

CONFIRMATION OF INSURANCE
DJB HOLDINGS LIMITED / FLEET

TYPE: Aircraft Hull "All Risks", Hull "War and Allied Perils", Third Party and Passenger Legal Liability, Cargo Legal Liability

REINSURED: Savenda General Insurance Ltd

REINSURED ADDRESS: Plot No. 20849 PSC Corporate Park, Alick Nkhata Road, Lusaka, Zambia

REINSURED ORDER: **In respect of all Aircraft:**
100% Fronting of all coverages through Savenda General Insurance Ltd

INSURERS: 80% Infiniti Insurance Limited / 20% Santam Aviation, South Africa

INSURANCE ORDER: **In respect of All Aircraft:**

Hull All Risks	80% of 100% Infiniti Insurance Limited 20% of 100% Santam Aviation South Africa
War and Allied Perils	80% of 100% Infiniti Insurance Limited 20% of 100% Santam Aviation South Africa
Legal Liability	80% of 100% Infiniti Insurance Limited 20% of 100% Santam Aviation South Africa

INSURED: DJB Holdings Limited and/or Zambezi Helicopters Limited

ADDRESS: P.O Box 60971, Livingstone, Zambia

ADDITIONAL INSUREDS: **In respect of All Aircraft**
Including Operational Interest/Control:
Batoka Sky Helicopters

Excluding Operational Interest however including Waiver of Subrogation Rights:
Wilderness Safaris and/or Livingstone's Adventures and/or British Broadcasting Corporation and/or Susie Films LLC (1920 Cleveland Avenue, Charlotte, NC, 28203) and/or Scripps Network Interactive Inc (9721 Sherrill Boulevard, Knoxville, TN, 37932) and/or The Travel Channel LLC (5425 Wisconsin Avenue, Suite 500, Chevy Chase, MD, 20815) and/or Barclays Bank (in respect of 9J-JAC) and/or ITV Pic & Subsidiaries (in respect of 9J-JIM & 9J-JOC) and or Barclays Bank Zambia (in respect of 9J-JOC)

FIRST LOSS PAYEE:	<u>In respect of 9J-JAC</u> Barclays Bank Zambia
BREACH OF WARRANTY:	<u>In respect of 9J-JAC</u> Noted in favor of Barclays Bank, subject to AVN67B
FIRST LOSS PAYEE:	<u>In respect of 9J-JOC</u> Barclays Bank Zambia (in the sum of USD50,000), subject to AVN67B
REGISTERED OWNER:	<u>In respect of 9J-JOC</u> Zambezi Helicopters Ltd
PERIOD:	12 months with effect from 01 November 2019 to 31 October 2020. Both days inclusive, as at local time at the address of the Insured.
INTEREST:	<u>Hull All Risks:</u> To cover the Insured against All Risks of accidental loss or damage to the Aircraft as per the Schedule of Aircraft whilst for Rotors-In-Motion and Rotors-Not-In-Motion. <u>Hull War and Allied Perils:</u> To cover loss or damage to the Aircraft as per Schedule, against claims excluded from the Insured's Hull "All Risks" Risks Policy as more fully defined in Hull War and Allied Perils Policy per LSW 555D (amended). <u>Third Party and Passenger Legal Liability:</u> To indemnify the Insured in respect of Legal Liability to Third Parties and Passengers including Passenger's Baggage / Personal Articles arising out of the ownership, maintenance or operation of the Aircraft as per Schedule of Aircraft. Excluding legal liability to members of the flight, cabin or other crew members whilst engaged in the operation of the aircraft. Where the Permitted Uses under the Policy have been extended by prior agreement to include 'aerial photography / filming' and/or 'aerial survey' coverage hereunder does not extend to cover loss of or physical damage, wear and tear, mechanical or electrical derangement to camera and/or survey equipment, and/or the fogging / scratching / misting of lenses. <u>Cargo Legal Liability:</u> To Indemnify the Insured against Legal liability to Third Parties for accidental physical loss of or damage to cargo whilst in the care, custody or control of the Insured, for the purpose of carriage by air.

SUM INSURED:

In respect of All Aircraft

Third Party and Passenger Legal Liability:

Combined Single Limit (Bodily Injury and Property Damage):
USD10,000,000 each accident.

In respect of 9J-JIL & 9J-JAC

Cargo Legal Liability:

USD 25 000.00 being within the overall Policy Combined Single Limit and not in addition thereto.

Coverage does not apply to legal liability in respect of:

1. delay or loss of market;
2. perishables and/or livestock;
3. consequential loss howsoever arising;
4. slung loads;
5. money, securities, precious stones, precious metals, jewellery, fine art and antiques of any kind.

In respect of 9J-JIM & 9J-JOC

Cargo Legal Liability:

USD 50 000.00 being within the overall Policy Combined Single Limit and not in addition thereto.

Coverage does not apply to legal liability in respect of:

1. delay or loss of market;
2. perishables and/or livestock;
3. consequential loss howsoever arising;
4. slung loads;
5. money, securities, precious stones, precious metals, jewellery, fine art and antiques of any kind.

DEDUCTIBLES:

Hull All Risks / Hull War Risks:

(Applicable to all losses including Total Loss / Constructive Total Loss / Arranged Total Loss).

5% of the Aircraft Agreed Value, applicable to each and every loss / each accident.

In respect of G Welch

Increased to 7.5% of the Aircraft Agreed Value, applicable to each and every loss / each accident until Mr Welch is fully compliant with the Open Pilot Warranty.

Cargo Legal Liability:

USD 1 000.00 each loss.

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

**GEOGRAPHICAL
LIMITS:**

In respect of 9J-JIL & 9J-JAC

The Republic of South Africa and adjoining territories and countries but excluding Lesotho other than to the North and West of a line joining Quthing, Mohale's Hoek, Roma and Libono. Extended to include Zambia.

In respect of 9J-JIM & 9J-JOC

The Continent of Africa South of the Equator including the Indian Ocean Islands West of 60 degrees East and Atlantic Ocean Islands East of 20 degrees West but restricted as defined in Kiln Geographic Areas Exclusion Clause LSW617G (amended) as set forth below:

1. Notwithstanding any provisions to the contrary and subject to clauses 2 and 3 below, this Insurance excludes any loss, damage or expense howsoever occurring within the geographical limits of any of the following countries and regions:
 - (a) Burundi, Cabinda, Congo, Democratic Republic of Congo, Somalia.
 - (b) Any country where the operation of the insured Aircraft is in breach of United Nations sanctions.

2. However, coverage pursuant to this Insurance is granted:
 - (a) or the over flight of any excluded country where the flight is within an internationally recognised air corridor and is performed in accordance with I.C.A.O. recommendations; or
 - (b) in circumstances where an insured Aircraft has landed in an excluded country as a direct consequence and exclusively as a result of force majeure.
3. Any excluded country may be covered by insurers at terms to be agreed by the leading insurer only prior to flight.

In respect of 9J-JIL, 9J-JIM, 9J-JAC & 9J-JOC

Aircraft Base:

Maramba Aerodrome

Country Base:

Zambia

CONDITIONS:

All terms and conditions as set forth in the wording incorporating the following:

Applicable to all Sections:

In respect of All Aircraft:

Permitted Standard Uses:

Private, pleasure, business, *industrial aid and advanced instruction.

*Industrial aid means the uses stated in business also the transportation of executives, employees, guests of the Insured, goods and merchandise but excluding any operation for hire or reward.

Special Uses:

Commercial in respect of Carriage of Passengers and Freight, Aerial Filming, and Aerial Photography.

Cover for aircraft included on a Rotors Not in Motion Basis includes Test, Demonstration, Positioning Flights and Engine Run-Ups.

In respect of 9J-JIL & 9J-JAC

Named Pilots:

In respect of Standard Uses Only

G Welch

Licence Held: CPL (RW), Total RW Hours: 115, Total Make/Model Hours: 60, Accidents or Incidents: - Nil

Warranted: Mr Welch has to log a minimum of 175 hours total time before he may fly on behalf of the Insured for Special Uses.

Un-Named Pilots:

Any type rated commercially or higher licensed (RW) pilot with a minimum of 500 hours total RW time of which 25 hours are on make and model.

In respect of test, collection and delivery:

Any CAA approved and certified "Test Pilots" and/or any type rated commercially or higher licensed (RW) pilot with a minimum of 500 hours total RW time of which 25 hours are on make and model. Including properly licensed persons for Engine Run-Ups, Engine Test Running on the Ground and Ground Manoeuvring.

Express Warranty:

Insured and/or Additional Insured's and/or Pilots and/or Instructors are accident / incident / loss / claims free past 5 years unless otherwise declared hereunder.

In respect of 9J-JIM & 9J-JOC (Standard and Special Uses)

Named Pilots

N/a

In respect of 9J-JOC & 9J-JIM (Standard and Special Uses)

Un-Named Pilots:

Any type rated commercially or higher licensed (RW) pilot with a minimum of 750 hours total RW time of which 250 hours are in respect of turbine-engine RW aircraft and 25 hours on make and model.

In respect of test, collection and delivery:

Any CAA approved and certified "Test Pilots" and/or any type rated commercially or higher licensed (RW) pilot with a minimum of 500 hours total RW time of which 200 hours are in respect of turbine-engine RW aircraft and 25 hours on make and model. Including properly licensed persons for Engine Run-Ups, Engine Test Running on the Ground and Ground Manoeuvring.

Express Warranty:

Insured and/or Additional Insured's and/or Pilots and/or Instructors are accident / incident / loss / claims free past 5 years unless otherwise declared hereunder.

POLICY CLAUSES

- Additional Insured's / Hold Harmless Agreements / Indemnity Agreements / Waivers of Subrogation / Contractual / ***Financial Agreements (including AVN 28B, AVN 67B or amendments thereto) to be agreed Slip Leader.*
- Additions and Deletions Clause.
- Agreed Value Clause.
- *Aircraft Financial Interest Endorsement – in respect of 9J-JAC: in favor of Barclays Bank for an amount of USD191,667. In respect of 9J-JOC: Barclays Bank Zambia in the sum of USD50,000 - Subject not exceeding 90% of Aircraft Sum Insured / Agreed Value at any one time.*
- Airfreight of Spares Clause. In the event of the Insured Aircraft sustaining damage constituting a valid claim under the terms of Section I of this Policy and necessitating the requirement of Aircraft spare parts and/or components the Insurers shall be liable for the cost of transportation by air of such spare parts and/or components up to a maximum of ZAR 75 000.00 in respect of piston engine aircraft or USD 100 000.00 in respect of turbine / jet engine aircraft each claim in addition to the cost of transportation by the most economical means.
- Airport Indemnity Clause.
- Breach of Air Navigation Regulations Clause.
- Cancellation Clause
Notwithstanding any premium payment installment provision contained in this Policy, this is an annual contract and is subject to short rate penalty if cancelled by the Insured. However, in the event of the aircraft being sold, the cancellation provision is amended to pro rata terms, subject to a minimum of 20% of the annual premium being earned and subject to no losses under the Policy.
- Cargo Legal Liability Endorsement.
- Carriage of Infants - passenger seating may be exceeded to accommodate child seat(s) and the like (provided not in Breach of Applicable Airworthiness Regulations).
- Contracts (Rights of Third Parties) Act 1999 Exclusion Clause AVN 72.
- Cross Liabilities.
- Excess All Losses.
- Subject the payment of the applicable premium, agreed in respect of Liability coverage to include the write back of all paragraphs other than "b" of War, Hi-Jacking and Other Perils Exclusion Clause subject to Extended Coverage (Liabilities) Limitation of Liability (sub-limit) up to a maximum of USD10,000,000 in the annual aggregate, or currency equivalent or the Liability Sum Insured (whichever the lesser), such limit to be within the Combined Single Limit and not in addition thereto.

- Foreign Currency Clause

In respect of any aircraft insured hereunder as stated in the Schedule to the Policy, whereby the Sum Insured value and/or Hull Agreed Value and/or Policy Premium is expressed in a Foreign Currency, then:

It is hereby agreed that the Premium as stated in the schedule to the Policy will be paid in the said Foreign Currency subject however to South African Reserve Bank approval, or at the South African Rand (ZAR) equivalent thereof.

The rate of exchange utilized will be the rate as quoted by Infiniti Insurance Ltd.'s Bankers and will be the published "selling rate" at the date and time of invoicing, at the sole discretion of Infiniti Insurance Ltd. It is hereby agreed that any loss / claim payment will be paid in the Foreign Currency as per the Policy Schedule, subject however to South African Reserve Bank approval, or at the South African Rand (ZAR) equivalent thereof. The rate of exchange utilized will be the rate as quoted by Infiniti Insurance Ltd.'s Bankers and will be the published "buying rate" at the date and time at which Insurers instruct a release to be taken, at the sole discretion of Infiniti Insurance Ltd. The Policy excess / deductible as stated in the Policy Schedule shall be deducted from the claim settlement and shall be converted to South African Rand (ZAR) where applicable, utilizing the published "buying rate" as quoted by Infiniti Insurance Ltd.'s Bankers at the date and time at which Insurers instruct a release to be taken, at the sole discretion of Infiniti Insurance Ltd.

- Hot / Hung Starts subject to a single recorded incident, the immediate withdrawal of the engine from service and immediate notification to Insurers.

In respect of Bell 206 series of aircraft only:

HOT AND HUNG STARTS IS LIMITED TO USD 80 000.00 EACH AIRCRAFT RESPECTIVELY

- Legal Liability to Employees.

- Profit Commission on Renewal Clause (applicable to Section I)

After expiry of the policy and following the receipt by the Insurers of the final adjustment of all premiums due and settlement of all claims in respect of this period of insurance and subject to renewal with the same Insurers hereon for an additional twelve month Policy in full, Insurers agree to return to the Insured a profit commission of 15%, of the net ascertained profit in respect of this period of insurance. The net ascertained profit shall be returned to the Insured on the same basis as which the renewal premium is to be paid to Insurers.

The net ascertained profit shall be calculated by deducting the 'outgo' from the 'income' as follows:-

INCOME

75% of hull premium less all returns of premium.

OUTGO

Total of settled hull claims and related expenses less any salvages and recoveries.

- Noise and Pollution and Other Perils Exclusions Clause.
- Nuclear Risks Exclusion Clause.
- Out of Notified Hours Clause.
- Parts Detached Clause – subject to applicable full Hull Deductible.
- Pilots Indemnity Clause.

- Premium Payment Clause It is understood and agreed that the premium due at the inception of the Policy shall be paid to Insurers as detailed in the premium section of the Schedule to the Policy.
 - 1) In the event of a claim hereunder which exceeds the installments of premium paid on this Policy, the installments

 - 3) Notwithstanding any cancellation provision contained within the Policy, in the event that an installment of premium is not paid by its due date Insurers shall have the right to terminate the cover afforded by the Policy to the Insured and any other party (ies) protected thereby, whether endorsement or otherwise, by giving of not less than ten (10) days' notice in writing to the Appointed Broker. Notice shall be deemed to commence from the date such notice is given by the Insurers. The non-payment of premium will result in the automatic contractual lapsing of the Policy.
 - 4) Insurers shall not be obliged to accept premium tendered to it outside of these terms, but may do so upon such terms as it, at its sole discretion, may determine.
- Sanctions and Embargo Clause

Notwithstanding anything to the contrary in the Insurance the following shall apply:

 1. If, by virtue of any law or regulation which is applicable to an Insurer at the inception of this Insurance or becomes applicable at any time thereafter, providing coverage to the Insured is or would be unlawful because it breaches an embargo or sanction, that Insurer shall provide no coverage and have no liability whatsoever nor provide any defence to the Insured or make any payment of defence costs or provide any form of security on behalf of the Insured, to the extent that it would be in breach of such law or regulation.
 2. In circumstances where it is lawful for an Insurer to provide coverage under the Insurance, but the payment of a valid and otherwise collectable claim may breach an embargo or sanction, then the Insurer will take all reasonable measures to obtain the necessary authorisation to make such payment.
 3. In the event of any law or regulation becoming applicable during the Period of Insurance which will restrict the ability of an Insurer to provide coverage as specified in paragraph 1, then both the Insured and the Insurer shall have the right to cancel its participation on this Insurance in accordance with the laws and regulations applicable to the Insurance provided that in respect of cancellation by the Insurer a minimum of 30 days notice in writing be given. In the event of cancellation by either the Insured or the Insurer, the Insurer shall retain the pro rata proportion of the premium for the period that the Insurance has been in force.
- Supplementary Payments Clause (paragraphs (a) – (d), limited to a maximum of 10% of the Hull Sum Insured any one incident and in the aggregate.
- Unauthorised Use Clause (Restricted to Theft Only).
- Unlicensed Landing Ground Suitability Clause (per Infiniti Insurance Wording). - Extended to include take offs' and/or landings at night in respect of rotor wing aircraft only. Breach of Air Navigation Regulations Clause and Unauthorised Use Clause (Restricted to Theft Only) must be suspended **UNLESS** take offs' and/or landings at night occur at designated airports and/or helipads that comply with CAA regulations and warranted pilot/s must hold a valid night rating.
- Asbestos Exclusion Clause.

- Claims procedure

Immediate notice of any event likely to give rise to a claim under this Policy shall be given Infiniti Insurance Limited c/o carlyr@infinitiaviation.co.za. In all cases the Insured shall

- (i) furnish full particulars in writing of such event and forward immediately notice of any claim with any letters or documents relating thereto;
- (ii) give notice of any impending prosecution;
- (iii) render such further information and assistance as the Insurers may reasonably require;
- (iv) not act in any way to the detriment or prejudice of the interest of the Insurers.

The Insured shall not make any admission of liability or payment or offer or promise of payment without the written consent of the Insurers.

- Contractual and/or Financial Disputes

Cover excludes loss, damage or expense caused by one or any combination of the following:

- i. Any debt, failure to provide bond or security or any other financial or perceived financial cause under court order or otherwise;
- ii. The repossession or attempted repossession of the Aircraft by any title holder, or arising out of any contractual agreements or disagreements to which any Insured protected under this Policy may be party.

- Date Recognition Exclusion Clause AVN 2000A.

- Engine Endorsement, however, with respect to engine over-speed the following is applicable:

ENGINE OVER-SPEED ENDORSEMENT LIMITED TO USD 10 000.00 EACH AIRCRAFT RESPECTIVELY

Notwithstanding anything to the contrary contained herein, the coverage provided by the Hull All Risks section of this Policy is extended to include accidental damage to an Engine caused by an identified single Over-speed event which, once it occurs or is discovered, requires immediate withdrawal of the engine from service for investigation and rectification in accordance with mandatory maintenance standards and requirements.

As used herein:

"Engine" means an engine for propulsion or auxiliary power complete with all parts necessary for test cell running "Over-speed" means the operation of an engine at a speed in excess of the maximum permitted by the manufacturer of the engine or aircraft to which the engine is fitted.

"Engine "over-speed"" and resultant engine damage caused by pilot error is included however engine over speed and resultant engine damage caused by mechanical failure any other means within the engine is excluded under this endorsement.

- False and Fraudulent Claims

An Insured or his agent or employee shall not in the presentation and furtherance of any claim:

- (a) deliberately or recklessly conceal from Insurers any information which he knows or ought to know might be material to their consideration of any claim;
- (b) provide to Insurers information, which he knows to be false, with respect either to any event relied upon as a cause of loss or as to the amount claimed; nor
- (c) otherwise use fraudulent means or devices, including suppressing a known defence to Insurers' liability.

In any such event the Insurers shall have the option to refuse to pay the whole or any part of the claim to such Insured.

In the circumstances set out in sub-paragraph (b) above, Insurers shall also have the option to:

- i. terminate the cover provided by all sections of the Policy to such Insured with effect from the date of the event relied upon for the claim;

- ii. recover any sums paid to such Insured in respect of losses occurring on or after the date of the event relied upon for the claim; and
- iii. retain any and all premium paid by such Insured.

- Flying Instruction

Whenever the aircraft is being used for the purpose of flying instruction the liability of the Insurer does not extend to either the Instructor or the pilot undergoing such instruction neither being regarded as a passenger.

- Full Annual Premium If Loss – SUBJECT TO THE AIRCRAFT INVOLVED IN THE LOSS ONLY

It is understood and agreed that in the event of a claim arising hereunder, the balance of the full annual premium shall become due and payable forthwith.

- Period of missing aircraft under Section I is 14 days.

- Sanctions

No (re)insurer shall be deemed to provide cover and no (re)insurer shall be liable to pay any claim or pay any benefit hereunder to the extent that the provision of such cover, payment of such claim or provision of such benefit would expose that (re)insurer to any sanction, prohibition or restriction under United Nations resolutions or the trade or economic sanctions, laws or regulations of the European Union, United Kingdom or United States of America, or any of its states (provided that this does not violate current EU regulations and/or German Law).

- Use of your Personal Information

The Insured acknowledges that, by entering into this Policy, the Insured will be providing the company with personal information, which may be protected by data protection legislation, including inter alia, the Protection of Personal Information Act, 2013 ("POPI"). The company shall take all reasonable steps to protect such personal information.

The Insured authorises the company to:

- (i) process (as contemplated in terms of POPI) all such personal information, for the following purposes:
 - (a) To communicate requested information to the Insured.
 - (b) To provide the Insured with insurance services.
 - (c) The verification of the information provided against any source or database.
 - (d) The compilation non-personal statistical information about the Insured.
- (ii) transmit any such personal information to any affiliate, subsidiary or re-insurer for the purposes of providing insurance services to the insured and in furtherance of the company's legitimate interests including statistical analysis, re-insurance and credit control.
- (iii) transmit any such personal information to any third party service provider, that may from time to time be appointed by the company, in furtherance of the company's legitimate interests and as necessary for our performance in terms of the Policy.

The Insured acknowledges that this consent clause will survive the cancellation or lapse of this Policy.

- War Coverage Excludes Confiscation by Governments of Registry.
- War Cover subject to 7 days' notice of cancellation but 48 hours to review terms.
- War, Hi-jacking and Other Perils Exclusion Clause.



- Variation in risk
Should there be any change in the circumstances or nature of the risks which are the basis of this contract the Insured shall give immediate notice thereof to the Insurer and no claim arising subsequent to such change shall be recoverable hereunder unless such change has been expressly accepted by the Insurer.
- 30 days' Notice of Cancellation, however the terms and conditions of any Premium Payment Clause, Nuclear Risks Exclusion Clause, Extended Coverage (Aviation Liabilities) Endorsement, Aircraft Financial Interest Endorsement forming part of this Policy shall remain paramount.

SCHEDULE OF AIRCRAFT:

<u>**Make/Model</u>	<u>Registration</u>	<u>Passenger Seats</u>	<u>Crew Seats</u>
1) R44 Raven II	9J-JIL	3	1
2) R44 Raven II	9J-JAC	3	1
3) AS350 BA	9J-JIM	6	2
4) Bell 206B	9J-JOC	4	2

***Agreed Value (zero rated)**

****Risks covered are Rotors in Motion / Rotors Not in Motion. Aircraft is/are Rotary Wing.**

CHOICE OF LAW

& JURISDICTION:

The Insurance shall be governed by and construed in accordance with the law of the Republic of South Africa and each party agrees to submit to the exclusive jurisdiction of the Courts of the Republic of South Africa.

PREMIUM

PAYMENT TERMS:

Premium payable in the following instalments in accordance with Premium Payment Clause AVN 6A (amended to 10 days' notice of cancellation in the event of non-payment of premium):
Please note that the Premium under this Policy is payable in advance on before the 'due date':
25% due date 01 November 2019
25% due date 01 February 2020
25% due date 01 May 2020
25% due date 01 August 2020

COVERAGE

EFFECTED WITH:

In respect of All Aircraft:

Hull All Risks	80% of 100% Infiniti Insurance Limited 20% of 100% Santam Aviation South Africa
War and Allied Perils	80% of 100% Infiniti Insurance Limited 20% of 100% Santam Aviation South Africa
Legal Liability	80% of 100% Infiniti Insurance Limited 20% of 100% Santam Aviation South Africa

SEVERAL

LIABILITY:

Several Liability Notice LSW 1001 08/94 (Insurance):

The subscribing Insurers obligations under contracts of insurance to which they subscribe are several and not joint and are limited solely to the extent of their individual subscriptions. The subscribing Insurers are not responsible for the subscriptions of any co-subscribing Insurer who for any reason does not satisfy all or part of its obligations.

**DISCLOSURE OF
MATERIAL
INFORMATION:**

Duty to disclose Material Information

Material Information is information that would influence an insurer in deciding whether a risk is acceptable and, if so, the premium, terms and conditions to be applied. Failure to disclose such information could result in the policy being rendered void so that **claims would not be paid.**

The duty of disclosure is re-imposed when there are changes or variations in cover and when the policy is renewed or extended. In addition, changes which substantially increase the risk, or relate to compliance with a warranty or condition in the policy must be notified at once.

**FOREIGN RISK(S)
PRE-PLACEMENT
WARRANTY:**

It is your absolute responsibility to ensure that the placement of this risk with a foreign Insurer is compliant with local legislation.

You are required, prior to the risk incepting, to furnish us with written approval from the local insurance regulator to the risk being placed with a foreign Insurer, and to the appointment of a foreign loss adjuster of our choosing.

Where a risk is written as a reinsurance of a local Insurer, it is your absolute responsibility to ensure that the placement of the reinsurance is compliant with local legislation.

Any foreign Insurance Premium Tax obligations are not for our account.

**MATERIAL
INFORMATION:**

This section details the information that is required by Insurers to support the assessment of the risk at the time of underwriting.

- i) Lienholder information: Barclays Bank (9J-JAC)
- ii) Maintenance of aircraft: Leading Edge
- iii) Hangarage of aircraft: Yes
- iv) Areas of operation: As per Geographic Limits
- v) Estimated utilization: +-250-400 hours per annum
- vi) Pilot recurrency training: Yes
- vii) Insured's five (5) year accident / incident history:
9J-JIL June 2016 – Incident occurred – Bird Strike on approach and damaged Tail Rotor Blade – had to be replaced. No Claim processed.
- viii) Additional Insured's five (5) year accident / incident history:
Nil in the past 5 years
- ix) Pilots five (5) year accident / incident history:
Nil in the past 5 years

Authorised Signatory,



Corne Groenewald
Handling Broker – Aviation
Aircraft Risk Company (Pty) Ltd
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