



Session title

Panel 12: Compliance assurance

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Major Discussion Points

In an situation where accountability is increasing, budgets are shrinking and change is accelerating, new attitude towards enforcement is needed; the regulator needs to move from the traditional enforcement to compliance assurance.

It is not about industry and regulator to “be best friends”, but to form partnerships; responsibility for ensuring safety lies mainly with industry while the regulators role is “oversight” function. Enforcement must be used some times but rather as last resource for those who do not want to comply.

Enforcement is a tool which should be used only when it is appropriate to address the root cause of the non-compliance; the Regulator should employ a range of safety intervention tools and a adopt progressive approach to enforcement. “Subjectiveness” will be an issue; how do we deal with this? More guidance and experience needed.

The system needs to take into account that “one-size-fits-all” view on enforcement does not work in an SMS environment.

Is the judicial system ready and able to embrace the change in compliance/enforcement system in relation to SMS oversight? The aviation community should engage in training of politicians, prosecutors and the flying public to make sure they understand the new system.

Questions and Comments from the Floor

An airline association questioned what is being done in the area of creating awareness of politicians, judiciary and the general public. The panel offered several examples, such as enforcement guidance, and stressed the need be more active in this field.

Several questions were made on how to make the cultural and behavioral change happen; the discussion focused on the need for information and training.

Outcomes/Additional Ideas

There seems a general consensus on what needs to be done and the direction to take, but a lot of work lies ahead of regulators and industry; the topic deserves to be raised again in future conferences.
