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ASSEMBLY — 39TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 17: Universal Security Audit Programme – Continuous Monitoring Approach (USAP-CMA)

ICAO UNIVERSAL SECURITY AUDIT PROGRAMME — CONTINUOUS MONITORING APPROACH (USAP-CMA) IMPLEMENTED IN INDONESIA

(Presented by Indonesia)

EXECUTIVE SUMMARY

In regard to the implementation of the ICAO Universal Security Audit Programme (USAP), Indonesia successfully underwent a USAP-CMA audit in 2015 which involved all related aviation security stakeholders in Indonesia. For that reason, the following information paper elaborates further about the implementation of USAP-CMA conducted in Indonesia.

Action: The Assembly is invited to note the information contained in this paper.

<i>Strategic Objectives:</i>	This information paper relates to Strategic Objective C — <i>Security and Facilitation</i> .
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Not applicable.

1. INTRODUCTION

1.1 The 38th Session of the ICAO Assembly endorsed the Council's decision to extend the Continuous Monitoring Approach (CMA) to the Universal Security Audit Programme (USAP) as of 2015. The USAP-CMA allows for an assessment of all Member States while providing more flexibility in the type and scope of monitoring activities to be conducted to respond to States' needs, and to adjust to each State's aviation security and oversight system. The objective of the USAP-CMA is to promote global aviation security through continuous auditing and monitoring of Member States' aviation security performance.

1.2 The USAP-CMA on-site audit of Indonesia was undertaken from 29 October to 5 November 2015. During the USAP-CMA on-site audit, Indonesia involved all stakeholders and institutions relating to aviation security. The following information elaborates further about the implementation of the USAP-CMA on-site audit conducted in Indonesia.

2. USAP-CMA IMPLEMENTATION

2.1 During the on-site USAP-CMA audit, several institutions relating to aviation security in Indonesia were audited, including:

- a) Directorate of Aviation Security, Directorate General of Civil Aviation (DGCA);
- b) Directorate General of Immigration and Immigration Office at Jakarta airport;
- c) Soekarno – Hatta International Airport (Jakarta);
- d) Garuda Indonesia (national airline);
- e) AirNav Indonesia (Air Navigation Service Provider);
- f) Regulated Agent; and
- g) other Stakeholders (Catering Agents, Warehouse, Ground Handling).

2.2 The scope of the USAP-CMA audit consisted of nine areas including:

LEG	Regulatory Framework and the National Civil Aviation Security System
TRG	Training of Aviation Security Personnel
QCF	Quality Control Functions
OPS	Airport Operations
IFS	Aircraft and In-flight Security
PAX	Passenger and Baggage Security
CGO	Cargo, Catering and Mail Security
AUI	Response to Acts of Unlawful Interference
FAL	Security Aspects of Facilitation

3. **PREPARATION OF THE USAP-CMA AUDIT**

3.1 Before the USAP-CMA audit was conducted, the DGCA team which was involved in the USAP implementation prepared all needed items relating to the audit including:

- a) establishing/revising regulations and translating all related regulations into English;
- b) completing the evidence of protocol questions (PQs);
- c) conducting an internal audit before the USAP audit to ensure the readiness of DGCA and operators in facing the USAP-CMA audit; and
- d) conducting an audit simulation by teams who are in charge of quality control.

4. **DURING THE USAP-CMA AUDIT**

4.1 During the audit, the DGCA team which was involved in the USAP implementation divided into nine sub-teams in accordance with the nine audit areas. Each group responsible for their audit areas answered the questions in front of the auditor. Each group accompanied the auditors for field audits based on their area. Daily briefings were conducted each day before and after the audit between the national coordinator and the ICAO auditors.

5. **POST USAP-CMA AUDIT**

5.1 After the USAP-CMA audit was conducted, DGCA Indonesia took the following actions:

- a) developed and submitted a Corrective Action Plan (CAP) to ICAO;
- b) monitored the implementation of the CAP; and
- c) reported on the updated improvement of the CAP prior to ICAO validation.

6. **CONCLUSION**

6.1 According to Indonesia's experience in facing the USAP-CMA audit, the following lessons were learned during USAP-CMA implementation:

- a) Preparation is the most important part in facing a USAP-CMA audit;
- b) Good team work is needed in dealing with a USAP-CMA audit; and
- c) Corrective action should be implemented as soon as possible after the audit.