



## Evidence of Cover

**SETOPS and/or Individual Aircraft Owners each for their respective rights and interests.**

**1st March 2025 to 28th February 2026**

**AIRCRAFT HULL, SPARES AND EQUIPMENT, AVIATION LIABILITY, PREMISES LIABILITY AND PERSONAL ACCIDENT INSURANCE.**

**A250599**

## DUTY OF FAIR PRESENTATION

**We have set out below the applicable duty of disclosure that you have as regards Insurers, where your policy is governed by the laws of England, Wales, Scotland, and Northern Ireland.**

When you answer questions or agree with assumptions during the quotation process, you must disclose material facts or circumstances about the risk(s) you want to insure. A material fact or circumstance is something that would influence the judgement of an Insurer in deciding whether or not to insure the risk.

This is known as a 'duty of fair presentation' and includes disclosing the following:

- Information that you, your firm's senior management, or anyone responsible for arranging your insurance knows, or should know in relation to your business; and
- Information that would be revealed by a reasonable search of information available to you or by making enquiries, and could include information held within your business or by someone else (such as your insurance broker).

Remember that if you fail to meet this duty, it could mean that the policy is void, or that the Insurer is not liable to pay all or part of your claim(s).

Please be aware that if any of your details, material facts or circumstances change during the policy period, you must always notify us immediately.

Examples of material facts or circumstances include the following (please note these have been provided as examples only and the list is not exhaustive):

- Being declared bankrupt, participating in an Individual Voluntary Arrangement (IVA) or protected deed of trust in Scotland or making a compromise arrangement with creditors;
- Other policies in place covering the same risk;
- Previous claims or incidents which may have led to a claim but for which you did not actually submit a claim;
- Being declined cover by other insurers or having special terms imposed, or had any insurance cancelled;
- Changes to your business activities.

If your policy is not subject to English law you are expected to disclose risk information in accordance with the requirements of the applicable law. In such circumstances we expect you will disclose risk information at least equal to the standard required under English law and where the applicable law requires you to disclose information over and above the level required under English law you will provide such information in accordance with that law.

You are reminded that the duty of disclosure applicable to this contract is equally applicable to any Addendum.

## WARRANTIES AND SUBJECTIVITIES

All warranties should be treated seriously and strictly complied with. Failure to do so may entitle the insurer to decline a claim under the policy. If it is discovered that there is a breach of a warranty relating to this insurance, a record of the breach should be kept and when it was remedied. A breach should be remedied as quickly as possible. If it is not possible to remedy the breach, you should advise us promptly. Please contact us if you have any concerns or doubts.

Where cover is subject to fulfilment of a particular requirement (known as a subjectivity) and that subjectivity is not fulfilled, then this insurance may be invalidated. Therefore it is very important that all subjectivities are promptly satisfied so that they can be removed.

<b><u>RISK DETAILS</u></b>
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**UNIQUE MARKET  
REFERENCE:**

B0758A250599

**ATTACHING TO  
DELEGATED  
UNDERWRITING  
CONTRACT  
REFERENCE:**

Not applicable.

**TYPE:**
**Contract Classification:** Insurance

**Description:** AIRCRAFT HULL, SPARES AND EQUIPMENT, AVIATION LIABILITY, PREMISES LIABILITY AND PERSONAL ACCIDENT INSURANCE.

**PROPOSAL FORM:**

No Proposal.

**INSURED:**

Oriens Aviation Limited and/or Skycare Repatriation Ltd and/or Oriens Flight Operations Ltd and/or Fireside Partners, Inc. and/or Healix International and/or Close Brothers for their respective rights and interests.

**ADDRESS:**

United Kingdom.

**PERIOD:**

From 1st March 2025  
to 28th February 2026  
both days inclusive local standard time at the Insured's address as stated.

**INTEREST:**

- [1] "All Risks" of physical loss of or damage to Aircraft as per Schedule.
- [2] Legal Liability to third parties and passengers resulting from damage to property or bodily injury to persons in respect of the Aircraft as per Schedule, and as provided herein.
- [3] Legal Liability to third parties resulting from bodily injury or property damage arising from the Insured's aviation operations at the home base of the aircraft and elsewhere in connection with their aviation operations.
- [4] All risks of physical loss or damage to engines, spare parts, equipment, engineers' and mechanics' tools.
- [5] Personal Accident to any person only whilst flying as a pilot/crew member in aircraft as per Schedule.

**SUMS INSURED:**

- [1] Section 1:  
As per Schedule subject to a maximum Agreed Value any one Aircraft of USD9,000,000.
- [2] Sections 2 and 3:  
Combined Single Limit for legal liability to third parties and passengers (including baggage and personal articles) Bodily Injury and Damage to Property;  
  
Liability Limit USD25,000,000 each Aircraft each occurrence.
- [3] Section 1 Premises Liability as per the applicable Aircraft limit any one Occurrence.

Section 2 Hangarkeepers Liability not covered unless shown as being covered within the attached appendix in which case the limit applicable to Section 1 applies.

Section 3 Products Liability not covered.

[4] USD 750,000 any one occurrence.

[5] Benefits 1 – 7 Capital Sum Insured USD 100,000 each person.

**GEOGRAPHICAL LIMITS:**

Worldwide subject LSW617H reference to the term 'clauses' in paragraph 1 is amended to read as 'paragraphs', references to the phrase 'any country' and 'any excluded country' shall be amended to read as 'any country or region' and 'any excluded country or region' and the term 'by underwriters at terms to be agreed Contract Leader only' in paragraph 3 shall be amended to read 'at terms to be agreed by leading Insurer'. Also excluding Russia, Ukraine, Crimea and Belarus without provision for any overflight.

**DEDUCTIBLES:**

[1] Section 1 only  
Excluding any form of total loss.

USD 25,000 each aircraft each and every loss.

[4] USD 1,000 any one occurrence. However, no Deductible shall apply to claims for loss or damage caused by an occurrence to the carrying aircraft or other conveyance, fire, wind, tornado or cyclone.

[2], [3] and [5] are not subject to a deductible.

In the event of an incident arising hereon involving the application of more than one deductible, only one deductible being the highest applicable, shall be applied as an aggregate deductible for all losses arising out of that incident.

**CONDITIONS:**

**Applicable to [1] and [2] AVN 1D – London Aircraft Insurance Policy.**

Uses: Air Ambulance and Commercial AOC Operations.

Pilots: As per Oriens Flight Operation Limited AOC Standard Operations Procedures plus;

[1] CPL and/or ATPL/IR subject to a minimum of 1,000 hours fixed wing total time including 250 hours fixed wing turbine time and Pilatus PC12 class rating including 10 hours flight training.

[2] PPL/IR subject to a minimum of 1,500 hours fixed wing total time including 500 hours fixed wing turbine time and Pilatus PC12 class rating including 10 hours flight training.

**Applicable to [1] and [2] AVN 1D – Aircraft Insurance Policy, [3] AVN 126 – Aviation Premises, Hangarkeepers and Products Liability Insurance Policy Sections 2 and 3 deleted and [4] AVN 123 – Aircraft Spares Endorsement including amendments clauses and endorsements as shown below.**

AVN 38B Nuclear Risks Exclusion Clause.

AVN 48B – War, Hi-Jacking and Other Perils Exclusion Clause (Aviation) In respect of AVN 126 – Aviation Premises, Hangarkeepers and Products Liability Insurance Policy amended as per forms.

AVN 72 Contracts (Rights of Third Parties) Act 1999 Exclusion Clause.

AVN 111 Sanctions and Embargo Clause.

LMA 5450 Software Affirmation Clause.

Notwithstanding anything in this insurance to the contrary, in the event that an individual subscribing insurer:

- (a) is subject to a security downgrade below “BBB” as rated by S&P, and/or “A minus” as rated by AM Best or
- (b) gives notice that they intend to withdraw from writing business in the aviation insurance market, or
- (c) is, or their parent company is, subject to a material change being a change of majority ownership or controlling interest,

then the Insured shall have the option to reduce or terminate such insurer’s participation, at that time. If such insurer is the leading insurer the Insured shall also have the option to change its status to a following insurer after selecting a new leading insurer. The effective date of such reduction, termination or changed status shall be at the sole discretion of the Insured and shall be subject to advice in writing to the insurer, issued via Arthur J Gallagher (UK) Limited, and shall not be prior to the date on which the Insured issues such advice. The premium due to the insurer as respects that part of their participation which is terminated shall be the earned premium or pro rata of premium (as applicable) up to the date of reduction or of termination. However, in the event that the incurred claims at the effective date of reduction or termination of an insurer’s participation exceed the earned or pro rata premium (as applicable) due to the insurer, any return premium shall be subject to mutual agreement.

As used herein, “S&P” refers to “Standard & Poor’s Insurance Rating (a division of the McGraw-Hill Companies)” and “AM Best” refers to “A.M. Best Company Inc.” or successors of both.

Cancellation scale applicable to each form amended to AVN 115.

Additional Insureds, Contractual agreements, hold harmless agreements, waivers of subrogation, breach of warranty, assignments, loss payable clauses and indemnity provisions in force at the commencement of this and previous SETOPS Policies are automatically incorporated herein. Further such agreements and provisions as required by the Insured. However, in respect of any new exposure involving or relating to the United States of America agreement of leading Insurer only is required.

It is noted and agreed that consequential loss arising out of carriage of human blood or organs is excluded.

Air Ambulance Operations exclude liability arising from:-

- i) medical malpractice by any person
- ii) the aggravation of existing injuries or illness
- iii) the carriage of human blood, plasma and/or organs

Industrial Aid shall be defined as being the uses stated in Private Pleasure and Business and shall also be the transportation of executives, employees, guests of the insured, goods or merchandise, but excluding any operation for hire or reward.

**Applicable to [1] and [2] AVN 1D – Aircraft Insurance Policy and [3] AVN 126 – Aviation Premises, Hangarkeepers and Products Liability Insurance Policy Sections 2 \* and 3 deleted including amendments clauses and endorsements as shown below. \* Section 2 reinstated when shown as being covered within the attached appendix.**

AVN 46B Noise and Pollution and Other Perils Exclusion Clause. Paragraph 1(b) not applicable to pollution and contamination of products sold or supplied by the Insured.

In respect of Sections 2 and 3 of AVN 1D – Aircraft Insurance Policy and Section 1 of AVN 126 – Aviation Premises, Hangarkeepers and Products Liability Insurance Policy all sub-paragraphs except (b) deleted subject to AVN 52E Extended Coverage Endorsement (Aviation Liabilities). Limit of Third Party liability in paragraph 3 is sub limited as per Combined Single Limit per aircraft but maximum of USD25,000,000 any one Occurrence and in the annual aggregate or whichever the lesser.

AVN 60A Personal Injury Extension. Limit of liability being the lesser of USD25,000,000 or the limit of liability applicable to the aircraft.

AVN 2000A Date Recognition Exclusion Clause.

AVN 2001A Date Recognition Limited Coverage clause – applicable to AVN1D – Aircraft Insurance Policy

AVN 2002A Date Recognition Limited Coverage clause – applicable to AVN 126 – Aviation Premises, Hangarkeepers and Products Liability Insurance Policy.

2488AGM00003 Asbestos Exclusion Clause – not applicable to Section 1 of AVN 1D – Aircraft Insurance Policy.

LIIBA Aviation AV001 12.09.2019 Electronic Data Event Liability Exclusion.

LSW 715 Two Way Cross Liability Clause.

**Applicable to [1] and [2] AVN 1D – Aircraft Insurance Policy and [4] AVN 123 – Aircraft Spares Endorsement including amendments clauses and endorsements as shown below.**

**Leased Engines or Components**

Coverage is extended to apply automatically to engines or components leased by the Insured for use by them at pro rata additional premium. The value of any Aircraft whilst any such engine or component is attached will be increased automatically by the value of the engine or component subject to the value of any one Aircraft insured hereon not exceeding the maximum agreed value.

Coverage for Spares shall automatically include the value of any engines or components leased by the Insured for the duration of the lease while such property is the responsibility of the Insured and such engine or component is not attached to an Aircraft subject to the Sums Insured for any one building and/or location and any one sending not being exceeded.

Where the value of the engine or component is specified in the lease agreement Insurers agree to cover the engine or component on an agreed value basis. Where the value of the engine or component is not specified in the lease agreement, this shall be the fair market value of such engine or component as agreed between the Insurers and the owners of the engine or component at the time of the loss.



It is noted that Insurers retain the rights of salvage on the detached engine or component in the event of the total loss of the applicable Aircraft. However, the above shall not increase the stated agreed value of the aircraft when applying any constructive total loss clause.

**Applicable to [1] and [2] AVN 1D Aircraft Insurance Policy including amendments clauses and endorsements as shown below.**

AVN 19A Additions and Deletions (Combined). Proviso (i) deleted. The text: "Additions and Deletions of Aircraft:

All additions, deletions and changes in Aircraft Agreed Values are subject to prior agreement by the Insurers" Is deleted.

AVN 67B Airline Finance/Lease Contract Endorsement – Contract Party(ies) as required by the Insured and in addition in respect of Legal Liability Insurance their directors, officers and employees; Contract(s) as required by the Insured Additional Premium USD100 (receipt of which is hereby acknowledged).

AVN 73 Liability to Pilots and Crew Clause.

AVN 75 Flying Clothing and Effects Clause amended by deleting word 'pilot' and replacing with 'pilots and operational crew' – Limit USD 4,500 each Accident, USD 250 Deductible.

AVN 76 Supplementary Payments Clause amended as follows:

It is understood and agreed that this Policy is extended to cover as more fully set forth under those paragraph(s) identified below. It is expressly understood that no cover is provided under those paragraphs of this Clause which have not been identified below.

The Insurers agree to indemnify the Insured for

- (a) any reasonable expenses incurred for the purpose of search and rescue operations for an Aircraft insured hereunder determined to be missing and unreported such costs being payable even when the Aircraft is to be found safe and no other claim is otherwise payable under this policy;
- (b) any reasonable expenses incurred for the purpose of runway or Aircraft foaming to prevent or mitigate possible loss or damage because of malfunction or suspected malfunction of an Aircraft insured hereunder;
- (c) any reasonable expenses incurred for the purpose of attempted or actual raising, removal, disposal or destruction of the wreck of an Aircraft insured hereunder and the contents thereof;
- (d) any reasonable expenses which the Insured may be called upon to pay in respect of any public inquiry or inquiry by the Civil Aviation Authority or any other relevant authority into an Accident involving an Aircraft insured hereunder.
- (e) any reasonable expenses incurred by or on behalf of the Insured for fire and crash control in respect of a loss to an Aircraft insured hereunder.

Coverage is provided under paragraphs (a), (b), (c), (d) and (e) above.

Provided always that Insurers' liability shall not exceed 10% of aircraft agreed value in all paragraphs insured.

AVN 77 Unauthorised Use Clause – Theft Only.

AVN 80 Medical and Related Expenses Inclusion Clause, limit USD 75,000, per person including pilots and operational crew.

AVN 81 Out of Notified Hours Clause.

AVN 88 – 12.5% Profit Commission on Renewal Clause (70% basis)  
Profit Commission on Renewal Clause applies separately to each aircraft owner.

AVN 91 Trespassers Cost Clause. Limit GBP 25,000 waive additional premium.

AVN 92 Cargo Legal Liability Endorsement amended as follows:  
Cargo and Mail Legal Liability Endorsement

This Endorsement extends the coverage provided under Section 2 of Policy, subject to the Limit of Indemnity and to the Deductible stated below, for legal liability in respect of physical loss of or damage to cargo or mail caused by an Occurrence whilst in the care, custody or control of the Insured, for the purpose of carriage by air.

Coverage provided by this Endorsement attaches from the time of acceptance of such cargo or mail by the Insured and ceases upon delivery by the Insured at the final destination or when handed over to a successive carrier.

This Endorsement does not apply to legal liability in respect of:-

1. delay or loss of market;
2. perishables and/or livestock unless arising from an accident to the Aircraft;
3. consequential loss howsoever arising;
4. money, securities, precious stones, precious metals, jewellery, fine art and antiques of any kind.

Limit of Indemnity As for, but non-cumulative with Sections 2 and 3 of AVN 1D – Aircraft Insurance Policy

Deductible Nil.

AVN 46B Noise and Pollution and Other Perils Exclusion Clause not applicable to this endorsement.

AVN 94 Breach of Air Navigation Regulations Clause.

AVN 95 Civil Use of MOD Airfields Endorsement amended as follows: -

- [a] Delete “accidental” and inserting words “arising from an occurrence” between the words “property” and “caused” in the second paragraph;
- [b] Within the third paragraph “GBP ..... any one Accident” is amended to read “GBP7,500,000 or the applicable policy limit whichever is greater any one occurrence”; and
- [c] Additional Premium is completed as “Included”.

AVN 110 Aviation Authority Test Flight Clause amended by adding “and subrogation rights are waived under the section of the policy covering loss of or damage to the aircraft” to the end of paragraphs 1 and 2.

Coverage is extended to include all risks of physical loss of or damage to Flight Spares Kits carried in the Insured’s Aircraft, including whilst temporarily removed from the Aircraft and not substituted. Subject to a maximum value of USD15,000 any one kit in addition to the Agreed Value of the Aircraft, but not exceeding the maximum agreed value.

LSW 707A Civil Aviation Authority Trainee Endorsement.

Number of days for disappearance in Section 1 amended to 10.

In respect of Section 1 exclusion 2 (a) deleted in the event of total loss of an Aircraft.

General Exclusion 5 Applicable To All Sections is deleted.



The heading "Conditions Precedent Applicable To All Sections" is deleted along with the opening statement. The conditions themselves become new "General Conditions Applicable To All Sections" numbers 11, 12 (a, b and c), 13 (a, b, c and d) and 14.

Ground risks only cover is extended to include engine running, taxiing and occasional flights for sales, demonstration, positioning, test and delivery not exceeding five hours per aircraft. Ground Risks rate at 40% of aircraft Full Flight hull rate. Subject to AVN 9 Full Premium In The Event Of A Claim Exceeding Premium Paid.

Agreed that coverage shall include continuation and/or advanced training and/or continuation training and/or class rating of the pilots and operational crew as stated in the Schedule of the Policy, at which time any instructor or suitably qualified pilot is automatically included as an approved pilot hereon.

Agreed that the Insured's liability to their directors and employees (excluding operational crew) whilst entering, on board or alighting from the Aircraft shall be deemed to be included under Section 3, excluding liability for any statutory limit compulsorily insurable under any employers' liability or workmen's compensation legislation.

Under liability Sections the Insured's officers, agents or employees and the pilot and crew of the Aircraft are included as additional Insured.

It is agreed that the declared maximum number of passengers may be exceeded from time to time due to the carriage of children including babies subject always to the stipulations of the Certificate of Airworthiness of the aircraft not being breached.

Where required cover hereon extends to indemnify and waive rights of recourse against local airport authorities and other interested parties arising out of the use of their aerodromes or landing sites subject always to Policy coverage, terms, conditions, limitations and exclusions.

The coverage afforded by Section 3 of this Policy includes automatic personal accident insurance as required by applicable legislation in any place to, from or in which the Insured does or shall operate, subject to any such payment being within and not additional to the limit of indemnity applicable to Sections 2 and 3 combined.

An aircraft shall, subject to the Insured's agreement, be considered to be a total loss in the event that the cost of repairs together with the cost of salvage and/or transportation from the place of the accident to the place of repair and return to service shall be estimated at 75% or more of the agreed value.

Coverage afforded by Section 2 shall apply to damage caused by Aircraft insured hereunder to property, including buildings, occupied and/or leased and/or in the custody or control of the Insured but not owned by them.

Subject to the uses shown herein the Insurers agree to waive rights of recourse against hirers and/or lessee and/or charterers and/or sub-charterers in respect of loss of or damage to the Aircraft and include as additional Insured for liability coverage hirers and/or lessee and/or charterers and/or sub-charterers of the insured Aircraft.

Contingent Aircraft Liability Insurance:

Subject to the coverage otherwise provided by Sections 2 and 3 it is understood and agreed that in respect of aircraft covered for Dry Hire uses owned or operated by the Insured and hired/leased to other persons/organisations and where coverage for Third Party and Passenger Liability is not provided under this Policy but under the policy of such other persons/organisations, the coverage afforded by this Section shall cover the contingent liability of the Insured but only to pay in excess of any amount(s) covered under such other insurance policy.

Nevertheless in the event of a claim not being recovered under such other insurance policy, such claim shall be recoverable hereunder. This extension does not apply to any amount which is not recoverable (in whole or in part) as a claim under the policy effected by the Hirer/Lessee by reason of insolvency of an insurer or insurers.

"Dry Hire" means the use of Aircraft by another person/organisation for the carriage of passengers, baggage accompanying passengers and cargo for organisation for Private Pleasure, Business or Industrial Aid uses by that another person/organisation where the operation of the Aircraft is not under the control of the Insured. Should the Insured be involved in the appointment of operational crew for a flight made by that other person/organisation, such an appointment shall not be considered as being under the control of the Insured. The pilot hired by the other person/organisation be they appointed by the Insured or not must comply with the minimum hours applicable to the aircraft being hired.

**Applicable to [3] AVN 126 Aviation Premises, Hangarkeepers and Products Liability Insurance Policy including amendments clauses and endorsements as shown below.**

Exclusion 1 of Section 1 does not apply in respect of personal effects and clothing belonging to visitors and guests of the Insured whilst in the care, custody or control of the Insured.

**[4] AVN 123 – Aircraft Spares Endorsement.**

Within Exclusion (a), (i) and (iv) are deleted.

**Applicable to [5] AVN 113 Aviation Personal Accident Insurance Policy Schedule (Air Travel Only).**

Definition of Permanent Total Disablement amended to read Permanent Total Disablement means disablement which entirely prevents the Insured Person from attending to their usual business or occupation and which lasts twelve months and at the end of that period is beyond hope of improvement.

The heading "Conditions Precedent" is deleted along with the opening statement. The conditions themselves become new "General Conditions" 8 and 9.

**SCHEDULE OF AIRCRAFT**

<b>Aircraft Type</b>	<b>Registration</b>	<b>Agreed Value</b>	<b>Passenger/Crew Seats</b>
Pilatus PC12-NGX	G-MEDY	USD6,630,000	9 / 2

**RISKS COVERED:** Flight, Taxiing and Ground

**EXPRESS  
WARRANTIES:** None.

**CONDITIONS  
PRECEDENT:** None. The heading "Conditions Precedent Applicable to All Sections" is deleted and the Conditions under this heading become new General Conditions 11, 12, 13 and 14 Applicable to All Sections.

**SUBJECTIVITIES:** None,

**CHOICE OF LAW &  
JURISDICTION:** The two responses within Item 10 of the Schedule are completed as "England and Wales". The text "Notwithstanding the foregoing if the Insured and Insurers shall both agree, such dispute may be dealt with by Arbitration or other means of Alternative Dispute Resolution" Item 10 of the Schedule.

**PREMIUM:** **Gross Premium**

**AVN 1D Aircraft Insurance Policy**

**As per the attached Premium Schedule Appendix**

**AVN 126 AVIATION PREMISES, HANGARKEEPERS AND PRODUCTS  
LIABILITY INSURANCE POLICY**

Included within the premium for Sections 2 and 3 of AVN 1D Aircraft Insurance Policy.

**AVN 127 – AVIATION SPARES AND/OR EQUIPMENT INSURANCE  
POLICY**

Included within the premium for Section 1 of AVN 1D London Aircraft Insurance Policy.

**AVN 113 AVIATION PERSONAL ACCIDENT INSURANCE POLICY  
SCHEDULE (AIR TRAVEL ONLY)**

Included within the premium for Sections II and III of AVN 1C London Aircraft Insurance Policy.

Terrorism Risk Insurance Program Reauthorization Act of 2019 (TRIPRA)

NOT APPLICABLE

**PREMIUM PAYMENT  
TERMS:**

AVN 6A Premium Payment Clause (paragraph 2 deleted).

Premium payable to the Insurers in 4 equal quarterly instalments commencing at inception.

**Payable in 4 instalments:**

Instalment Number	Instalment Amount	Instalment Due Date
1.	25%	1 <sup>st</sup> March 2025
2.	25%	1 <sup>st</sup> June 2025
3.	25%	1 <sup>st</sup> September 2025
4.	25%	1 <sup>st</sup> December 2025

**TAX(ES) PAYABLE BY  
THE INSURED &  
ADMINISTERED BY  
INSURER(S):**

**Tax:** UK – Insurance Premium Tax  
**Rate & Basis:** 12% on Gross Premium  
**Basis Amount:** In respect of G registered aircraft with a weight up to 8,000 kilograms only

**TAXES PAYABLE  
BY INSURERS AND  
ADMINISTERED BY  
THE INSURED OR  
THEIR AGENT:**

None

**RECORDING  
TRANSMITTING &  
STORING  
INFORMATION:**

Where Arthur J Gallagher (UK) Limited maintains risk and claim data, information or documents, Arthur J Gallagher (UK) Limited may hold data, information or documents electronically

**INSURER CONTRACT  
DOCUMENTATION:**

This document details the contract terms entered into by the Insurer(s), and constitutes the contract document.

Any further documentation changing this contract, agreed in accordance with the contract change provisions set out in this contract, shall form the evidence of such change.

This Contract has been arranged by Arthur J Gallagher (UK) Limited

Arthur J Gallagher (UK) Limited and/or agents to issue evidence of insurance on behalf of Insurers as required subject to policy coverage, terms, conditions, limitations and exclusions.

**NOTICE OF  
CANCELLATION:**

The content and format of any such notice should be in accordance with the 'Notice of Cancellation' standard, as published by the London Market Group (LMG), or their successor body, on behalf of London Market Associations and participants. However failure to comply with this standard will not affect the validity of the notice given.

The notice shall be provided to Gallagher by an email to [ganoc@ajg.com](mailto:ganoc@ajg.com)

Failure to comply with this delivery requirement will make the notice null and void. Satisfactory delivery of the notice will cause it to be effective irrespective of whether the broker has acknowledged receipt.

**CLAIM  
NOTICES:**

Claims to be notified by email to [GenAvClaims@ajg.com](mailto:GenAvClaims@ajg.com)

**ADDRESS FOR  
ALL OTHER  
NOTICES:**

In respect of all notices and Communications other than Claims and Notices of Cancellation the address is as follows:

Arthur J. Gallagher (UK) Limited, (Amend to Gallagher, UK branch for Nordic business)  
The Walbrook Building,  
25 Walbrook,  
London,  
EC4N 8AW

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**INFORMATION**

The content of General Condition 10 of Aircraft Policy AVN 1D and uses the language of AVN 111 Sanctions and Embargo Clause.

In respect of Contingent liability extension - the Insured shall make it's best endeavours to be named as an additional Insured on the hirer/lessee's Policy.

All information as per presentation Appendix seen and noted by all underwriters.

It is agreed that should a Policy be issued it will be in respect of the proportion of this insurance subscribed by the leading bureaux or Company and the following market agree, each insurer severally, to be bound by the terms of the Policy to the extent of its subscribed proportion of the insurance as detailed hereon. Arthur J Gallagher (UK) Limited shall produce a Policy in respect of any proportion of this insurance upon request by the Insured.

**SECURITY DETAILS****(RE)INSURERS  
LIABILITY:****(RE)INSURERS LIABILITY CLAUSE LMA3333****(Re)Insurers liability several not joint**

The liability of a (re)insurer under this contract is several and not joint with other (re)insurers party to this contract. A (re)insurer is liable only for the proportion of liability it has underwritten. A (re)insurer is not jointly liable for the proportion of liability underwritten by any other (re)insurer. Nor is a (re)insurer otherwise responsible for any liability of any other (re)insurer that may underwrite this contract.

The proportion of liability under this contract underwritten by a (re)insurer (or, in the case of a Lloyd's syndicate, the total of the proportions underwritten by all the members of the syndicate taken together) is shown next to its stamp. This is subject always to the provision concerning "signing" below.

In the case of a Lloyd's syndicate, each member of the syndicate (rather than the syndicate itself) is a (re)insurer. Each member has underwritten a proportion of the total shown for the syndicate (that total itself being the total of the proportions underwritten by all the members of the syndicate taken together). The liability of each member of the syndicate is several and not joint with other members. A member is liable only for that member's proportion. A member is not jointly liable for any other member's proportion. Nor is any member otherwise responsible for any liability of any other (re)insurer that may underwrite this contract. The business address of each member is Lloyd's, One Lime Street, London EC3M 7HA. The identity of each member of a Lloyd's syndicate and their respective proportion may be obtained by writing to Market Services, Lloyd's, at the above address.

**Proportion of liability**

Unless there is "signing" (see below), the proportion of liability under this contract underwritten by each (re)insurer (or, in the case of a Lloyd's syndicate, the total of the proportions underwritten by all the members of the syndicate taken together) is shown next to its stamp and is referred to as its "written line".

Where this contract permits, written lines, or certain written lines, may be adjusted ("signed"). In that case a schedule is to be appended to this contract to show the definitive proportion of liability under this contract underwritten by each (re)insurer (or, in the case of a Lloyd's syndicate, the total of the proportions underwritten by all the members of the syndicate taken together). A definitive proportion (or, in the case of a Lloyd's syndicate, the total of the proportions underwritten by all the members of a Lloyd's syndicate taken together) is referred to as a "signed line". The signed lines shown in the schedule will prevail over the written lines unless a proven error in calculation has occurred.

Although reference is made at various points in this clause to "this contract" in the singular, where the circumstances so require this should be read as a reference to contracts in the plural.

**ORDER HEREON:** 100.00% of 100.00%**BASIS OF WRITTEN  
LINES:**

Percentage of Whole



**SIGNING  
PROVISIONS:**

In the event that the written lines hereon exceed 100% of the order, any lines written "to stand" will be allocated in full and all other lines will be signed down in equal proportions so that the aggregate signed lines are equal to 100% of the order without further agreement of any of the (re)insurers.

However:

- a) in the event that the placement of the order is not completed by the commencement date of the period of insurance then all lines written by that date will be signed in full;
- b) The signed lines resulting from the application of the above provisions can be varied, before or after the commencement date of the period of insurance, by the documented agreement of the (Re)Insured and all (re)insurers whose lines are to be varied. The variation to the contracts will take effect only when all such (re)insurers have agreed, with the resulting variation in signed lines commencing from the date set out in the agreement.

**WRITTEN LINES:**

In a co-insurance placement, following (re)insurers may, but are not obliged to, follow the premium charged by the lead (Re)Insurer, other than supporting (re)insurers under a lineslip who agree to be bound at the terms charged by the leading (re)insurer of the lineslip.

Re(Insurers) may not seek to guarantee for themselves terms as favourable as those which others subsequently achieve during the placement.

**(RE)INSURERS SIGNED  
LINES:****Certain Underwriters at Lloyd's comprising the following Syndicates:**

35.00%	Lloyd's Syndicate KLN 510
10.00%	Lloyd's Syndicate Apollo 1969
17.50%	Lloyd's Syndicate WBM 9080

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**62.50%    Total Lloyd's Syndicates**

**Certain Companies comprising the following:**

7.50%	Hive
15.00%	Elseco Limited
15.00%	Allianz Global Corporate & Specialty SE

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**37.50%    Total Companies**

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**100.00%    Total (being 100% of Order Hereon)**

(Re)Insurers Signed Lines calculated by Arthur J Gallagher (UK) Limited