

11 December 2007

Our Ref: MHM/MC/LIGHT AIRCRAFT

Mr Graham Newby
LAA (Ulair) Ltd t/as Light Aircraft Association
Turweston Aerodrome,
Brackley,
Northants.
NN13 5YD

Dear Graham,

**RE: GUIDELINES ON AVIATION LIABILITY COVER PROVIDED FOR
THE LIGHT AIRCRAFT ASSOCIATION'S STRUTS AND YOUNG
AVIATORS**

Following your renewal of the insurance policies for the 2008 year. We write this letter in summary of the Aviation Liability Covers provided for The Association's Struts and Young Aviators.

In order to clarify cover provided under these policies, I will deal with each segment of The Association separately.

There are four policies in force which provide elements of liability cover and those being:-

1. Airport Owners and Aviation Products Liability Insurance
2. Non Owned Aircraft Insurance Policy
3. Aviation Traders Policy
4. Public Liability (non Aviation)

Each of these policies has separate impact on the different facets of The Association which are now detailed below.

Struts

The struts enjoy coverage under certain policies for their various liabilities and these are detailed below.

‘Airport Owners and Aviation Products Liability Insurance’. This policy provides ‘premises’ public liability cover which is extended to include the liability of the struts for operations of vehicles whilst airside as well as the public liability occurring directly in connection with air meets and events sponsored or organised as strut flying days whilst these are conducted at the airfield in accordance with the regulations prescribed by The Civil Aviation Authority.

Following representations to Insurers last renewal, this policy is now *not contingent* . Insurers comment however that the Struts should maintain every effort to ensure the airfield owner carries their own insurance. Towergate Hall and Clarke can of course help any airfield owner with these needs should they not have this cover
The sum insured for this level of cover is £1,000,000 any one claim

It is recognised that the aircraft owner under law should now have at least the minimum legal requirements that are required under the European Regulation EC785 which varies by weight category of aircraft and this policy exists only on a contingency basis in the event that the claimed amount exceeds the liability cover arranged on the individual aircraft itself but nonetheless has a liability limit of £2,000,000 as a maximum payment for any one claim.

This policy is arranged for the protection of the Struts. It is not the responsibility of the LAA to arrange liability cover for individual pilots connected to them. This cover has been arranged to protect The LAA and the Struts as an organisation. A responsible pilot and flyer should be carrying as much liability cover as they can reasonably afford and now under the law as detailed above, a minimum level of cover is of course compulsory.

Under the ‘Public Liability (non aviation) policy, we have provided the struts with public liability cover for the legal liability for injury to third parties or damage to third party property to a sum insured of £2,000,000 any one occurrence.

This cover is provided for social functions such as barbeques and meetings provided they are not selling any products other than possibly food or drink for the purpose of raising funds. The policy does not provide public liability for what the insurers would consider hazardous events for activities such as firework displays, bouncy castles or stunts.

Young Aviators

With regard to Young Aviators Activities we can confirm that third party liability cover is provided to them at a value of £2,000,000 any one occurrence on a contingency basis. Any pilot taking part in Young Aviator activities must ensure they have cover in their own aircraft (as of now required by law). If an accident occurs whereby the pilots policy limit is inadequate for the claim and the injured parties approached the LAA/Struts for compensation as the organisation supporting the Young Aviators Events then assuming liability is deemed to attach the policy will activate to protect the LAA's and Strut's interests up to a maximum sum insured as detailed above.

It is important to note that the above is a summary of the insurance policy and all of the policies are subject to full policy terms and conditions and limitations and exclusions. Full details of cover provided are of course specified in the policy documents, however, we hope the above has more simply clarified the cover which is provided for the struts by the LAA Liability Policies.

I trust you find everything meets with your approval if, however, you have any questions to raise, please do not hesitate to contact the undersigned.

Yours sincerely,

Martin Mallam
Aviation Manager