



## **GLOSSARY**

ATC	Air Traffic Control
CAA	Civil Aviation Authority
Comms	Abv. 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	<input type="text"/>
2.2	Registered Address & Postcode	<input type="text"/>
2.3	Trading Address & Postcode (if different)	<input type="text"/>
2.4	UAS Storage Address & Postcode (if different)	<input type="text"/>
2.5	Telephone Number	<input type="text"/>
2.6	Facsimile Number	<input type="text"/>
2.7	Email Address	<input type="text"/>
2.8	Contact Name	<input type="text"/>
2.9	Website	<input type="text"/>
2.10	Sector	<input type="text"/>
	Operator	<input type="text"/>
	Manufacturer	<input type="text"/>
	Distributor	<input type="text"/>



**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?	

**KILN GROUP AVIATION DIVISION  
UAS INSURANCE PROPOSAL FORM**



- 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 |  |
|-----------------|--|

**KILN GROUP AVIATION DIVISION  
UAS INSURANCE PROPOSAL FORM**



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

<input type="text"/>	<input type="text"/>
----------------------	----------------------

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

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

4.37



**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		<input type="text"/>
4.46	GCS "Commander" (Person with overall responsibility for "on-site" operations)	Name	<input type="text"/>
		Qualification	<input type="text"/>
		Qualification Reference Number	<input type="text"/>
		Date of qualification	<input type="text"/>
		Total UAS type hours	<input type="text"/> hrs
4.47	UAS "pilot(s)" (if different from above)	Name(s)	<input type="text"/>
		Qualification	<input type="text"/>
		Qualification Reference Number	<input type="text"/>
		Date of qualification	<input type="text"/>
		Total UAS type hours	<input type="text"/> 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.

A large rectangular box with a thin black border, intended for providing details of outsourced maintenance. A large, light grey "DRAFT" watermark is diagonally across the page, passing through this box.



## **SECTION 7**

### **STORAGE**

- 7.1 Premises  
(eg industrial estate business unit)

A large, empty rectangular box with a thin black border, intended for the user to provide details about the premises.

- 7.2 Please detail fire detection and protection measures in place.

A large, empty rectangular box with a thin black border, intended for the user to detail fire detection and protection measures.

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

A large, empty rectangular box with a thin black border, intended for the user to detail security measures.

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

A large, empty rectangular box with a thin black border, intended for the user to provide details regarding maintenance.



**SECTION 8**

**INSURANCE POLICY**

8.1	Third party liability	Required Limit	
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)		
	UAVs total (if more than one UAV)		
	Payload		
	Payloads total (if more than one payload)		
	GCS (launch station, all related hardware/software, comms)		
	GCS total (if more than one GCS)		
	Operator's total UAS physical loss/damage		
8.3	Excess required*		
8.4	Period of cover	12 months wef [date]	
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)		
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: \_\_\_\_\_

**KILN GROUP AVIATION DIVISION  
UAS INSURANCE PROPOSAL FORM**



**APPLICANT'S NAME:**

**ADDITIONAL INFORMATION:**

KILN AVN



### **Συγκατάθεση για τη χρήση πληροφοριών**

Η General Cover insurance Brokers θα χρησιμοποιήσει τις πληροφορίες που παρέχονται στο παρόν για τη διαχείριση του ασφαλιστηρίου συμβολαίου, συμπεριλαμβανομένων των αναδοχών και των απαιτήσεων Χειρισμός, ή Αντιμετώπιση. Αυτό μπορεί να περιλαμβάνει τη γνωστοποίησή του σε άλλους ασφαλιστές, ρυθμιστικές αρχές ή στους πράκτορες του ασφαλιστή για λογαριασμό τους.

Ο ασφαλιστής μπορεί να παράσχει, κατόπιν αιτήματος, περισσότερες λεπτομέρειες μέσω των βάσεων δεδομένων στις οποίες έχει πρόσβαση ή συνεισφέρει .

#### **Δήλωση**

Ο κάτωθι υπογεγραμμένος επιβεβαιώνω ότι είμαι δεόντως εξουσιοδοτημένος και δίνω συγκατάθεση για τη χρήση των πληροφοριών όπως ορίζεται ανωτέρω .

Επίσης δηλώνω ότι είμαι εξουσιοδοτημένος να ολοκληρώσω αυτήν την πρόταση εξ ονόματος του προτείνοντος. Αναλαμβάνω να ενημερώσω τον ασφαλιστή για οποιασδήποτε ουσιώδη τροποποίηση ή προσθήκη σε αυτές τις δηλώσεις ή στοιχεία που εμφανίζονται πριν από την έναρξη της περιόδου ασφάλισης. Αναγνωρίζεται και συμφωνείται ότι οι όροι υπόκεινται σε περιορισμούς και οι εξαιρέσεις από την πολιτική ενδέχεται να υποστούν αλλαγές οποιαδήποτε στιγμή πριν από την έναρξη της περιόδου ασφάλισης αν θα πρέπει να προκύψουν τέτοιες υλικές τροποποιήσεις ή προσθήκες. Η υπογραφή αυτής της πρότασης δεν δεσμεύει τον ασφαλιστή να δώσει προσφορά, ούτε ο αιτών να δεχθεί την ασφάλιση.

#### **Υπογραφή \***

**Όνομα**

**Θέση της εταιρείας**

**Ημερομηνία**

\* ο υπογράφων θα πρέπει να είναι διευθυντής ή ανώτερος υπάλληλος της εταιρείας ή ο ασφαλιζόμενος