

For charter, corporate flight, air tour, helicopter, agricultural and aerial work, skydiving, and drone operations. Intake form: the aviation insurer will also require its own application. Aircraft owners use CWCO-SUP-AIRCRAFT; airport service businesses, CWCO-SUP-FBO; flight schools, CWCO-SUP-FLIGHTSCHOOL.

1 APPLICANT / BUSINESS INFORMATION

LEGAL BUSINESS NAME	DBA	FEIN	YEARS IN BUSINESS
BUSINESS ADDRESS	CITY / STATE / ZIP	WEBSITE	

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

PRIMARY CONTACT / TITLE	PHONE	EMAIL
FAA CERTIFICATES HELD (135, 137, 91.147, 107)	BASE AIRPORT(S)	AIRCRAFT / DRONES OPERATED

2 OPERATIONS, AIRCRAFT & CREW

Operations (check all that apply):

- ☐ Part 135 charter / on-demand ☐ Corporate flight department ☐ Air tours ☐ Helicopter (EMS, utility, tours)
☐ Agricultural application (Part 137) ☐ Aerial work (survey, photo, banner, patrol) ☐ Skydiving operations ☐ Drones (Part 107)

N-NUMBER	YEAR / MAKE / MODEL	SEATS	HULL VALUE (\$)	USE

PILOT / CREW NAME	CERTIFICATE & RATINGS	TOTAL HOURS	HOURS IN TYPE	LAST RECURRENT TRAINING

ANNUAL FLIGHT HOURS (ALL AIRCRAFT)	PASSENGERS CARRIED PER YEAR	ANNUAL REVENUE (\$)

2-1 Are passengers ever carried for compensation? ☐ Yes ☐ No
 IF YES, EXPLAIN

2-2 Are aircraft managed for other owners or chartered through brokers? ☐ Yes ☐ No
 IF YES, EXPLAIN

2-3 Are operations flown outside the United States? ☐ Yes ☐ No
 IF YES, EXPLAIN

3 EXPOSURE & RISK QUESTIONS — SAFETY SYSTEMS, CREW TRAINING & OPERATIONAL CONTROL

The FAA now requires safety management systems for about 1,850 charter operators and 700+ air tour operators, with declarations of compliance due May 28, 2027. Underwriters price on crew training and operational control — and flying passengers for pay outside the right certificate can void coverage entirely.

3-1 If Part 135 or air tour, is a safety management system in place or on track for the May 28, 2027 declaration? ☐ Yes ☐ No
IF NO, EXPLAIN

3-2 Is there an FAA drug and alcohol testing program for safety-sensitive employees? ☐ Yes ☐ No
IF NO, EXPLAIN

3-3 Do all crews complete recurrent type or simulator training at least annually? ☐ Yes ☐ No
IF NO, EXPLAIN

3-4 Is each flight released under a written operational-control process? ☐ Yes ☐ No
IF NO, EXPLAIN

3-5 Is a flight risk assessment completed before each flight? ☐ Yes ☐ No
IF NO, EXPLAIN

3-6 Are crew duty and rest limits tracked and enforced? ☐ Yes ☐ No
IF NO, EXPLAIN

3-7 Is maintenance tracked under a written program with continuing-airworthiness records? ☐ Yes ☐ No
IF NO, EXPLAIN

3-8 Is there a confidential safety reporting system for crews and staff? ☐ Yes ☐ No
IF NO, EXPLAIN

3-9 Is weight and balance documented for every passenger or cargo flight? ☐ Yes ☐ No
IF NO, EXPLAIN

3-10 Are passengers ever carried for compensation without a Part 135 certificate covering that flight? ☐ Yes ☐ No
IF YES, EXPLAIN

3-11 If agricultural application, are drift controls and chemical-handling procedures documented? ☐ Yes ☐ No
IF NO, EXPLAIN

4 DRONE OPERATIONS

Complete only if drones are operated.

NUMBER OF DRONES	HEAVIEST DRONE (LBS.)	TOTAL DRONE VALUE (\$)	REMOTE PILOTS

4-1 Does every remote pilot hold a current Part 107 certificate? ☐ Yes ☐ No
IF NO, EXPLAIN

4-2 Are drones flown over people, at night, or beyond visual line of sight? ☐ Yes ☐ No
IF YES, EXPLAIN

4-3 If yes to 4-2, are those flights covered by current FAA waivers or authorizations? ☐ Yes ☐ No
IF NO, EXPLAIN

4-4 Do all drones comply with Remote ID? ☐ Yes ☐ No
IF NO, EXPLAIN

4-5 Are flight and maintenance logs kept for every drone? ☐ Yes ☐ No
IF NO, EXPLAIN

4-6 Is there a written policy for handling images and data collected over private property? ☐ Yes ☐ No
IF NO, EXPLAIN

5 COVERAGE & LOSS HISTORY

Attach currently valued loss runs for the last 5 years.

Coverage requested:

- ☐ Aircraft liability (incl. passengers) ☐ Hull ☐ Drone liability ☐ Drone hull & equipment ☐ Non-owned aircraft
☐ Premises / hangar liability ☐ War, hijacking & terrorism

LIABILITY LIMIT (\$)

PER-PASSENGER SUBLIMIT (IF ANY) (\$)

CURRENT CARRIER / PREMIUM

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5-1 Has there been an aircraft or drone accident or incident in the past 5 years?

☐ Yes ☐ No

IF YES, EXPLAIN

5-2 Has the FAA taken enforcement action against the applicant or any crew member in the past 5 years?

☐ Yes ☐ No

IF YES, EXPLAIN

5-3 Has aviation coverage been declined, cancelled, or non-renewed in the past 3 years?

☐ Yes ☐ No

IF YES, EXPLAIN

6 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, may be committing a fraudulent insurance act, which is a crime and may subject such person to criminal and civil penalties. State-specific fraud warnings appear on the insurer's application.

APPLICANT / AUTHORIZED SIGNATURE (TYPE FULL NAME)

TITLE

DATE

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PRODUCER — CORY WASHINGTON & CO. LLC

PRODUCER SIGNATURE (TYPE FULL NAME)

DATE

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