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By email only: [REDACTED]

25 July 2025

**IN THE MATTER OF AN INQUEST INTO THE DEATHS ARISING FROM THE HELICOPTER  
CRASH AT KING POWER STADIUM ON 27 OCTOBER 2018**

**CIVIL AVIATION AUTHORITY RESPONSE TO A REPORT ON ACTION TO PREVENT OTHER  
DEATHS PURSUANT TO PARAGRAPH 7 OF SCHEDULE 5 TO THE CORONERS AND JUSTICE  
ACT 2009 AND REGULATIONS 28 AND 29 OF THE CORONERS (INVESTIGATIONS)  
REGULATIONS 2013**

**Introduction**

The UK Civil Aviation Authority wishes to express its sincere condolences to the families, friends, and loved ones of those who lost their lives in this tragic accident.

The CAA has carefully considered the Regulation 28 Report and the matters of concern raised by the Senior Coroner.

**Response**

Following this tragic accident, the CAA analysed the Safety Recommendations (SRs) issued to EASA by the Air Accident Investigation Branch (AAIB) to understand the intent of the SRs and to consider what actions are within the CAA's power to address within the UK. The CAA gave a detailed account of these actions to the Senior Coroner in the course of the inquest.

The CAA:

- a. has adopted updates to Acceptable Means of Compliance to CS-27 and CS-29 relating to rolling contact fatigue in critical bearings classified as Principal Structural Elements;
- b. has initiated rulemaking projects to update the UK regulatory framework to:

- i. clarify how the airworthiness status and life limits of critical parts should be defined and published to operators of the aircraft type;
  - ii. ensure the removal of defective critical parts from service and their return to the Type Certificate Holder (TCH) of the aircraft for analysis, to better understand the performance of critical parts in service;
  - iii. extend the scope of existing required safety assessments of the rotor and rotor drive system to minimise the hazard severity resulting from component failure;
- c. is developing a Certification Memorandum (“CM”) which will clarify that applicable data from the supplier of critical bearings (including installation and operating limitations, bearing design specification, and applicable best practice) should be recorded and assessed by the TCH of the aircraft prior to certification. This CM will apply to all critical bearings, including both metallic and hybrid designs. The CAA will share this CM with EASA for discussion;
- d. will consider EASA’s final proposals in relation to the Continued Integrity Verification Programme (CIVP) once they are issued and will reflect those provisions in the equivalent UK regulatory provisions if appropriate to do so;
- e. will continue its work to ensure that industry can better identify critical parts and notify any failure to meet their design life to the CAA through the Mandatory Occurrence Reporting (MOR) system; and
- f. will continue to explore an internationally harmonised approach to the treatment of critical parts by maintenance organisations to ensure such parts are properly identified, controlled, managed, stored and released to service throughout the global aviation industry.

The CAA also continues to work with its international counterparts, including EASA, as advised to the Senior Coroner during the inquest, to consider what actions might be taken to address the Senior Coroner’s concerns and ensure ongoing high safety standards for helicopters. The CAA and EASA met to discuss these issues on 2 July 2025, and a further meeting is planned for the autumn at which these discussions will continue. The CAA will also raise these issues with other international counterparts, such as the FAA, as appropriate.

As the Senior Coroner has noted, divergence of regulatory standards is generally undesirable in the context of civil aviation. For this reason, the CAA will continue this process of international engagement with the aim of achieving an internationally harmonised approach to the question of critical bearing design and certification, and the identification, handling, maintenance and analysis of critical parts. If international harmonisation cannot be achieved in due course, the CAA will consider whether it would be appropriate nonetheless to exercise its own powers to amend UK certification specifications or other regulatory provisions unilaterally.

While this process of international discussion is ongoing, the CAA will continue to have a range of powers available to ensure high standards of safety in helicopters operating in the UK, and will use these powers if necessary and appropriate to do so. These powers include:

- a. powers to issue Airworthiness Directives, requiring action to be taken to ensure an aircraft remains safe to operate;

- b. powers to validate new aircraft types being brought onto the UK register, and to require additional assurances or actions to enable the CAA to be satisfied that the aircraft is safe to operate in the UK;
- c. powers to ground aircraft if an unsafe condition is found to exist.

The CAA considers that these actions address the Senior Coroner's concerns as they may apply within the UK. The CAA remains committed to maintaining high standards of aircraft safety within the UK and contributing to similarly high standards globally. The CAA will continue to engage with EASA and other international counterparts, and to assess the UK's regulatory framework, to address the lessons from this tragic accident.

**The Civil Aviation Authority**