstrip conditions, weather conditions, etc. will also be taken into consideration during aircraft tasking.

Workplan

Activitydescription	Year	1	2	3	4	5	6	7	8	9	10	11	12
Activity 1.1.1: Ensure an uninterrupted air service to meet user demands	2017								X	X	X		
Activity 1.1.2: Conduct regular needs assessments to adjust the air service (fleet, flight schedule, destinations, booking fees and charter costs) to the humanitarian community requirements through surveys, user group meetings, etc.	2017									X			
Activity 2.1.1: Provide efficient and reliable air services to the humanitarian community for the transport of relief items to remote destinations regularly isolated due to road closure (weather and security)	2017								X	X	X		

OTHER INFO

Accountability to Affected Populations

N/A

Implementation Plan

UNHAS coordinates with the Logistics Cluster and other interlocutors to identify logistics gaps and coordinate the inter-agency transport in the country. OCHA obtains the weekly Flight Safety Assurance (FSA) from the national authorities as a precondition for flight dispatch while UNDSS facilitates Security Risk Assessments to locations where humanitarian needs are high and security incidents have been reported. 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 fundraising 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. However, UNHAS responsiveness and ability to access critical locations is sometimes affected by bad weather conditions, 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.

Coordination with other Organizations in project area

Name of the organization	Areas/activities of collaboration and rationale

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

Violence and insecurity have disrupted all productive systems and life-threatening protection risks remain an ongoing challenge, related to exactions carried out by armed and non-armed groups. Massive violations of human rights and international humanitarian law are observed, including attacks on civilians, killings, looting, sexual violence, recruitment of child soldiers, occupation of schools or intrusion of armed groups in hospitals. In 2016, 3,077 cases of gender-based violence (GBV) were reported and according to the GBVMIS 2016 mid-year report, 13,000 children are associated with armed forces and groups. The ability of the humanitarian community to respond effectively to the challenging humanitarian situation depends on undisrupted access to beneficiaries. UNHAS plays a crucial role in the overall humanitarian effort by providing access to fragile populations who depends on life-saving assistance. It ensures that humanitarian personnel and goods reach affected populations in a timely manner in numerous life-saving areas including food security, water and sanitation, protection, health and early recovery among many others.

Country Specific Information

Safety and Security

UNHAS implements a Safety Management System and its operators are monitored by the Aviation Safety Unit. While the flight is being performed, the aircraft is further monitored via a satellite tracking system. UNHAS ensures that all the required security clearances are duly obtained and contact is made with staff on the ground at destination prior to launching each flight. Airport destinations are secured by MINUSCA forces prior arrival of the aircraft.

Access

Roads in the country are regularly cut or impracticable due to security or weather delaying or denying any terrestrial transportation and then UNHAS is the only mean of transportation and access to remote locations for humanitarian workers.

BUDGET

Code	Budget Line Description	D / S	Quantity	Unit cost	Duration Recurrence	% charged to CHF	Total Cost
1. Staff and Other Personnel Costs							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	Section Total						0.00
2. Supplies, Commodities, Materials							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	Section Total						0.00
3. Equipment							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	Section Total						0.00
4. Contractual Services							
4.1	Aircraft hire and related costs	D	1	93,480.00	5	100.00	467,400.00
	<i>Cessna 208 Grand Caravan (1 hour of flight=1230 \$ x 78 hours per month = 93 480 \$ x 5 months equal 467 400 USD).</i>						
	Section Total						467,400.00
5. Travel							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	Section Total						0.00
6. Transfers and Grants to Counterparts							
NA	NA	NA	0	0.00	0	0	0.00
	NA						
	Section Total						0.00
7. General Operating and Other Direct Costs							
NA	NA	NA	0	0.00	0	0	0.00

	NA			
	Section Total			0.00
SubTotal	1.00			467,400.00
Direct				467,400.00
Support				
PSC Cost				
PSC Cost Percent				7.00
PSC Amount				32,718.00
Total Cost				500,118.00

Project Locations							
Location	Estimated percentage of budget for each location	Estimated number of beneficiaries for each location					Activity Name
		Men	Women	Boys	Girls	Total	
Bangui	100	1,200				1,200	Activity 1.1.1 : Ensure an uninterrupted air service to meet user demands Activity 1.1.2 : Conduct regular needs assessments to adjust the air service (fleet, flight schedule, destinations, booking fees and charter costs) to the humanitarian community requirements through surveys, user group meetings, etc. Activity 2.1.1 : Provide efficient and reliable air services to the humanitarian community for the transport of relief items to remote destinations regularly isolated due to road closure (weather and security)

Documents	
Category Name	Document Description