

**Aircraft Maintenance :
(who performs this ?)**

Details of Pilots and Co-Pilot Experience :

**Minimum Total Time
of Pilots and Co-
Pilots :**

**Minimum Total
Time on Various
Aircraft Types**

Pilot Training :

Please provide details of pilot training undertaken :

Current Risk Management Programme Details

It is useful to provide to Underwriters the positive Risk Management activities that you undertake. Please detail any information that may enhance your risk profile.

Details of Current Insurance Programme

Who is your appointed local broker and/or insurance company ?

London Broker :

Programme Structure :

London Market	International Market	Local Market
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In addition to the usual airline coverages we are also able to offer :

- 1. **Engine Breakdown Insurance**
- 2. **Personal Accident Insurance.**
- 3. **Loss of Licence Insurance**
- 4. **Loss of Use Insurance**
- 5. **Residual Value Insurance**

Please indicate which additional coverages you require, then complete the necessary sections applicable.

Where is this performed ?

2. Personal Accident

Category of employees to be covered :

Senior Managers

Junior Managers

Ground Engineers

Pilots/Flight Engineers

Cabin Crew

Others - specify

Sum insured required for each category :

Lump Sum

or

Multiple of Salary

Do you require cover for :

Accidental Death Only

Permanent Disability

Total

Permanent Disability

Partial

Temporary Disability

Above covers are for accident only, do you also require cover for :

Death from any cause

Temporary disability as
a result of illness

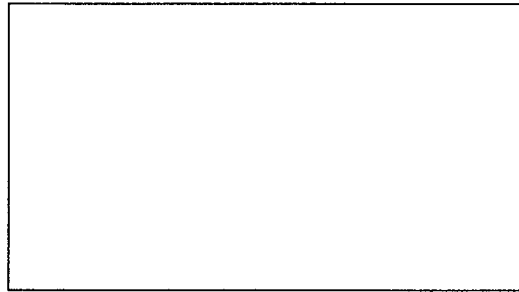
3. Loss of Licence

In addition to the information that you have already provided please show medical details and any previous record of licence suspension or endorsement from any cause.

Is the airline contractually committed to providing this cover. If so, at what levels?

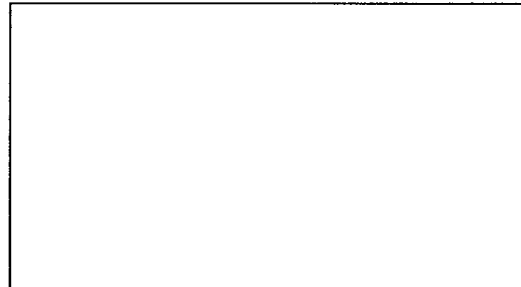
What other contractual agreements have the airline entered into to provide a benefit other than on medical grounds ? Please provide details.

What level of cover has been determined as adequate by your pilots?

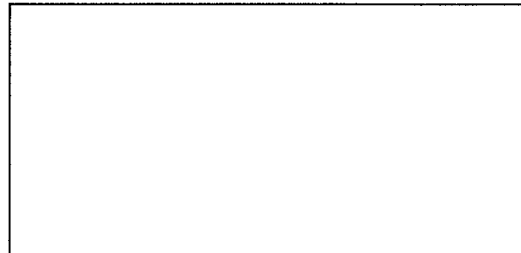


4. Loss of Use

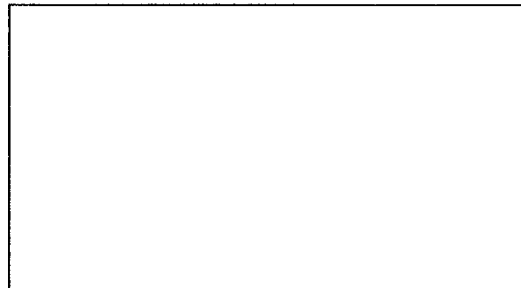
In the event of an aircraft being taken out of service due to damage sustained under your Hull Policy, what access do you have to replacement aircraft ?



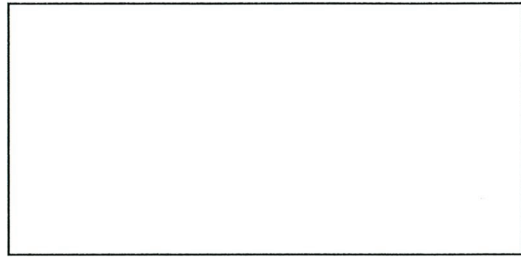
Are you required to continue payments under your financial contracts despite the aircraft being taken out of service ?



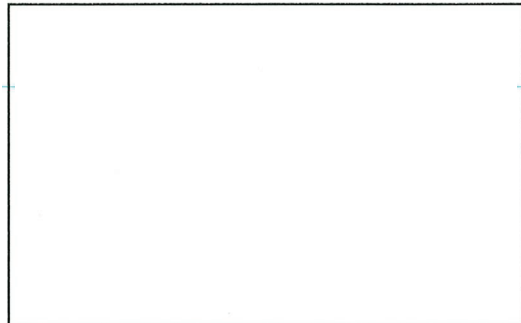
Please provide information as to the anticipated maximum time any one aircraft could be out of service due to accidental damage. Could this exceed ninety days ?



What would be the likely maximum financial loss the airline could incur due to an aircraft being taken out of service?

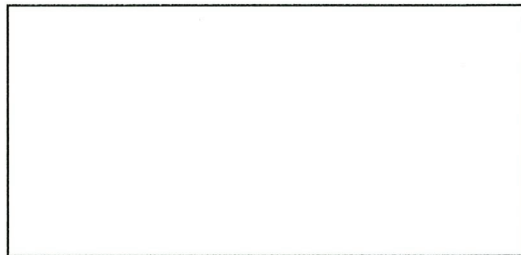


What excess period could the airline carry, e.g. three days, seven days etc. before requiring insurers to assume responsibility for loss of revenue?

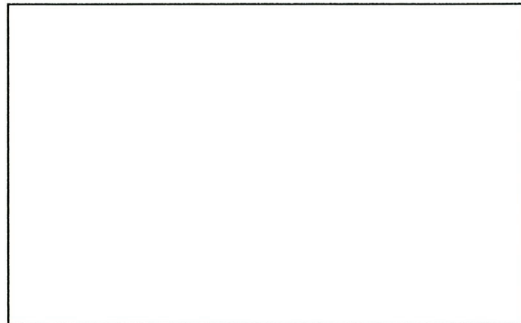


5. Residual Guarantee

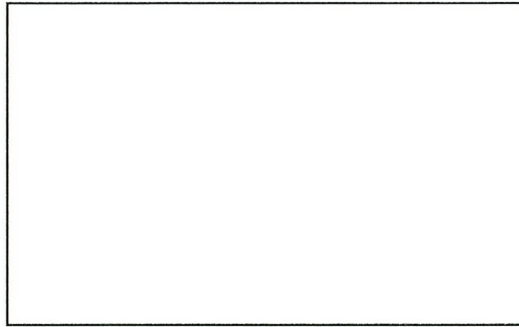
Does your projected financial returns make any allowance for a guaranteed return on the value of your aircraft at the end of the relevant lease period ?



Are there any contractual requirements with financiers which could impose guaranteed values at the end of a lease contract ?



Do you have any commitment to sell your aircraft at a pre-determined value upon termination of the lease period ?



Do you have a commitment to long term purchases of any second-hand aircraft at pre-determined value ?

