



SPECIALIST
PROFESSIONAL
INDEMNITY
INSURANCE

AVIATION PROFESSIONALS

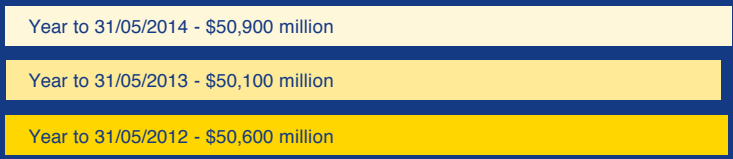
Specialist professional indemnity insurance



ITIC
IS MANAGED
BY **THOMAS
MILLER**

Gross premium

\$51m



Members

2,100

ITIC offers a unique professional indemnity policy to a wide range of companies based in the transport industry, either directly, or through an insurance broker.

Security rating

BACKED BY
AT LEAST
"A" RATED
SECURITY



Worldwide insurance cover

ITIC is able to provide professional indemnity insurance, without restrictions, worldwide. An ITIC Account Executive is responsible for each country and will be your first point of contact. The ITIC team speak French, German, Spanish, Italian and Japanese.



Aviation



Marine



Rail

Credits paid

\$75m

continuity credits paid to Members over the last 18 years

Disbursements & commissions

\$155m

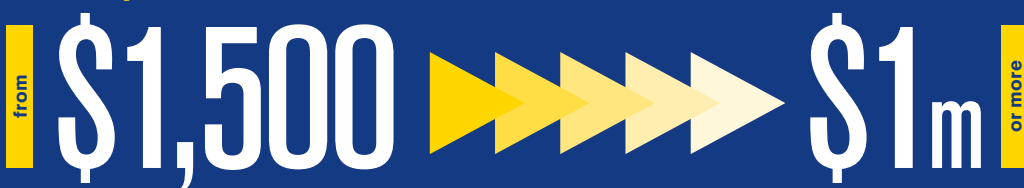
of disbursements and commissions collected for Members since 1992

Free reserves

\$112m

at 31 May 2014

Annual premium



Specialist consultants



Specialist designers



Specialist surveyors

If the transport industry needs your services, then you need the services of ITIC

International Transport Intermediaries Management Co Ltd is the Appointed Representative of International Transport Intermediaries Club Ltd which is Authorised by the Prudential Regulation Authority and Regulated by the Financial Conduct Authority and Prudential Regulation Authority. International Transport Intermediaries Club Ltd (Registration number: 2725312) and International Transport Intermediaries Management Co Ltd (Registration number: 2670020) are registered in England.

WHY CHOOSE ITIC?

ITIC is the world's leading insurer for professionals who provide services to the transport industry.

ITIC provides professional indemnity insurance at cost

ITIC is the mutual insurer of the transport industry with no external shareholders to take a profit from the business.

ITIC will provide a sympathetic approach

ITIC understands that you will often have commercial relationships which will need preserving and will work with you to allow that business association to continue. ITIC's unique discretionary insurance cover could support any claim which may not normally be paid by another professional indemnity insurer.

ITIC understands your business

ITIC's specialist knowledge of your business will make it quicker and easier for you to obtain advice and support on a claim under your professional indemnity insurance.

ITIC is more than just insurance

As an assured at ITIC you will receive support from a team who understand the unique situations and liabilities that your business faces.

ITIC pays dividends annually

Surplus funds have been paid out to the Members in the form of continuity credit for the last 18 years.

AVIATION PROFESSIONAL INDEMNITY INSURANCE

Who does ITIC cover?

- Aviation charter and lease brokers
- Aerospace designers
- Aviation consultants
- Aviation surveyors
- Aircraft managers, including technical managers
- Aviation registries
- Other aviation professionals

Policy highlights

- Worldwide professional indemnity (errors & omissions) cover
- Legal defence costs insurance
- Quality loss prevention advice
- Support from worldwide network of correspondents
- Discretionary insurance adjudicated upon by fellow transport industry professionals
- No external shareholders
- Mutual dividends paid at renewal over the last 14 years
- Underwritten with industry knowledge

The above list is merely to show examples of the areas ITIC covers. If your particular field is not included, just contact ITIC to discuss your needs.





AVIATION PROFESSIONAL INDEMNITY INSURANCE

Any aviation professional will face day-to-day exposure to risk, but will be able to rely on ITIC to help reduce any potential hazards. To demonstrate potential liabilities in this sector, the following claims scenarios may be helpful.

→ Aircraft Designer

Manufacturing problems always end up on the designer's desk

A designer of light aircraft was asked by an aircraft builder to design a single turbo prop aircraft, which was to be used for an air ambulance service between small islands off a coastal area.

The aircraft was designed and then built by aircraft manufacturers.

Following delivery, the end user discovered small cracks in the hull of the aircraft. The aircraft was repeatedly returned to the builder for repairs, but the cracks continued to reappear on the hull. Eventually, the end user decided to claim against the manufacturer for supplying a defective product.

In turn, the manufacturer claimed that there was nothing wrong with the build quality of the aircraft, but rather that it had been designed badly. The designer was therefore brought into the proceedings as a third party defendant (along with various other parties including the propeller manufacturers and the hull manufacturers).

Upon investigation, it became apparent that the cracks were caused by excessive vibrations in the hull.

Various theories for the vibrations were considered, but the most likely explanation was that the propeller was at fault due to unforeseen frequency resonations. This was something that the designers had considered and tested for, and they provided their calculations. However, as the hull was a completely new design, it did not resonate as had been predicted. Therefore, it was clear that the designer had not been negligent in the provision of his service to the manufacturer. Furthermore, there were certain reservations concerning both the weld quality of the hull by the manufacturer and the actual build quality of the hull material itself.

ITIC defended the designer successfully.

→ Aviation Loss Adjuster

If a minor detail is missed, major problems follow

Underwriters instructed an aviation loss adjuster to investigate and handle a claim arising from the loss to an aircraft. After investigations, the loss adjuster concluded that the loss had been caused by mechanical engine failure.

The underwriters then commenced litigation against the engine manufacturers, on the basis of the loss adjuster's findings.

In their defence the manufacturers instructed an expert witness who countered the loss adjuster's allegations of mechanical failure. Nonetheless, the loss adjuster believed his investigation to have been without fault. The underwriters therefore continued with the litigation.

When the litigation was fairly advanced, evidence from the engine manufacturer's expert witness was disclosed, showing that the loss adjuster's theory on the engine malfunction was incorrect. Furthermore, this evidence had been available to the loss adjuster throughout the proceedings, but he had simply missed it.

The underwriters had no choice but to settle the claim on the best terms available. However, they had incurred substantial litigation costs, which they then sought to recover from the loss adjuster. Their claim alleged negligence on the loss adjuster's behalf in either failing to see the evidence at the beginning, or failing to acknowledge incorrect findings once the defendant's expert report became known.

ITIC sought legal advice on behalf of the loss adjuster, and it became apparent that the loss adjuster was negligent in handling the investigation and claim. On this basis, ITIC settled the underwriters' claim.

Beijing | Bermuda | Edinburgh | Hong Kong | The Isle of Man | London | Newcastle | New Jersey | Piraeus | San Francisco | Shanghai | Singapore | Sydney

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