

TT Club Mutual Insurance Ltd

From the London agent of the Managers
International Transport Intermediaries Management Company Ltd

Circumstance	Who's involved?	Occurrence-based: Aviation policy	Non-occurrence based: Errors & Omissions policy
<p>Mechanical breakdown not caused by impact</p> 	<ul style="list-style-type: none"> ■ Aerospace designer ■ Air freight & air charter broker ■ Aircraft surveyor ■ AMO ■ CAMO and/or technical manager ■ Owner / lessor / operator 	<p>Highly unlikely to be covered unless special wording applied.</p>	<p>Covered in the event that the breakdown resulted from the insured's failure to:</p> <ul style="list-style-type: none"> ■ arrange scheduled maintenance ■ provide sufficient technical oversight ■ perform surveys correctly
<p>Aircraft grounded due to breach of statutory requirements</p> 	<ul style="list-style-type: none"> ■ AMO ■ Aerospace designer ■ Air charter broker ■ Aircraft lease manager ■ Aircraft surveyor/safety auditor ■ Flight planner ■ CAMO and/or technical manager ■ Owner / lessor / operator 	<p>Unless damage to hull causes the breach, highly unlikely to be covered.</p>	<p>Covered where the issue arises from the insured's negligence, e.g. failure to act on, for example:</p> <ul style="list-style-type: none"> ■ OEM/CAA bulletins ■ invalid ARC ■ lack of flight permits ■ issues with the aircraft's documents and operating certificate ■ lack of available crew
<p>Failure of aircraft to meet advertised technical specifications on delivery or re-delivery</p> 	<ul style="list-style-type: none"> ■ Air charter broker ■ Aircraft lease manager ■ Aircraft sales & acquisition broker ■ Owner / lessor / operator 	<p>Unless damage to hull causes the failure, highly unlikely to be covered.</p>	<p>Covered in the event that there are mistakes, errors and/or omissions by the insured in:</p> <ul style="list-style-type: none"> ■ advertising incorrect technical specifications resulting in an unsuitable aircraft for the charter or buyer e.g. advertising a range of 5.5k miles when it is actually 5.5k Km ■ sourcing an aircraft without the required specifications, resulting in it being unsuitable for the proposed charter, dry lease, or sale, leading to disputes between lessors/lessees or sellers/buyers.
<p>Failure to cancel charter agreement in accordance with stipulated cancellation procedures.</p> 	<ul style="list-style-type: none"> ■ Air charter broker ■ Aircraft operator ■ Chartering customer 	<p>No cover - financial loss only for the contractual charterer or operator.</p>	<ul style="list-style-type: none"> ■ Where the failure to cancel the charter was due to the broker's negligence, liabilities to operators and/or charterers arising from this are insured. ■ Where the loss results from the charterer or owner's negligence, the air charter broker's position would be defended (if sued).
<p>Late delivery of aircraft to purchaser</p> 	<ul style="list-style-type: none"> ■ Aircraft sales and purchase broker ■ Aerospace designer ■ Seller and buyer 	<p>Unless damage to the hull or an accident resulting in injury is the root cause, highly unlikely to be covered.</p>	<ul style="list-style-type: none"> ■ Where the delayed delivery is due to the insured's negligence, for example failure to close the deal in time due to key pieces of documentation not being made available by the broker during the sale process. It would also cover aerospace designers in the event the delay in delivery is due to a delay in obtaining aircraft type certificates.

The above are to be taken as examples only and not as confirmation of cover for any specific matters - cover will be as per the certificate of entry and subject to the ITIC Rules and the specific facts of each matter, including any contractual terms.

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