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E91

Diploma in Insurance

Examination element of M91 Aviation and space insurance

Based on the 2021/2022 syllabus
examined from 1 May 2021 until 30 April 2022

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E91 – Examination element of M91 Aviation and space insurance

Based on the 2021/2022 syllabus examined from 1 May 2021 until 30 April 2022

Introduction

This examination guide has been produced by the Qualifications and Assessment Department at the Chartered Insurance Institute to assist students in their preparation for the E91 examination. It contains a specimen examination with answer key.

Ideally, students should have completed the majority of their E91 studies before attempting the specimen examination. Students should allow themselves one hour to complete the examination. They should then review their performance to identify areas of weakness on which to concentrate the remainder of their study time. The examination must be successfully passed within 18 months of enrolment on M91.

Although the specimen examination in this guide is typical of an E91 examination, it should be noted that it is not possible to test every single aspect of the syllabus in any one particular examination. To prepare properly for the examination, candidates should make full use of the tuition options available and read as widely as possible to ensure that the whole syllabus has been covered. They should also endeavour to keep as up-to-date as possible with developments in the industry by reading the periodicals listed in the M91 reading list, which is located on the syllabus in this examination guide and on the CII website at www.cii.co.uk.

Background Information

CII examination questions undergo a rigorous writing and editing process before reaching an examination. The questions are written to strict guidelines by practitioners with relevant technical knowledge and experience. Questions are very carefully worded to ensure that all the information required to answer the question is provided in a clear and concise manner. They are then edited by an independent panel of experienced practitioners who have been specifically trained to ensure that questions are technically correct, clear and unambiguous. As a final check, each examination is scrutinised by the Senior Examiner and a CII assessment expert.

Occasionally a question will require amendment after the examination guide is first published. In such an event, the revised question will be published on the CII website:

- 1) Visit www.cii.co.uk/learning/qualifications/unit-aviation-and-space-insurance-m91/
- 2) Select 'exam guide update' on the right hand side of the page

Candidates should also refer here for the latest information on changes to law and practice and when they will be examined.

Syllabus

The M91 syllabus is published on the CII website at www.cii.co.uk. **Candidates should note that the examination is based on the syllabus, rather than on any particular tuition material.** Of course, the CII tuition material will provide the vast majority of the information required to perform well in the examination, but the CII recommends that students consult other reference materials to supplement their studies.

Skill Specification

The examination syllabus categorises M91 learning outcomes into attainment levels. Each learning outcome specifies the level of skill required of candidates and thus the level at which candidates may be tested.

The syllabus requires that candidates have the ability to understand the subject matter. Each learning outcome begins with the following cognitive skill:

Understanding - Candidates must be able to link pieces of information together in cause and effect relationships. Typically questions may ask 'Why'. Questions set on an *understand* learning outcome can test either knowledge or understanding or both.

Examination Information

The method of assessment for the E91 examination is 50 multiple choice questions. One hour is allowed for this examination.

The M91 syllabus provided in this examination guide will be examined from 1 May 2021 until 30 April 2022.

Candidates will be examined on the basis of English law and practice unless otherwise stated.

The general rule is that legislative and industry changes will not be examined earlier than 3 months after they come into effect.

E91 examinations test the Financial Conduct Authority and Prudential Regulation Authority rules and regulations.

When preparing for the examination, candidates should ensure that they are aware of what typically constitutes each type of product listed in the syllabus and ascertain whether the products with which they come into contact during the normal course of their work deviate from the norm, since questions in the examination test generic product knowledge.

A multiple choice question consists of a problem followed by four options, labelled A, B, C and D, from which the candidate is asked to choose the correct response. Each question will contain only one correct response to the problem posed.

One mark is awarded for each correct response identified by the candidate. No mark is awarded if the candidate either chooses an incorrect response, chooses more than one response or fails to choose any response. No marks are deducted for candidates choosing an incorrect response.

If you bring a calculator into the examination room, it must be a silent battery or solar-powered non-programmable calculator. The use of electronic equipment capable of being programmed to hold alphabetic or numerical data and/or formulae is prohibited. You may use a financial or scientific calculator, provided it meets these requirements.

Candidates are permitted to make rough notes. Candidates are **not** permitted, in any circumstances, to remove any papers relating to the examination from the examination room.

Examination Technique: Multiple Choice Questions

The best approach to multiple choice examinations is to work methodically through the questions.

The questions are worded very carefully to ensure that all the information required is presented in a concise and clear manner. It cannot be emphasised too strongly that understanding the precise meaning of the question is vital. If candidates miss a crucial point when reading the question it could result in choosing the wrong option. Candidates should read carefully through the question and all the options before attempting to answer.

Candidates should pay particular attention to any words in the question which are emphasised in bold type, for example, **maximum**, **minimum**, **main**, **most**, **normally** and **usually**. Negative wording is further emphasised by the use of capital letters, for example **NOT**, **CANNOT**.

Candidates should not spend too much time on any one question. If they cannot make up their mind, they should leave the question and come back to it later.

When all of the questions have been answered, it is prudent to use any remaining time to go through each question again, carefully, to double-check that nothing has been missed. Altering just one incorrect response to a correct response could make the difference between passing and failing.

After the Examination

Rigorous checks are made to ensure the correctness of the results issued. A pre-defined quota of passes to be awarded does not exist. If all candidates achieve a score of at least the pass mark, then all candidates will be awarded a pass grade. Individual feedback on the candidate's examination performance is automatically provided and will indicate the result achieved and, for each syllabus learning outcome, the percentage of questions in the examination that were answered correctly.

Aviation and space insurance

Purpose

At the end of this unit, candidates should be able to demonstrate an understanding of aviation and space insurance and related issues.

Assumed knowledge

It is assumed that the candidate already has knowledge of the fundamental principles of insurance as covered in IF1 Insurance, legal and regulatory or equivalent examinations.

Summary of learning outcomes	Number of questions in the examination*
1. Know the main elements of aviation risk.	4
2. Understand the main international and national measures impacting on aviation risk.	9
3. Understand the scope of cover under the main and related classes of aviation insurance.	11
4. Understand the market practices of aviation insurance.	6
5. Understand risk assessment and underwriting of aviation insurance.	9
6. Understand claims investigation, handling and settlement procedures in aviation insurance,	7
7. Understand key aspects of space insurance.	4

* The test specification has an in-built element of flexibility. It is designed to be used as a guide for study and is not a statement of actual number of questions that will appear in every exam. However, the number of questions testing each learning outcome will generally be within the range plus or minus 2 of the number indicated.

Important notes

- Method of assessment:
Mixed assessment consisting of two components, both of which must be passed. One component is a coursework assignment and one is a multiple choice question (MCQ) examination. The details are:
 1. an online coursework assignment using RevisionMate consisting of 10 questions which sequentially follow the learning outcomes. This must be successfully completed within 6 months of enrolment; and
 2. an MCQ exam consisting of 50 MCQs. 1 hour is allowed for this exam. This exam must be successfully passed within 18 months of enrolment.
- This syllabus will be examined from 1 May 2021 until 30 April 2022.
- Candidates will be examined on the basis of English law and practice unless otherwise stated.
- Candidates should refer to the CII website for the latest information on changes to law and practice and when they will be examined:
 1. Visit www.cii.co.uk/qualifications
 2. Select the appropriate qualification
 3. Select your unit from the list provided
 4. Select qualification update on the right hand side of the page

1. Know the main elements of aviation risk.

- 1.1 Describe the key principles concerning how an aircraft flies.
- 1.2 Explain the types of aviation risk.
- 1.3 Describe the measures taken to prevent and reduce accidents.
- 1.4 Describe key developments in global air navigation.

2. Understand the main international and national measures impacting on aviation risk.

- 2.1 Explain the purpose and main features of international conventions.
- 2.2 Describe the purpose and main features of key global aviation organisations.
- 2.3 Describe the main functions of key European aviation organisations.
- 2.4 Explain the main aircraft legislation in the UK, the EU and the US.

3. Understand the scope of cover under the main and related classes of aviation insurance.

- 3.1 Understand the scope of the core aviation insurance cover.
- 3.2 Describe the scope of additional aviation insurance cover.

4. Understand the market practices of aviation insurance.

- 4.1 Examine and application of endorsements and clauses.
- 4.2 Describe typical deductible amounts.
- 4.3 Analyse how the insurance market responds to bank/leasing agreements and contractual requirements.
- 4.4 Analyse how aviation insurance responds to airline and service provider agreements and contractual arrangements.
- 4.5 Explain the marketing of aviation risks.

5. Understand risk assessment and underwriting of aviation insurance.

- 5.1 Examine the factors to be considered by an aviation underwriter when assessing risks.
- 5.2 Examine different rating factors and methods of rating for the main classes of aviation insurance and their application.
- 5.3 Explain the key use of underwriting tools.
- 5.4 Examine key account management considerations for the underwriter.
- 5.5 Describe the various types of captive insurance arrangements available to the aviation industry.
- 5.6 Explain the alternative forms of reinsurance that can be used by an aviation underwriter.

6. Understand claims investigation, handling and settlement procedures in aviation insurance,

- 6.1 Examine the claims process for hull and spares claims.
- 6.2 Examine the claims process for liability claims.
- 6.3 Describe the role of the UK and US accident investigation agencies and related EU regulations.

7. Understand key aspects of space insurance.

- 7.1 Explain satellite technology and its uses.
- 7.2 Examine types of cover available.
- 7.3 Examine the factors affecting the underwriting of space and satellite insurances.
- 7.4 Examine claims handling and procedures for space insurance.
- 7.5 Examine claims handling and procedures for space insurance.

Reading list

The following list provides details of further reading which may assist you with your studies.

Note: The examination will test the syllabus alone.

The reading list is provided for guidance only and is not in itself the subject of the examination.

The resources listed here will help you keep up-to-date with developments and provide a wider coverage of syllabus topics.

CII study texts

Aviation and space insurance. London: CII.
Study text: M91

Insurance, legal and regulatory. London: CII.
Study text IF1

Books (and eBooks)

A guide to general aviation claims handling.
Tim Scorer. London: Ince & CO, 2010.

Air cargo insurance. Malcolm Clarke, George Leloudas. London: Informa Law, 2016. *

'Aviation and corporate social responsibility'.
Simon Bennett. Chapter – Innovative thinking in risk, crisis and disaster management. Farnham: Gower, 2012.

'Aviation insurance'. Chapter – MacGillivray on insurance law: relating to all risks other than marine. 13th ed. John Birds. London: Sweet & Maxwell, 2015.

Aviation insurance. Rod D Margo. 4th ed.
London: Butterworths, 2014.

Aviation law: cases, laws and related sources. 2nd ed. P B Larsen et al. Lieden: Martinus Nijhoff, 2012.

Aviation insurance: a planeman's guide. 2nd ed. Peter Viccars. London: Witherby, 2012.

Margo on aviation insurance: the law and practice of aviation insurance, including hovercraft and spacecraft insurance. Philip Chrystal, et al. 4th ed. London: LexisNexis, 2014.

Risk and liability in air law. George Leloudas. London: Informa, 2009. *

eBooks

The following ebooks are available through Discovery via www.cii.co.uk/elibrary (CII/PFS members only):

Insuring the air transport industry against aviation war and terrorism risks and allied

perils. YOM Nyampong. Heidelberg: Springer-Verlag, 2013.

Foundations of aviation law. Michael W Pearsom, Daniel S Riley. Farnham: Routledge, 2015.

Routledge handbook of public aviation law. Paul Dempsey. New York: Routledge, 2016.

Journals and magazines

Post magazine. London: Incisive Financial Publishing. Monthly. Contents searchable online at www.postonline.co.uk.

The Journal. London: CII. Six issues a year.

Access to further periodical publications is available from the Knowledge website at www.cii.co.uk/journalmagazines (CII/PFS members only).

Reference materials

Concise encyclopedia of insurance terms. Laurence S. Silver, et al. New York: Routledge, 2010. *

Dictionary of insurance. C Bennett. 2nd ed. London: Pearson Education, 2004.

Insurance: Conduct of Business sourcebook (ICOBS). Available via www.handbook.fca.org.uk/handbook/ICOBS.

* Also available as an ebook through eLibrary via www.cii.co.uk/elibrary (CII/PFS members only).

1. How is computer aided design used to achieve efficiency in aircraft design?
 - A. It enables parts and assemblies to be more effectively integrated.
 - B. It identifies environmentally friendly fuels appropriate to the type of aircraft.
 - C. It proposes the use of electronic rather than mechanical instruments.
 - D. It reduces the need for more than one pilot on an aircraft.

2. What is the **most common** cause of fatalities as a result of aircraft incidents?
 - A. Accidents caused by aircraft collisions.
 - B. Accidents taking place during take off or landing.
 - C. Control of an aircraft being lost.
 - D. Hijacking and other terrorist activity.

3. How does the Enhanced Ground Proximity Warning System (EGPWS) differ from the Ground Proximity Warning System (GPWS)?
 - A. It does not rely on the aircraft's position being accurately known.
 - B. It does not require any reaction from aircraft crew.
 - C. It provides look-ahead terrain alerts.
 - D. It warns of an excessive closure rate with terrain.

4. Where an air transport pilot is over the age of 40, with what **minimum** frequency **must** he undergo a medical examination?
 - A. Every 6 months.
 - B. Every 12 months.
 - C. Every 18 months.
 - D. Every 24 months.

5. What piece of equipment on board an aircraft is **specifically** interrogated by Secondary Surveillance Radar?
 - A. Autopilot.
 - B. Ground Proximity Warning System (GPWS).
 - C. Transponder.
 - D. Radio.

6. Under Article 8 of the Hague Protocol, what is contained within an air waybill?
 - A. The places of departure and destination only.
 - B. The place of departure and any agreed stopping places only.
 - C. A notice that liability may be limited under the Warsaw Convention and the places of departure and destination only.
 - D. The places of departure and destination, any agreed stopping places and a notice that liability may be limited under the Warsaw Convention.

7. Under the provisions of EU Regulation 889/2002, what **minimum** advance payment **must** be made in the event of the death of a passenger?
- A. 5,000 SDRs.
 - B. 10,000 SDRs.
 - C. 12,000 SDRs.
 - D. 16,000 SDRs.
8. The Chicago Convention 1944 includes provisions regarding
- A. minimum documentation requirements and regulations in respect of crew and aircraft.
 - B. penalties for unlawful acts committed in airspace.
 - C. public airport companies and appeals in respect of route licenses.
 - D. requirements for emissions and the use of environmentally-friendly materials.
9. The **main** aim of the International Civil Aviation Organization is to achieve the agreement of its Contracting States to
- A. maintain adequate levels of liability insurance.
 - B. permit the sharing of civil air space in order to encourage competition.
 - C. reduce the level of environmental pollution caused by air transport.
 - D. standardise the operation of safe, efficient and regular air services.
10. Under EU regulation 785/2004, a sliding scale of a mandatory cover depending on maximum take-off mass (MTOM) applies to
- A. baggage liability.
 - B. cargo liability.
 - C. passenger liability.
 - D. third party liability.
11. If insurance cover for damage to third parties due to risks of war or terrorism is unavailable to an aircraft operator on a per accident basis, EU Regulation 285/2010 will be satisfied by the operator insuring on
- A. an aggregate basis.
 - B. an agreed value basis.
 - C. a catastrophe reinsurance basis.
 - D. a first loss basis.

12. In the US litigation process, what is the **main** feature of a bench trial in terms of the composition of the court?
- A. There is a judge and a jury.
 - B. There is a judge but no jury.
 - C. There are three judges and a jury.
 - D. There are three judges but no jury.
13. Which body, based in the US, is responsible for the operation of air traffic services and the provision of air navigation facilities?
- A. The Civil Aviation Authority.
 - B. The Federal Aviation Administration.
 - C. The National Air Traffic Services.
 - D. The Safety and Airspace Regulation Group.
14. The London Aircraft Insurance Policy (AVN 1C) general exclusions applicable to all sections of the policy make reference to
- A. contractual liability only.
 - B. contractual liability and number of passengers only.
 - C. number of passengers and non-contribution only.
 - D. contractual liability, number of passengers and non-contribution.
15. Under the London Aircraft Insurance Policy (AVN 1C), how is an accident defined?
- A. Any one accident that is negligently caused.
 - B. Any one accident or series of accidents arising out of one event.
 - C. Any one event that is not deliberately caused.
 - D. Any one loss or series of losses arising out of one event.
16. In an Aviation Products Liability Policy (AVN 98), an insurer **typically** addresses its exposure to grounding claims from third parties by
- A. excluding cover from the standard policy.
 - B. increasing the policy limit by 10% to include cover.
 - C. imposing a sub-limit for the exposure.
 - D. providing cover on a coinsurance basis.
17. Under the products liability section of an ARIEL Airport Owners' and Operators' Liability Policy, in what circumstances, if any, will the insurer cover damage to the insured's property?
- A. In no circumstances.
 - B. In all circumstances.
 - C. Only where there is no other policy covering this liability.
 - D. Only where the insurer intends to subrogate against the insured following a claim.

18. Which section of an ARIEL Airport Owners' and Operators' Liability Policy provides coverage for slips and falls?
- A. General conditions.
 - B. Hangarkeepers legal liability.
 - C. Premises legal liability.
 - D. Products liability.
19. Under the review and cancellation provisions of an Extended Coverage Endorsement (Aviation Liabilities) (AVN 52E), what notice period is **typically** given by an insurer who intends to cancel policy coverage as a result of a hostile detonation of a nuclear weapon?
- A. 1 hour.
 - B. 12 hours.
 - C. 24 hours.
 - D. 48 hours.
20. Under the Passenger Voluntary Settlement Endorsement (AVN 34A), a valid claim for permanent total disablement will be settled by an insurer where the insured has been disabled for what **minimum** period?
- A. 3 months.
 - B. 6 months.
 - C. 12 months.
 - D. 18 months.
21. Under a loss of use or consequential loss policy, claims covered under a breach of warranty provision in the hull policy are
- A. covered as standard.
 - B. excluded.
 - C. only covered subject to an increased deductible being in place.
 - D. only covered where such coverage is required by law in the relevant State.
22. Under an individual loss of licence policy, a payment is made by the insurer as a result of permanent total disability. As a consequence the policy will
- A. continue unaltered.
 - B. continue until the next renewal date and then cease.
 - C. automatically terminate.
 - D. trigger an exclusion clause.

23. Which instrument allows for an aviation liability policy to be extended to cover cargo legal liability?
- A. AVN 48B.
 - B. AVN 92.
 - C. Institute Replacement Clause.
 - D. LSW555D.
24. What is **typically** covered under an aircraft spares all risks insurance policy?
- A. Engines and equipment destined to be fitted to an aircraft only.
 - B. Engines and spare parts destined to be fitted to an aircraft only.
 - C. Spare parts and equipment destined to be fitted to an aircraft only.
 - D. Engines, spare parts and equipment destined to be fitted to an aircraft.
25. Under the Aircraft Laying-Up Clause (AVN 26A), no return will be paid by an insurer in respect of an aircraft unless the period of lay-up is at least
- A. 5 consecutive days.
 - B. 10 consecutive days.
 - C. 20 consecutive days.
 - D. 30 consecutive days.
26. Under the Claims Co-operation Clause (AVN 21), what notice period is given to reinsurers?
- A. One day.
 - B. Two days.
 - C. Three days.
 - D. Seven days.
27. Under an Aircraft Financial Interest Endorsement (AVN 28B), what **minimum** notice period of cancellation of the endorsement needs to be given in writing to the appointed broker by the insurer?
- A. 7 days.
 - B. 14 days.
 - C. 28 days.
 - D. 30 days.
28. How would an aircraft financier or lessor require to be treated in respect of liability coverage?
- A. Confirmed as a party to the 50/50 provision.
 - B. Jointly liable with no severability of interest.
 - C. Named as an additional insured for its respective rights and interests.
 - D. Named as the loss payee.

29. What is a **key** benefit for an airline of having its insurance placed on a verticalised basis?
- A. All insurers must follow the lead insurer's price.
 - B. It always provides wider cover at no additional cost.
 - C. It increases competition between insurers on price.
 - D. It reduces the need for reinsurance.
30. Where an underwriter is assessing the number of locations, volume of throughput and tarbox agreements, he is **most likely** to be considering
- A. airport owners and operators.
 - B. ground handlers.
 - C. maintenance repair and overhaulers.
 - D. refuellers.
31. On what basis is airline hull insurance **usually** rated?
- A. Agreed value.
 - B. Insured value.
 - C. Rate per tonne.
 - D. Total loss.
32. Which part of a manufacturer's turnover represents the highest risk exposure for an aviation products liability underwriter?
- A. US civilian turnover.
 - B. Non-US civilian turnover.
 - C. US military turnover.
 - D. Non-US military turnover.
33. The rate applied by an underwriter for an aircraft hull policy depends on the
- A. operator's experience and the experience of pilots only.
 - B. type of aircraft and the experience of pilots only.
 - C. type of aircraft and the operator's experience only.
 - D. type of aircraft, the operator's experience and the experience of pilots.
34. Which aircraft(s) are subject to a mooring deductible?
- A. Airships and balloons.
 - B. Floatplanes.
 - C. Microlight aircraft.
 - D. Offshore support helicopters.

35. The deductible on an aircraft hull all risks policy is applicable to
- A. ground losses only.
 - B. in-flight losses only.
 - C. partial losses only.
 - D. total losses only.
36. For a book of aviation insurance business, **most** insurers calculate loss reserves in respect of Incurred But Not Reported (IBNR) claims using
- A. an actuarial approach.
 - B. a loss fund.
 - C. a method laid down by the Financial Conduct Authority.
 - D. stochastic modelling.
37. Which type of captive insurance company is established only to underwrite the aviation risks of the parent group?
- A. Group captive.
 - B. Mutual captive.
 - C. Pure captive.
 - D. Rent-a-captive.
38. Under which type of reinsurance arrangement are recoveries deducted from the ultimate net loss before the programme is applied?
- A. Excess of loss.
 - B. Quota share.
 - C. Stop loss.
 - D. Surplus.
39. What does a passenger establish when seeking to make a claim for product liability?
- A. Intent.
 - B. Negligence.
 - C. Nuisance.
 - D. Trespass.
40. The threshold point for determining that an aircraft is too badly damaged to be repaired economically is set by insurers at what percentage of the agreed value of the aircraft?
- A. 50%
 - B. 60%
 - C. 75%
 - D. 90%

41. The information needed by a surveyor when assessing an aviation claim includes
- A. date and place of loss only.
 - B. time and place of loss only.
 - C. time and date of loss only.
 - D. time, date and place of loss.
42. Why is it important for a claims adjuster investigating a claim under a combined Hull and Spares All Risks policy to ascertain the point at which a spare becomes part of the aircraft?
- A. An additional premium is due from the date of attachment of the spare to the aircraft.
 - B. Coverage is not in place under the policy if the spare is not attached to the aircraft.
 - C. Different excesses apply depending on whether the spare is attached to the aircraft or not.
 - D. The right of subrogation may only be exercised if the spare is attached to the aircraft.
43. When considering an airline passenger claim, the **initial** piece of data that an insurer **must** obtain is
- A. any available photographs.
 - B. a copy of the passenger seating plan.
 - C. crew and cabin staff reports.
 - D. the passenger's ticket.
44. What are the **main** causes of passengers' baggage claims?
- A. Mishandling and pilferage only.
 - B. Mishandling and delivery to the wrong destination only.
 - C. Pilferage and delivery to the wrong destination only.
 - D. Mishandling, pilferage and delivery to the wrong destination.
45. Which aviation liability policy may cover a claim caused by the grounding of a certain type of aircraft?
- A. Aircraft third party.
 - B. Cargo.
 - C. Premises.
 - D. Products.
46. The purpose of which body is to improve aviation safety by determining the causes of air accidents and serious incidents and making safety recommendations intended to prevent recurrence?
- A. Air Accidents Investigation Branch.
 - B. Civil Aviation Authority.
 - C. International Air Transport Association.
 - D. International Civil Aviation Organisation.

47. Mobile communications satellites are positioned in
- A. geosynchronous orbits and low earth orbits only.
 - B. geosynchronous orbits and medium earth orbits only.
 - C. low earth orbits and medium earth orbits only.
 - D. geosynchronous orbits, low earth orbits and medium earth orbits.
48. Under a **typical** space insurance programme, stand alone in orbit coverage commences once a satellite has been in orbit for
- A. 24 hours.
 - B. 48 hours.
 - C. 1 week.
 - D. 1 year.
49. For what **minimum** period would a **typical** communications satellite be expected to produce a revenue for its operator?
- A. 5 years.
 - B. 10 years.
 - C. 15 years.
 - D. 20 years.
50. Under a Solar Energetic Particle Realistic Disaster Scenario event for satellites in geosynchronous orbit, what percentage partial loss of power will an underwriter **most commonly** assume?
- A. 5%
 - B. 15%
 - C. 25%
 - D. 40%

Specimen Examination Answers and Learning Outcomes Covered

Question	Answer	Learning Outcome	Question	Answer	Learning Outcome	Question	Answer	Learning Outcome
Learning Outcome 1			Learning Outcome 4			Learning Outcome 7		
1	A	1.1	25	D	4.1	47	A	7.2
2	C	1.2	26	D	4.1	48	D	7.3
3	C	1.3	27	D	4.3	49	C	7.2
4	A	1.3	28	C	4.3	50	A	7.4
5	C	1.4	29	C	4.5	4 questions		
5 questions			5 questions					
Learning Outcome 2			Learning Outcome 5					
6	D	2.1	30	D	5.1			
7	D	2.1	31	A	5.2			
8	A	2.1	32	A	5.2			
9	D	2.2	33	D	5.2			
10	D	2.3	34	B	5.3			
11	A	2.3	35	C	5.3			
12	B	2.4	36	A	5.5			
13	B	2.4	37	C	5.6			
8 questions			38	A	5.6			
			9 questions					
Learning Outcome 3								
14	D	3.1	Learning Outcome 6					
15	B	3.1	39	B	6.2			
16	C	3.1	40	C	6.1			
17	A	3.1	41	D	6.1			
18	C	3.1	42	C	6.1			
19	D	3.1	43	D	6.2			
20	C	3.2	44	D	6.2			
21	B	3.2	45	D	6.2			
22	C	3.2	46	A	6.3			
23	B	3.2	8 questions					
24	D	3.2						
11 questions								