

**BULLETIN CORRECTION**

<b>AAIB File:</b>	<b>EW/C2004/10/03</b>
<b>Aircraft Type and Registration:</b>	Mooney M20J, G-EKMW
<b>Date &amp; Time (UTC):</b>	16 October 2004 at 0648 hrs
<b>Location:</b>	Jersey Airport, Channel Islands
<b>Information Source:</b>	AAIB Field Investigation

**AAIB Bulletin No 11/2006, page 92 refers**

Safety Recommendation 2006-029 was made to the CAA in the report on the accident to Mooney M20J, G-EKMW, as follows:

*'It is recommended that the Civil Aviation Authority review their quality audit programmes, which underpin its EASA Part 145 approvals of maintenance organisations, to ensure that such audits include adequate sampling and objective scrutiny of the physical engineering activities'*

The CAA has stated that it is fully supportive of [safety] recommendations that enable improvements to be made to its regulatory oversight and surveillance methods, and believes that this was the intent of SR 2006-029. However, they could not accept this recommendation as

worded because it would require the implementation of a quality audit programme, with all that this implies, as it is for the approved organisation to implement.

In order to more reflect correctly the role of the Regulator, Safety Recommendation 2006-029 has been re-issued as follows:

**Safety Recommendation 2006-134**

It is recommended that the Civil Aviation Authority review their regulatory oversight methods, which underpin its EASA Part 145 approvals of maintenance organisations, to ensure they include adequate sampling and objective scrutiny of the physical engineering activities.