

Covers Part 135 on-demand and commuter operators — jet and turboprop charter, air taxi, helicopter charter and tours — and charter brokers and aircraft management companies. Aircraft owners use CWCO-SUP-AIRCRAFT; mixed aerial work CWCO-SUP-AVIATION. Intake form: the aviation insurer will also require its own application. Attach the operating certificate, operations specifications, aircraft schedule, and pilot roster.

1 APPLICANT / BUSINESS INFORMATION

LEGAL BUSINESS NAME	DBA	FEIN	YEARS OPERATING
BUSINESS ADDRESS	CITY / STATE / ZIP	MAIN BASE AIRPORT	

Entity type:
☐ Sole proprietor ☐ Partnership ☐ LLC ☐ Corporation ☐ Other

PRIMARY CONTACT / TITLE	PHONE	EMAIL

PART 135 CERTIFICATE NO.	SAFETY AUDITS (ARGUS / WYVERN / IS-BAO / NONE)

2 OPERATIONS

AIRCRAFT MAKE / MODEL	YEAR / SEATS	OWNED / MANAGED	HULL VALUE (\$)

Operations (check all):
☐ On-demand jet charter ☐ Turboprop / piston air taxi ☐ Helicopter charter ☐ Air tours ☐ Air ambulance ☐ Cargo
☐ Charter broker only ☐ Aircraft management

Activity:
 Flight hours per year Passengers per year Pilots International flights per year

3 EXPOSURE & RISK QUESTIONS — PILOTS, WEATHER & SAFETY SYSTEMS

A Hawaii air tour helicopter crashed in 2019, killing all seven aboard after flying into clouds; NTSB noted the operator had no safety management system.

3-1 Does the operator have a safety management system (SMS) in place?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-2 Is flight data monitoring or flight tracking used on every aircraft?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-3 Do all pilots in command meet written minimum hours and time-in-type?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-4 Do pilots attend recurrent simulator training at least annually?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-5 Are flights conducted single-pilot in turbine aircraft?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-6 Are flights made into mountainous terrain, short runways, or unimproved strips?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-7 Are flights conducted at night or in instrument weather by helicopter or single-engine aircraft?	☐ Yes ☐ No
IF YES, EXPLAIN	

4 EXPOSURE & RISK QUESTIONS — CERTIFICATE, BROKERS & MANAGED AIRCRAFT

In 2026 the FAA proposed a \$260,868 fine against a charter company it says flew paid flights after its certificate was surrendered.

4-1 Are all paid flights operated under the applicant's own Part 135 certificate? ☐ Yes ☐ No
IF YES, EXPLAIN

4-2 Does the applicant broker flights to other operators? ☐ Yes ☐ No
IF YES, EXPLAIN

4-3 Are other operators checked for certificates, insurance, and audits before flights are brokered? ☐ Yes ☐ No
IF YES, EXPLAIN

4-4 Does the applicant manage aircraft owned by others and fly them on its certificate? ☐ Yes ☐ No
IF YES, EXPLAIN

4-5 Are owners of managed aircraft named as insureds with waivers of subrogation? ☐ Yes ☐ No
IF YES, EXPLAIN

4-6 Has the FAA issued an enforcement action, warning letter, or certificate action in the last 5 years? ☐ Yes ☐ No
IF YES, EXPLAIN

4-7 Are flights made outside the U.S. or into high-risk countries? ☐ Yes ☐ No
IF YES, EXPLAIN

5 PAYROLL, SALES & REVENUE

TOTAL ANNUAL PAYROLL (\$, ILLUSTRATIVE)	PILOT PAYROLL (\$)	CONTRACT PILOTS USED
ANNUAL CHARTER REVENUE (\$, ILLUSTRATIVE)	MANAGEMENT FEES (\$)	BROKERED REVENUE (\$)

6 PRIOR INSURANCE & LOSS HISTORY

Attach currently-valued loss runs for the last 5 years.

CURRENT AVIATION CARRIER	LIABILITY LIMIT / PER-SEAT LIMIT	EXPIRATION DATE

6-1 Has any carrier declined, cancelled, or non-renewed coverage for this business in the last 5 years? ☐ Yes ☐ No
IF YES, EXPLAIN

6-2 Has any aircraft had an accident or NTSB-reportable incident in the last 10 years? ☐ Yes ☐ No
IF YES, EXPLAIN

DATE OF LOSS	DESCRIPTION	TOTAL INCURRED (\$, ILLUSTRATIVE)	OPEN / CLOSED

6-3 Is the applicant aware of any incident, complaint, or circumstance not yet resulting in a claim that could reasonably give rise to one? ☐ Yes ☐ No
IF YES, EXPLAIN

7 RISK MANAGEMENT & SAFETY

7-1	Is there a written flight risk assessment completed before every flight?	☐ Yes ☐ No
IF YES, EXPLAIN		
7-2	Are duty and rest limits tracked electronically for every pilot?	☐ Yes ☐ No
IF YES, EXPLAIN		
7-3	Is there a written emergency response plan for an accident?	☐ Yes ☐ No
IF YES, EXPLAIN		

8 SIGNATURE & FRAUD WARNING

The undersigned declares that the statements and answers given in this supplemental are true, complete and correct to the best of their knowledge, and that no material fact has been withheld or misstated. The applicant agrees that this supplemental, together with all ACORD applications and attachments, forms the basis of any submission to insurers and may be relied upon by them. Signing this supplemental does not bind coverage. This supplemental is an intake document prepared by Cory Washington & Co. LLC to support carrier submission; it does not itself provide coverage.

FRAUD NOTICE: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance containing any materially false information, or conceals for the purpose of misleading information concerning any fact material thereto, commits a fraudulent insurance act, which is a crime and subjects such person to criminal and civil penalties. (State-specific fraud warnings apply; see state amendatory notice.)

APPLICANT / AUTHORIZED SIGNATURE (TYPE FULL NAME)	TITLE	DATE
PRODUCER — CORY WASHINGTON & CO. LLC	PRODUCER SIGNATURE (TYPE FULL NAME)	DATE