



INTERNAL AUDIT DIVISION

REPORT 2014/094

Audit of air operations in the African Union-United Nations Hybrid Operation in Darfur

Overall results relating to the management of air operations in the African Union-United Nations Hybrid Operation in Darfur were initially assessed as partially satisfactory. Implementation of three important recommendations remains in progress

FINAL OVERALL RATING: PARTIALLY SATISFACTORY

29 September 2014
Assignment No. AP2014/634/01

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AUDIT REPORT

Audit of air operations in the African Union-United Nations Hybrid Operation in Darfur

I. BACKGROUND

1. The Office of Internal Oversight Services (OIOS) conducted an audit of air operations in the African Union-United Nations Hybrid Operation in Darfur (UNAMID).
2. In accordance with its mandate, OIOS provides assurance and advice on the adequacy and effectiveness of the United Nations internal control system, the primary objectives of which are to ensure: (a) efficient and effective operations; (b) accurate financial and operational reporting; (c) safeguarding of assets; and (d) compliance with mandates, regulations and rules.
3. The UNAMID Aviation Section provided logistical air support to Mission operations. As at January 2014, the Mission's aviation fleet was 34 comprising 9 fixed-wing and 25 rotary wing aircraft. These air assets, acquired under charter agreements, were used to transport passengers, cargo, aero-medical evacuations, emergency evacuations and search and rescue operations in the Mission. The UNAMID air fleet transported 207,260 passengers and 2,032 metric tons of cargo in 2012/13 and 192,106 passengers and 2,100 metric tons of cargo in 2013/14. The Mission operated from 37 locations which included 7 runways, 11 helicopter landing sites, 4 airstrips and 15 helipads which were designated as frequently used landing sites.
4. The Aviation Section was headed by the Chief Aviation Officer at the P-5 level who reported to the Director of Mission Support through the Chief of the Supply Chain Management Services. The Chief Aviation Officer was supported by a team of 85 staff members comprising 37 international staff, 10 United Nations volunteers, 14 national professional officers and 24 national staff.
5. The budget for aviation operations for fiscal years 2012/13 and 2013/14 was \$193.4 million and \$196.4 million respectively. Table 1 shows the total number of flight hours.

Table 1: Actual flight hours for the UNAMID air fleet

Flight hours	2012/13	2013/14*
Fixed-wing aircraft	9,560	4,962
Rotary wing aircraft	17,580	13,259
Total	27,140	18,221

*Decrease was due to five aircraft that were repatriated, one that was grounded and three that were not positioned during the fiscal year.

6. Comments provided by UNAMID are incorporated in italics.

II. OBJECTIVE AND SCOPE

7. The audit was conducted to assess the adequacy and effectiveness of UNAMID governance, risk management and control processes in providing reasonable assurance regarding the **effective management of air operations in UNAMID**.

8. The audit was included in the OIOS 2014 risk-based work plan because of operational, safety, security and financial risks related to air operations.

9. The key control tested for the audit was regulatory framework. For the purpose of this audit, OIOS defined this key control as the one that provides reasonable assurance that policies and procedures: (a) exist to guide the management of air operations; (b) are implemented consistently; and (c) ensure the reliability and integrity of financial and operational information.

10. The key control was assessed for the control objectives shown in Table 2.

11. OIOS conducted the audit from January to April 2014. The audit covered the period from 1 July 2012 to 31 December 2013.

12. OIOS conducted an activity-level risk assessment to identify and assess specific risk exposures, and to confirm the relevance of the selected key control in mitigating associated risks. Through interviews and analytical reviews, OIOS assessed the existence and adequacy of internal controls and conducted necessary tests to determine their effectiveness.

III. AUDIT RESULTS

13. The UNAMID governance, risk management and control processes examined were **partially satisfactory**¹ in providing reasonable assurance regarding the **effective management of air operations in UNAMID**. OIOS made five recommendations to address the issues identified. The UNAMID Aviation Section was providing adequate logistical air support to Mission operations. However, UNAMID needed to ensure that: (a) planning for aviation support was based on updated strategic documents such as the Mission Support Plan and the concept of operations for police and military; (b) electronic approvals of non-routine flights conformed with the required procedures; (c) adequate flight following logs were maintained; (d) quality assurance staff possessed the requisite skills to perform their functions; and (e) the monthly summaries of the aircraft use reports sent to the Air Transport Section were accurate.

14. The initial overall rating was based on the assessment of key control presented in Table 2 below. The final overall rating is **partially satisfactory** as implementation of three important recommendations remains in progress.

Table 2: Assessment of key control

Business objective	Key control	Control objectives			
		Efficient and effective operations	Accurate financial and operational reporting	Safeguarding of assets	Compliance with mandates, regulations and rules
Effective management of air operations in UNAMID	Regulatory framework	Partially satisfactory	Partially satisfactory	Partially satisfactory	Partially satisfactory

¹ A rating of “**partially satisfactory**” means that important (but not critical or pervasive) deficiencies exist in governance, risk management or control processes, such that reasonable assurance may be at risk regarding the achievement of control and/or business objectives under review.

Regulatory framework

Strategic documents necessary for aviation support planning were not up-to-date

15. The Department of Peacekeeping Operations/Department of Field Support (DPKO/DFS) Aviation Manual required aviation planners, in developing the Aviation Support Plan, to obtain relevant and up-to-date information on required aviation logistical support from the Mission Support Plan, Military and Police Concepts of Operations and other documents to adequately plan each year's aviation requirements.

16. The UNAMID Mission Support Plan had not been updated since July 2010 to reflect the decrease in strength in military and police personnel and the associated reductions in operations as a result of Security Council resolution 2063 dated 13 July 2012. Furthermore, the UNAMID Concept of Operations for Military and Police operations, although required to be updated annually, had not been revised since 30 November 2012 and 11 January 2013, respectively. UNAMID was in the process of updating the Mission Support Plan as of March 2014, but no date was set for its completion. Meanwhile, the Aviation Section had updated its Aviation Support Plan on 16 March 2014 and prepared its budget based on directives from the Joint Special Representative and the Director of Mission Support, guidance from the Air Transport Section in DFS and historical flight data.

17. Nonetheless, there was no linkage between the Aviation Support Plan and the current concepts of operations for military, police and other substantive units that used air assets such as Political Affairs and Civil Affairs. Senior officers of military, police and substantive components stated that they were not consulted as regards their flight requirements for inclusion in the Mission's air operations budget. As a result, there remained a risk that Aviation Support Plan did not reflect the Mission's requirements.

(1) UNAMID should update the Mission Support Plan and the concept of operations to ensure that the Aviation Support Plan is based on current logistical support requirements and that relevant Mission components are consulted in drawing up the Mission's aviation requirements.

UNAMID accepted recommendation 1 and stated that the Mission Support Plan was approved on August 2014, incorporating the Aviation Support Plan as an annex. A copy was provided to OIOS. Based on the action by UNAMID, recommendation 1 has been closed.

Procedures for non-routine flights were complied with but electronic approvals needed to be revised

18. UNAMID aviation standard operating procedures provided that the Movement Control Section and the Mission Air Operations Centre review requests for non-routine flights (special flights) to check if such requests could be accommodated in the weekly/monthly flight schedule before forwarding them to the CAVO and the Director of Mission Support for approval. The procedures provided that special flights may be approved for: (a) a destination that was not served by regular flights; (b) medical and casualty evacuations; and (c) exceptional security/operational requirements which could not be met through regular flights. Effective 10 February 2014, all air movement requests were processed through the electronic Air Movement Request system.

19. A review of 30 out of the 91 special flights during the audit period indicated that relevant procedures were complied with, except for the approval process within the Air Movement Request system. Although the Air Movement Request system approval process had the Chief of Supply Chain Management Services or the Director of Mission Support as the final approvers, the system was not

designed to prevent the CAVO from approving flights as the final approver. This control weakness enabled special flights to be approved without the knowledge of the Chief of Supply Chain Management Services or the Director of Mission Support. Nonetheless, tests showed that the Chief Aviation Officer only had approved flights as the final approver when he was designated as the Officer-in-Charge of the Supply Chain Management Services.

(2) UNAMID should revise the electronic Air Mission Request system to ensure that approvals conform to the provisions of the Aviation Manual and standard operating procedures.

UNAMID accepted recommendation 2 and stated that the Geospatial Information & Telecommunication Technology was in the process of revising the Air Movement Request system and the required format should be available within two months. Recommendation 2 remains open pending the implementation of the revised Air Movement Request system.

The flight following log was not adequately maintained

20. The DPKO/DFS Aviation Manual required the Aviation Section to establish a flight following process and maintain a log of mandatory information that included aircraft position every 15 minutes and its landing and takeoff times. The Manual also required that the radio room to be manned one hour prior to the takeoff of the first aircraft and up to 15 minutes after the last aircraft had landed.

21. UNAMID established the required flight following process and Air Operations Radio Cell/Room that was manned one hour prior to the takeoff of the first aircraft and maintained until the last aircraft had landed. A flight following radio log sheet was completed on a daily basis for all flights being operated. However, the flight following radio log sheet did not contain all the mandatory information as the Air Operations Radio Cell/Room only captured landing and takeoff times and actual flight times.

22. A review of a sample of flight following radio log sheets for 58 sorties flown in 20 days during the audit period indicated that the flight position points were not always reported and recorded every 15 minutes as required. The Aviation Section explained that pilots were not relaying such information during flights because at that time they were using very high frequency radios to communicate and its frequency was not reliable. Currently, they are using ultra high frequency radios, which were more reliable.

23. The failure to record this important information negated the purpose of flight following as flights should be monitored constantly and information recorded for management decision-making especially during crisis. For example, during an aviation safety investigation on an emergency landing of a flight in El Fasher in 2013, it was noted that only departure information was received from the Nyala Air Operations Centre via a desk phone. No other information was known until after the aircraft had landed in El Fasher. Since no information was received and recorded, the investigation was concluded based only on what was recounted by the pilots and crew.

(3) UNAMID should take steps to comply with the requirement for logging of all mandatory flight following information for all flights.

UNAMID accepted recommendation 3 and stated that mechanisms were put in place and implemented effective 20 July 2014 to ensure logging of all mandatory flight following information for all flights. Further, all radio log records were being stored and archived for five years. Recommendation 3 remains open pending receipt of evidence and verification by OIOS that the mechanisms put in place are adequate and working effectively.

Quality assurance functions were not fully discharged

24. The Technical Compliance and Quality Assurance Unit was responsible for ensuring that: (a) standards were set and maintained in a timely and systematic manner to ensure conformance at all times; (b) aviation quality standards were integrated in each activity; (c) ongoing UNAMID operations or special operations were periodically evaluated; and (d) targeted quality audits were conducted.

25. The Technical Compliance and Quality Assurance Unit had not prepared comprehensive work plans for monitoring whether quality standards were integrated in all aviation operations activities. The Unit had also not conducted audits of fuelling services and baggage/cargo loading as part of aviation operations. As a result, carriers' assessment reports were not completed and filed as required. The Unit was not able to perform fully its functions as it was not adequately resourced with experienced aviation quality assurance staff. The Unit was staffed by one international staff and a military officer who, although experienced in aviation operations, did not have the requisite aviation quality assurance experience.

(4) UNAMID should take steps to ensure that the Technical Compliance and Quality Assurance Unit staff members have the necessary skills set to perform their functions effectively.

UNAMID accepted recommendation 4 and stated the staff assigned to Technical Compliance and Quality Assurance functions were adequately qualified and trained for the assigned functions. UNAMID provided OIOS with records of training and certificates of the staff assigned. Based on the action taken by UNAMID, recommendation 4 has been closed.

The Mission's aviation operational risk management framework was adequate and implemented effectively

26. The DPKO/DFS Aviation Safety Manual required UNAMID to implement an aviation operational risk management framework.

27. A review conducted by the UNAMID Aviation Safety Unit in October 2013 and a DFS aviation safety assistance visit to the mission in February 2014 concluded that UNAMID was not following the five-step implementation process in accordance with the aviation operational risk management implementation guidelines issued by DFS. Subsequent to these reviews, the Aviation Section revised the threat assessment template to cover all the required five steps. With effect from April 2014, the required integrated threat assessments were completed for each flight undertaken, and the results were forwarded to the Director of Mission Support for a decision on whether to accept the risks before proceeding with the flight.

28. Additionally, all UNAMID landing sites had been approved before being used by aircraft, and the Aviation Terminal Unit and the Aviation Safety Section conducted periodic assessments to ensure landing sites continued compliance with safety standards. In government-controlled landing sites, the Government of Sudan implemented adequate security measures regarding access to airfields and UNAMID duty air operations staff at these airfields controlled and coordinated movements. There were no known or reported incidents at airfields. OIOS concluded that UNAMID had adequate and effective operational risk management procedures in place.

Mission Aviation Safety Council was established and regular meetings held

29. The DPKO/DFS Aviation Safety Manual required UNAMID to establish a Mission Aviation Safety Council. UNAMID had a functioning Mission Aviation Safety Council with terms of reference. This Council held eight meetings during the audit period where the implementation of recommendations pertaining to aviation safety were discussed and followed up. These recommendations included those arising from the DFS Aviation Safety Unit's two visits to UNAMID, one in October 2012 and another in November 2013. As of the audit date, all the DFS recommendations made to enhance safety measures were implemented as required. OIOS concluded that the Mission Aviation Safety Council was functioning as intended.

An aviation emergency response plan was established and related emergency exercises were conducted

30. The DPKO/DFS Aviation Safety Manual required missions to develop and implement an aviation emergency response plan to contain actions to be taken after an accident or serious incident, in order to be prepared to act in case of an air emergency. The Manual also required that aviation emergency response plan exercises be conducted on a regular basis to test the validity of the plan. A full-scale live exercise was also required to be planned and carried out at least once a year.

31. UNAMID established an aviation safety programme to ensure that aviation emergency response plan exercises were conducted. However, UNAMID had not recently conducted a full-scale live exercise because of restrictions imposed by the host government. UNAMID made requests to the Sudan Civil Aviation Authority in October and November 2011 for joint exercises, but no permission was granted until April 2014 when UNAMID, jointly with the government conducted an exercise. OIOS observed the exercise and verified that all emergency first responders were involved, with the aviation emergency response plan being properly implemented and tested. Additionally, in lieu of the full-scale exercises, UNAMID had been limited to conducting four table-top exercises in three of the five sectors. All of the table-top exercises were focused on helicopters which were considered high risk aircraft. OIOS concluded that adequate aviation emergency response plan and related exercises within the control of UNAMID had been implemented.

Aviation training programme was adequate

32. The DPKO/DFS Aviation Manual provided that aviation staff should receive relevant on-the-job training. Each staff should attend one course every two years, but preferably one course each year.

33. The Aviation Section developed a comprehensive training programme for its staff. The programme consisted of: (a) induction training referred to as UNAMID Aviation Orientation Programme; (b) on-the-job training; (c) mission academic training; (d) specialized aviation training provided both internally and externally; and (e) Aviation/Movement Control Liaison Officer training.

34. In addition to the above, the Aviation Section, in coordination with the UNAMID Integrated Mission Training Centre, trained selected military officers as Aviation Military Liaison Officers to man helipads throughout the Mission area where UNAMID air specialists were absent. For fiscal years 2011/12 and 2012/13, 110 aviation personnel had undergone training. OIOS concluded that the UNAMID aviation training programme was generally adequate, and was in accordance with the DPKO/DFS Aviation Manual and the Mission's standard operating procedures.

UNAMID air and ground personnel were adequately trained and qualified to properly execute their functions

35. DPKO/DFS Aviation Manual required staff performing essential air operations functions; such as, quality assurance, helipad management, operational risk assessment and aviation contract management, to have the relevant qualifications and experience.

36. A review of the personal history profiles of 30 of the 71 aviation staff performing essential air operations functions indicated that their profiles matched their job descriptions and their current functions. Furthermore, the staff attended specialized training relating to their current functions. Therefore, OIOS concluded that aviation staff performing essential air operations functions were experienced and adequately trained.

All current pilots and co-pilots were appropriately licensed for their respective roles

37. The DPKO/DFS Aviation Manual required all pilots to be duly qualified and appropriately licensed to operate aircraft. The Technical Compliance and Quality Assurance Unit maintained a database of all past and present air crew and another separate database for managing contracts.

38. A review of certificates and licenses of 40 out of 52 pilots flying UNAMID aircraft indicated that the pilots and other crew members were adequately qualified and possessed valid certificates/licenses. This included being operationally proficient with both instrument flight rules and visual flight rules, as well as, night flying and special missions (aero-medical and search and rescue flights). Additionally, the database was appropriately updated as required. OIOS concluded that controls to verify the qualifications of air crew were adequate and working as intended.

There was a need to improve accuracy of monthly aircraft use reports submitted to the Air Transport Section

39. The DPKO/DFS Aviation Manual required air carriers and contingents to submit aircraft use reports monthly to the Aviation Section to assist in gathering statistical flight information. These reports were also used to prepare monthly summary reports of flying hours for all aircraft which were sent to the DFS Air Transport Section for the processing of payments to air carriers.

40. A review of all the 1,890 daily aircraft utilization reports and 61 monthly aircraft summaries during the months of January and November 2013 indicated the following:

(a) Differences in the number of passengers, total flight hours, number and type of flights, total cargo, and fuel consumption when the daily aircraft utilization reports were compared with the Air Transport Section's monthly aviation report for 17 out of 61 aircraft summaries reviewed;

(b) There were three standard reasons for not tasking an aircraft: "not available", "on crew rest", and "aircraft on standby as there is no flight request". For 294 of the 1,890 aircraft utilization reports reviewed, aircraft were not tasked yet the fields in the air tasking form were not marked as required;

(c) There was no evidence that 32 of the 1,890 aircraft utilization reports were reviewed and verified by the respective pilot-in-command and a designated Air Operations Section Officer;

(d) The requirement to correctly record data on aircraft fuel usage was not complied with in 6 out of the 1,890 aircraft utilization reports reviewed.

41. Due importance was not given to ensuring the completeness and accuracy of source documents supporting the monthly flight summary reports sent to DFS, which impacts the adequacy of aviation planning, budgeting and performance management.

(5) UNAMID should establish mechanisms to ensure the accuracy of the summarization of aircraft utilization reports.

UNAMID accepted recommendation 5 and stated that the discrepancies noted were reviewed and rectified. Further, UNAMID stated that measures were taken to verify the aircraft use reports at three distinct levels, i.e., the sector records/logs, data entry verification and final cross-checks by the designated supervisor. Recommendation 5 remains open pending receipt of evidence and OIOS verification that the measures taken were adequate.

IV. ACKNOWLEDGEMENT

42. OIOS wishes to express its appreciation to the Management and staff of UNAMID for the assistance and cooperation extended to the auditors during this assignment.

(Signed) David Kanja
Assistant Secretary-General for Internal Oversight Services

STATUS OF AUDIT RECOMMENDATIONS

Audit of air operations in the African Union-United Nations Hybrid Operation in Darfur

Recom. no.	Recommendation	Critical ¹ / Important ²	C/ O ³	Actions needed to close recommendation	Implementation date ⁴
1	UNAMID should update the Mission Support Plan and the concept of operations to ensure that the Aviation Support Plan is based on the current logistical support requirements and that relevant Mission components are consulted in drawing up the Mission's aviation requirements.	Important	C	Action taken.	Implemented
2	UNAMID should revise the electronic Air Mission Request system to ensure that approvals conform to the provisions of the Aviation Manual and standard operating procedures.	Important	O	Receipt of evidence and OIOS verification of the implementation of the revised Air Movement Request system.	30 November 2014
3	UNAMID should take steps to comply with the requirement for logging of all mandatory flight following information for all flights.	Important	O	Receipt of evidence and OIOS verification that the flight logging mechanisms put in place were adequate and working effectively.	20 July 2014
4	UNAMID should take steps to ensure that the Technical Compliance and Quality Assurance Unit staff members have the necessary skills set to perform their functions effectively.	Important	C	Action taken.	Implemented
5	UNAMID should establish mechanisms to ensure the accuracy of the summarization of aircraft utilization reports.	Important	O	Receipt of evidence and OIOS verification that the measures taken were adequate.	20 July 2014

¹ Critical recommendations address significant and/or pervasive deficiencies or weaknesses in governance, risk management or internal control processes, such that reasonable assurance cannot be provided regarding the achievement of control and/or business objectives under review.

² Important recommendations address important deficiencies or weaknesses in governance, risk management or internal control processes, such that reasonable assurance may be at risk regarding the achievement of control and/or business objectives under review.

³ C = closed, O = open

⁴ Date provided by UNAMID in response to recommendations.

APPENDIX I

Management Response

AFRICAN UNION

الاتحاد الأفريقي



UNAMID



UNITED NATIONS

الأمم المتحدة

African Union – United Nations Hybrid Operation in Darfur

Office of the Joint Special Representative

15 September 2014

To: Ms. Eleanor T. Burns
Chief, Peacekeeping Audit Service
Internal Audit Division, OIOS

From: Mohamed Ibn Chambas
Joint Special Representative
UNAMID

Subject: Draft report on an audit of air operations in the African Union-United Nations Hybrid Operation in Darfur (Assignment No. AP2014/634/01)

1. With reference to your memorandum of 19 August 2014, on the captioned-subject matter, please find attached UNAMID's response (Appendix I) to the draft report for your records and consideration.
2. I further confirm on the factual accuracy of the report.

Thank you.

cc: Mr. Abiodun Bashua, Deputy Joint Special Representative (Political), UNAMID
Mr. Milan Trojanović, Director of Mission Support, UNAMID
Mr. Maqbool Mohammad, Chief, Supply Chain Management Service, UNAMID
Mr. Khaled Kassab, Chief, Aviation Section, UNAMID
Mr. Prances Soosa, Chief, Resident Auditor, OIOS/UNAMID
Mr. Velayutham Gopal, Audit Focal Point, UNAMID
Ms. Cynthia Avena-Castillo, Professional Practices Section, IAD/OIOS

15/9/14

Management Response

Audit of air operations in the African Union-United Nations Hybrid Operation in Darfur

Rec. no.	Recommendation	Critical ¹ / Important ²	Accepted? (Yes/No)	Title of responsible individual	Implementation date	Client comments
1	UNAMID should update the Mission Support Plan and the concept of operations to ensure that the Aviation Support Plan is based on the current logistical support requirements and that relevant Mission components are consulted in drawing up the Mission's aviation requirements.	Important	Yes	Office of Chief Supply Chain Management Service (CSCMS)	31 August 2014	The Mission Support Plan has been approved on August 2014, incorporating the Aviation Support Plan as Annex R (readily available with OIOS). Accordingly, we request that this recommendation be closed.
2	UNAMID should revise the electronic Air Mission Request system to ensure that approvals conform to the provisions of the Aviation Manual and standard operating procedures.	Important	Yes	Supervisor, Application Support / GITTS	30 November 2014	As recommended, Geospatial Information & Telecommunication Technology (GITTS) is in the process of revising the electronic Air Mission Request (e-AMR). Technical IT glitches experienced are being resolved and the required format should be available within two months.
3	UNAMID should take steps to comply with the requirement for logging of all mandatory flight following information for all flights.	Important	Yes	Chief – Mission Air Operations Centre (MAOC)	20 July 2014	Mechanisms have been put in place and implemented effective 20 July 2014 to ensure logging of all mandatory flight following information for all flights. Copy of Advisory dated 10 July 2014, attached for reference. All radio log records are stored and archived to be available for five years.

¹ Critical recommendations address significant and/or pervasive deficiencies or weaknesses in governance, risk management or internal control processes, such that reasonable assurance cannot be provided regarding the achievement of control and/or business objectives under review.

² Important recommendations address important deficiencies or weaknesses in governance, risk management or internal control processes, such that reasonable assurance may be at risk regarding the achievement of control and/or business objectives under review.

Management Response

Audit of air operations in the African Union-United Nations Hybrid Operation in Darfur

Rec. no.	Recommendation	Critical ¹ / Important ²	Accepted? (Yes/No)	Title of responsible individual	Implementation date	Client comments
						OIOS is therefore invited to verify the implemented actions and closure of this recommendation accordingly.
4	UNAMID should take steps to ensure that the Technical Compliance and Quality Assurance Unit staff members have the necessary skills set to perform their functions effectively.	Important	Yes	Chief – TCQA and Training Officer	30 April 2013	As recommended, staff assigned to Technical Compliance and Quality Assurance (TCQA) functions are adequately qualified and trained for the assigned functions. Copies of related training certificates and records, attached for reference. Accordingly, we request that this recommendation also be closed.
5	UNAMID should establish mechanisms to ensure the accuracy of the summarization of aircraft utilization reports.	Important	Yes	Supervisor – AUR sub-unit of TCQA	20 July 2014	Discrepancies noted have been reviewed and rectified. Measures have been taken to verify the aircraft use reports (AUR) at three distinct levels, viz. Sector records / logs, data entry verification and final cross checks by the designated supervisor. Accordingly, we request OIOS to verify the measures in place and close this recommendation.