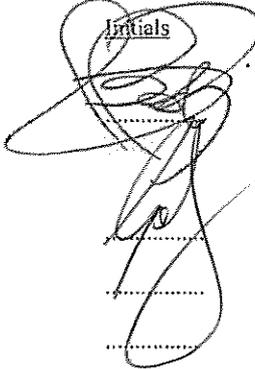


BUDGET REVISION FOR SOs FOR THE APPROVAL OF THE DEPUTY COO

	<u>Initials</u>	<u>In Date</u>	<u>Out Date</u>	<u>Reason For Delay</u>
<u>ORIGINATOR</u> Country Office		31/2/09
<u>CLEARANCE</u> Regional Director,		1/4
Programme Officer, OMXP	
Chief, OMXP	
Chief, OMLT	
Director, OMI (<i>ICT operations only</i>)	
Director, FLB	
Director, OML	
Director, OMX	
<u>APPROVAL</u> Deputy Executive Director and COO – OM	

PROJECT: SO-AFG-10514.0 "United Nations Humanitarian Air Service (UNHAS)"

	Previous Budget	Revision	New Budget
ODOC	US\$ 42,323,100	US\$ 13,387,744	US\$ 55,710,844
DSC	US\$ 6,178,944	US\$ 1,104,767	US\$ 7,283,711
ISC (7%)	US\$ 3,395,143	US\$ 1,014,476	US\$ 4,409,619
Total WFP cost (US\$)	US\$ 51,897,187	US\$ 15,506,987	US\$ 67,404,174

TYPE OF REVISION

Additional DSC
 Additional ODOC
 Extension in time
 Other

NATURE OF REVISION:
 Extension in time till 31.12.2009
 Budget increase for US\$13,387,744 under ODOC component, US\$1,104,767 under DSC component, and US\$1,014,476 under ISC component - resulting in total increase of US\$15,506,987.

JUSTIFICATION FOR THE REVISION:

1 Project Background

1.1. WFP/UNHAS was established in 2002 as an United Nations interagency common service to provide safe, efficient, responsive and cost effective passenger and cargo air transport services for the humanitarian and development community involved in the rehabilitation and reconstruction of Afghanistan.

1.2. There is a need to continue these services. Travel by road is generally unsafe due to the possibility of terrorist attacks, road conditions are poor and distances are great. The conflict has intensified over the last few months.

- DISTRIBUTION:**
- | | | |
|------------------|-----------------------------|------------------------|
| Chief, OMLT | DED & COO | Regional Director |
| Country Director | Chief, OMXD & OMXP & OMXR | RB Programme Advisor |
| OM Registry | Programme Officer, OMXP | RB Programme Assistant |
| REG | Programming Assistant, OMXP | RB Chrono |
| | FLB | Liaison Officer, OMB |

affecting wider parts of Afghanistan. As a result, travel by road is still generally unsafe and access to many districts in the south, east, and central region remains extremely difficult.

- 1.3. To date there are no international or domestic air carriers operating in compliance with ICAO standards and Standard Air Operating Practices which regulate the safety of international civil aviation in the country.
- 1.4. At the same time, the humanitarian community wishes to keep the capacity for rapid Staff evacuation in case of sudden deterioration of the already precarious situation.
- 1.5. The current fleet of aircraft comprises of 3 planes. Two of them – a 105-seat DC-9 and 30-seat Embraer 120 are based at Kabul airport while the third aircraft – a 37-seat Dash 8 102 – operates from Islamabad.
- 1.6. UNHAS SO is part of the Afghanistan Comprehensive Humanitarian Action Plan for 2009
- 1.7. This budget revision caters for an additional fourth aircraft – a 10-seat Beechcraft King Air – which will be used to link those remote locations currently inaccessible to the current fleet. This will enhance WFP/UNHAS capability to respond to the emergency needs of the humanitarian community utilizing a fully ICAO compliant service.

2 Objective

- 2.1. The objective of this Special Operation is to continue provision of a safe, efficient and cost-effective air transport service for over 700 UN Agencies, NGOs, diplomatic missions and other humanitarian and development actors, contributing in development and reconstruction of Afghanistan.
- 2.2. In addition to passengers, the service will continue transporting light cargo, such as medical supplies and ICT equipment, providing timely evacuations (medical and security), as well, as assisting the national authority in conjunction with other international authorities in search and rescue operations, when called upon.

3 Activities

- 3.1. In 2008, the fleet performed more than 2,900 flight hours carrying almost 35,000 passengers and 560 metric tons of cargo. There was a decrease in the number of passengers, mainly due to capacity constraints related to the payload restrictions of the previous fleet. For that reason UNHAS was not able to satisfy all booking requests. The NGOs and Diplomatic missions use WFP UNHAS for domestic flights but often use the commercial airlines for the Kabul/Dubai/Kabul leg, as they do not have the same security restrictions the UN faces and because of the low fares applied by these commercial airlines.
- 3.2. In order to address the growing needs of humanitarian and development community in the country, caused by deterioration of security and upcoming elections, UNHAS increased its fleet capacity in November 2008 through replacing the two 19-seat B1900 aircraft by the 37-seat Dash-8 and the 30-seat EMB.
- 3.3. The DC-9-32 (110-seat) will continue operating between Dubai and Kabul.
- 3.4. In 2009, WFP/UNHAS is planning to charter another aircraft, type B200 (10-seat) in addition to the existing fleet to serve some remote areas, such as Chakcharan, Qala e Naw, Maimanah, Khost, Farah, Gardez, Dushanbe and Bamian, which are currently facing access problems due to the absence/lack of transportation facilities.
- 3.5. The increased capacity enables UNHAS to resume several destinations, maintain the capacity level and provide the necessary assets for medical and security evacuations.
- 3.6. In order to continue its high operating standards, WFP/UNHAS will maintain sufficient staffing to run the office and airport structures already established in Afghanistan (Kabul and sub-offices), Pakistan (Islamabad) and possibly in Tajikistan (Dushanbe).
- 3.7. The project applies a partial cost recovery mechanism. It is expected that the cost recovery system should cover around 60% of the costs, while donors should continue to fund this Special Operation to cover the gap.

4 Recommendation

It is recommended to extend SO 10514.0 till the end of 2009, in line with current PRRO 10427.0, with a budget increase of US\$15,506,987.

DISTRIBUTION:

Chief, OMLT
Country Director
OM Registry
REG

DED & COO
Chief, OMXD & OMXP & OMXR
Programme Officer, OMXP
Programming Assistant, OMXP
FLB

Regional Director
RB Programme Advisor
RB Programme Assistant
RB Chrono
Liaison Officer, OMB