

GLOSSARY

ATC	Air Traffic Control
CAA	Civil Aviation Authority
Comms	<i>Abv.</i> Communications
GCS	Ground Control Station. Including launch system, flight control and mission specific hardware & software, communications equipment.
GPS	Global Positioning System
MTOM	Maximum Take Off Mass
OEM	Original Equipment Manufacturer
UAS	Unmanned Aircraft System. Complete operating system including airframe, payload, launch station and Ground Control Station
UAV	Unmanned Aircraft Vehicle. Airframe (Hull) and integral, on-board navigation and communications equipment.

SECTION 1

COVER TYPE REQUIRED

1.1	<input checked="" type="checkbox"/>	Third Party Liability	[Compulsory. Covers liability to third parties for third party direct loss/damage consequential of UAS failure. Does not cover third parties consequential losses (eg Business Interruption)]
1.2	<input type="checkbox"/>	Physical loss & damage to UAS	[Physical loss or damage to UAS (airframe, payload, launch station and/or GCS) in operating or routine testing environment]
1.3	<input type="checkbox"/>	Transit Extension	[Physical loss or damage to UAS (airframe, payload, launch station and/or GCS) whilst in transit to/from operating environment or manufacturer]
1.4	<input type="checkbox"/>	Spares Extension	[Physical loss or damage to UAS Spares (parts not attached to the UAS)]



SECTION 2

GENERAL

2.1 Name of Insured

2.2 Registered Address & Postcode

2.3 Trading Address & Postcode (if different)

2.4 UAS Storage Address & Postcode (if different)

2.5 Telephone Number

2.6 Facsimile Number

2.7 Email Address

2.8 Contact Name

2.9 Website

2.10 Sector Operator

Manufacturer

Distributor



SECTION 3

**CERTIFICATION OF UAS
[including all Components & Operator(s)]**

3.1 Certifying authority

3.2 Valid Certificate Number

3.3 Date Certificate issued

3.4 Date of Renewal

3.5 Please detail any recommendations or qualifications to the Certification:



SECTION 4

UAS

UAV TYPE

[please complete additional sheets if more than one UAV type]

- 4.1 Number of UAV airframes per GCS
- 4.2 Make(s) & Model(s)
- 4.3 How many hours has the specific UAV type flown since manufacture? hrs
- 4.4 If a production machine, how many hours has the worldwide fleet amassed (fleet maturity)? hrs
- 4.5 Date(s) of Manufacture
- 4.6 Type Fixed wing
 Rotor

PROPULSION

- 4.7 Single engined
Multi-engined
- 4.8 Engine type
- 4.9 Fuel type
- 4.10 Redundancy
- 4.11 What is the overhaul/ultimate life on the engine?



- 4.12 Please provide details on the 'mean time between failures' (MTBF) on the specific engine? Also, if available provide details on the 'mean time between losses' (MTBL) on the machine/system to be insured.
- 4.13 Do the primary flight control surfaces (elevator, rudder, aileron etc) have any form of control redundancy? (ie split control surfaces with individual servos)
- 4.14 Maximum Take Off Mass (MTOM) (including UAV airframe, navigation and comms, & payload) kg
- 4.15 Wingspan m
- or
- 4.16 Rotor diameter m
- 4.17 Maximum operating altitude m
- 4.18 Maximum range km
- 4.19 Maximum endurance hrs

LAUNCH & RECOVERY

- 4.20 How does the UAV take-off?
(eg conventional undercarriage/launch rail/rocket assisted)
- 4.21 If launched from a rail/ramp, how does any umbilical cord or fuel line disconnect during launch sequence (manual/automatic)?



4.22 In the event vehicle has a rocket assisted launch sledge, how is the engine/propeller engaged once launch sledge disconnects?

4.23 Is the take-off/launch and/or recovery/landing fully autonomous, or is there an external pilot?

4.24 How does the UAV recover/land?
(Recovery net/parachute/conventional landing on undercarriage?)

4.25 Can the UAV attempt a glide return to base?

NAVIGATION & UAS COMMS

[please complete additional sheets if more than one type]

4.26 Line of Sight

4.27 GPS

4.28 Navigation system and software

4.29 Comms type



4.30 Comms range km

4.31 Redundancy
(eg Pre-programmed holding pattern and/or line of sight operator control)

4.32 In the event of a catastrophic malfunction during the flight, is there any fail-safe facility that would automatically deploy any recovery parachute.

PAYLOAD

[please complete additional sheets if more than one Payload type]

4.33 Payload function

4.34 Make & Model and/or system and software

4.35 Date of manufacture

4.36 Hazardous materials or components
(eg chemical or radioactive components)

4.37 Is the payload retracted for takeoff and landing?
(Can it be damaged in the event of an undercarriage failure?)



GCS & COMMS

4.38 Number of GCS(s)

4.39 Does the UAV have the ability to fly autonomously, or is manual input (Pilot) required at all times?

4.40 Flight control hardware & software

4.41 Flight control communications (type & range) single or dual comms link

4.42 Is any form of comms 'Relay' employed?

4.43 Communications with ATC (type & range)

4.44 Communication redundancy



GCS MANAGEMENT & OPERATORS

[please complete additional sheets if more than one GCS or more than one "pilot" per GCS]

4.45 Number of operators per GCS

4.46 GCS "Commander" Name
(Person with overall responsibility for "on-site" operations)

Qualification

Qualification Reference Number

Date of qualification

Total UAS type hours hrs

4.47 UAS "pilot(s)" Name(s)
(if different from above)

Qualification

Qualification Reference Number

Date of qualification

Total UAS type hours hrs



SECTION 5

OPERATIONS

5.1 Country(ies) and Region(s)

5.2 Useage
(eg Mapping, Photography, Thermal Imagery, Filming, Surveillance, Police, Fire, Crop Management, Industrial, Communications, etc)

5.3 Operating Environment (1) Urban
 Semi-Urban
 Industrial
 Rural
 Coastal (inshore)
 Maritime (offshore)
 Mixed

5.4 Operating Environment (2) Civil
 Government
 Military (Non-Combat)

5.5 Operating Environment (3) Non-hazardous
 Hazardous

If "Hazardous", please specify:
(eg poor weather conditions or poor visibility, night flights, close to power line electro-magnetic fields, unusual manoeuvres etc)

5.6 Expected annual flying hours per UAV airframe hrs

5.7 Please confirm a log is kept for each flight/mission (in accordance with standard flight logs)



SECTION 6

MAINTENANCE PROGRAMME

6.1 Please confirm:

UAS (all components) undergoes routine maintenance & testing in accordance with the Manufactures(s) guidelines.

All parts, components, software, etc are replaced to the respective Manufacturer's specifications and guidelines (OEM: original Equipment Manufacturer)

Routine maintenance & testing is carried out by a suitably trained and qualified engineer.

Non-routine maintenance & testing is carried out by the component(s) Manufacturer.

A log is kept detailing the date and description of the maintenance/testing and the name and qualification of the engineer.

If maintenance is outsourced, please give details of the outsourced company/engineer and their suitability to conduct the respective maintenance programme.



SECTION 7

STORAGE

7.1 Premises
(eg industrial estate business unit)

7.2 Please detail fire detection and protection measures in place.

7.3 Please detail security measures in place including description of locks and the alarm system.

7.4 If maintenance is outsourced, will the UAS remain at the outsourced premises overnight? If so, please provide details.



SECTION 8

INSURANCE POLICY

8.1	Third party liability	Required Limit <input type="text"/>	
8.2	UAS physical loss/damage (for all other Cover Types)	Maximum potential Sum Insured	Required Limit (if different)
	Individual UAV (airframe, nav system & comms)	<input type="text"/>	<input type="text"/>
	UAVs total (if more than one UAV)	<input type="text"/>	<input type="text"/>
	Payload	<input type="text"/>	<input type="text"/>
	Payloads total (if more than one payload)	<input type="text"/>	<input type="text"/>
	GCS (launch station, all related hardware/software, comms)	<input type="text"/>	<input type="text"/>
	GCS total (if more than one GCS)	<input type="text"/>	<input type="text"/>
	Operator's total UAS physical loss/damage	<input type="text"/>	<input type="text"/>
8.3	Excess required*	<input type="text"/>	
8.4	Period of cover	12 months wef [date]	<input type="text"/>
8.5	Has the Company or any of its UAS managers, operators or engineers previously been refused insurance coverage? If so please specify on the attached sheet(s)		<input type="text"/>
8.6	Please provide a complete record of incidents and/or claims history on the attached sheets(s).		

*Excess (or "Deductible") is the amount (if any) that the Insured would like to self-insure before this proposed cover is triggered. The Excess may be a monetary amount or a percentage of the Sum Insured.

SECTION 9

TRANSIT EXTENSION

[To cover physical loss or damage to UAS (airframe, payload, launch station and/or GCS) whilst in transit to/from operating environment or manufacturer]

9.1 Method of transit

9.2 If by road, please state make, model and year of registration of vehicle.

9.3 How is the UAS packed for transit?
(eg in manufacturers' padded cases secured to vehicle bulkheads)

9.4 Vehicle security. Please confirm:

The vehicle will be locked if unattended for short periods (eg motorway service station stops)

The UAS will not remain in vehicle(s) left unattended for any prolonged periods (eg overnight)



SECTION 10

SPARES EXTENSION

10.1 Please provide details of any Spares for which coverage is required:

Spares (including Make & Model and date of manufacture)	Maximum potential Sum Insured or Required Limit (if different)



SECTION 11

DECLARATION

I hereby declare that to the best of my knowledge and belief, the particulars and answers herein are true and correct and that I have not knowingly withheld any information which would influence the decision of the underwriters in regard to this proposal.

It is understood and agreed that this proposal shall form the basis of the contract should a policy be issued.

Signed* _____

Name _____

Position _____

Date _____

*This Proposal Form must be signed by a Responsible Officer of the Applicant Company.

Number of attached pages:



APPLICANT'S NAME:

ADDITIONAL INFORMATION:

[Large diagonal watermark text: KILN AVN]