

SERFF Tracking Number: NRTN-125733721 State: Arkansas
Filing Company: North American Specialty Insurance Company State Tracking Number: EFT \$50
Company Tracking Number: 08-03782
TOI: 22.0 Aircraft Sub-TOI: 22.0000 Aircraft
Product Name: General Aviation - 2008 Forms Revision
Project Name/Number: /

Filing at a Glance

Company: North American Specialty Insurance Company

Product Name: General Aviation - 2008 Forms Revision SERFF Tr Num: NRTN-125733721 State: Arkansas

TOI: 22.0 Aircraft	SERFF Status: Closed	State Tr Num: EFT \$50
Sub-TOI: 22.0000 Aircraft	Co Tr Num: 08-03782	State Status: Fees verified and received
Filing Type: Form	Co Status: Submitted to SID	Reviewer(s): Betty Montesi, Llyweyia Rawlins
	Author: Alsa Shih	Disposition Date: 07/17/2008
	Date Submitted: 07/15/2008	Disposition Status: Approved
Effective Date Requested (New): 09/01/2008		Effective Date (New): 09/01/2008
Effective Date Requested (Renewal): 09/01/2008		Effective Date (Renewal): 09/01/2008

State Filing Description:

General Information

Project Name:	Status of Filing in Domicile: Pending
Project Number:	Domicile Status Comments:
Reference Organization:	Reference Number:
Reference Title:	Advisory Org. Circular:
Filing Status Changed: 07/17/2008	
State Status Changed: 07/16/2008	Deemer Date:
Corresponding Filing Tracking Number:	
Filing Description:	

The enclosed filing is being submitted for the purpose of modifying our current product as described in the attached filing memorandum.

Company and Contact

SERFF Tracking Number: NRT-125733721 State: Arkansas
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Correspondence Summary

Dispositions

Status	Created By	Created On	Date Submitted
Approved	Llyweyia Rawlins	07/17/2008	07/17/2008

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Disposition

Disposition Date: 07/17/2008

Effective Date (New): 09/01/2008

Effective Date (Renewal): 09/01/2008

Status: Approved

Comment:

Rate data does NOT apply to filing.

SERFF Tracking Number: NRTH-125733721 State: Arkansas
 Filing Company: North American Specialty Insurance Company State Tracking Number: EFT \$50
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Item Type	Item Name	Item Status	Public Access
Supporting Document	Uniform Transmittal Document-Property & Casualty	Approved	Yes
Supporting Document	Filing Memorandum	Approved	Yes
Supporting Document	Form Indices	Approved	Yes
Supporting Document	Side-by-Side comparison	Approved	Yes
Form	Reinstatement Endorsement	Approved	Yes
Form	Aircraft Premium Apportionment	Approved	Yes
Form	Extended Coverage Endorsement	Approved	Yes
Form	Extended Coverage Endorsement (Aircraft Physical Damage)	Approved	Yes
Form	Extended Coverage Endorsement (Aircraft Liabilities)	Approved	Yes
Form	Agreed Value Clause	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Retractable Gear Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Land Retractable Gear Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Land Retractable Gear Aircraft	Approved	Yes
Form	Additional Pilot Clause-Twin Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Sea Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Lande Tailwheel Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Land Tailwheel Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Sea Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Retractable Gear Tailwheel Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Land Retractable Gear Tailwheel Aircraft	Approved	Yes
	Additional Pilot Clause-Multi-Engine Land	Approved	Yes

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Form			
	Tailwheel Aircraft		
Form	DHC-2 Seaplane Additional Pilot Clause	Approved	Yes
Form	Additional Pilot Clause -Single - Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Retractable Gear Aircraft	Approved	Yes
Form	Additional Pilot Clause -Single-Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Land Retractable Gear Aircraft	Approved	Yes
Form	Additional Pilot Clause -Twin-Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Sea Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Land Tailwheel Aircraft	Approved	Yes
Form	Additional Pilot Clause - Turbine Twin-Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause-Turbine Twin-Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause -Turbine Single-Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single Engine Land Turbo Prop	Approved	Yes
Form	Additional Pilot Clause-Turboprop or Turbojet Twin-Engine Land Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single-Engine Retractable Gear Tailwheel Aircraft	Approved	Yes
Form	Additional Pilot Clause-Single -Engine Land Retractable Gear Taiwheel Aircraft	Approved	Yes
Form	Policy Exclusion for Air Ambulance Use: Also Volunteer Medical Transportation	Approved	Yes
Form	Policy Exclusion for Volunteer Medical Transportation Use	Approved	Yes
Form	Cap on Losses from Certified Acts of Terrorism	Approved	Yes
Form	Exclusion of Certified Acts of Terrorism	Approved	Yes

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Form	Disclosure Pursuant to Terrorism Risk Insurance Act	Approved	Yes
Form	Disclosure Pursuant to Terrorism Risk Insurance Act of 2002	Approved	Yes
Form	Exclusion of Certified Acts of Terrorism	Approved	Yes
Form	Exception to Terrorism Exclusion for Certified Acts of Terrorism	Approved	Yes
Form	Exclusion of Terrorism	Approved	Yes
Form	Conditional Exclusion of Terrorism (Relating to Disposition of Federal Terrorism Risk Insurance Acts of 2002)	Approved	Yes

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Form Schedule

Review Status	Form Name	Form #	Edition Date	Form Type Action	Action Specific Data	Readability	Attachment
Approved	Reinstatement Endorsement	NAS-LAU11	(3/08)	Endorsement/Amendment/Conditions	Replaced Form #:0.00 NAS-LAU11 (4/00) Previous Filing #:		NAS-LAU11 ed 03-08.pdf
Approved	Aircraft Premium Apportionment	NAS-LAU13	(3/08)	Endorsement/Amendment/Conditions	Replaced Form #:0.00 NAS-LAU13 (4/00) Previous Filing #:		NAS-LAU13 ed 03-08.pdf
Approved	Extended Coverage Endorsement	NAS-LAU50	(3/08)	Endorsement/Amendment/Conditions		0.00	NAS-LAU50 ed 03-08.pdf
Approved	Extended Coverage Endorsement (Aircraft Physical Damage)	NAS-LAU51	(3/08)	Endorsement/Amendment/Conditions		0.00	NAS-LAU51 ed 03-08.pdf
Approved	Extended Coverage Endorsement (Aircraft Liabilities)	NAS-LAU52	(3/08)	Endorsement/Amendment/Conditions		0.00	NAS-LAU52 ed 03-08.pdf
Approved	Agreed Value Clause	NAS-LAU63	(3/08)	Endorsement/Amendment/Conditions		0.00	NAS-LAU63 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Land Aircraft	NAS-LAU242	(3/08)	Endorsement/Amendment/Conditions	Replaced Form #:0.00 NAS-LAU242 (1/05) Previous Filing #:		NAS-LAU242 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine	NAS-LAU243	(3/08)	Endorsement/Amendment/Conditions	Replaced Form #:0.00 NAS-LAU243 (1/05)		NAS-LAU243 ed 03-08.pdf

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	Retractable Gear Aircraft			ons		Previous Filing #:	
Approved	Additional Pilot Clause-Single-Engine Land Aircraft	NAS-LAU244	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU244 (1/05)	NAS-LAU244 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Land Retractable Gear Aircraft	NAS-LAU245	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU245 (1/05)	NAS-LAU245 ed 03-08.pdf
Approved	Additional Pilot Clause-Twin Engine Land Aircraft	NAS-LAU257	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU257 (1/05)	NAS-LAU257 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Sea Aircraft	NAS-LAU258	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU258 (1/05)	NAS-LAU258 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Land Tailwheel Aircraft	NAS-LAU260	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU260 (1/05)	NAS-LAU260 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Land Tailwheel Aircraft	NAS-LAU271	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU271 (1/05)	NAS-LAU271 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Sea Aircraft	NAS-LAU272	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU272 (1/05)	NAS-LAU272 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Retractable Gear Tailwheel Aircraft	NAS-LAU283	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU283 (1/05)	NAS-LAU283 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Retractable Gear Tailwheel Aircraft	NAS-LAU285	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU285	NAS-LAU285 ed

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	Engine Land Retractable Gear Tailwheel Aircraft			ent/Condit ons	(1/05) Previous Filing #:	03-08.pdf
Approved	Additional Pilot Clause-Multi-Engine Land Tailwheel Aircraft	NAS-LAU287	(3/08)	Endorseme Replaced nt/Amendm ent/Condit ons	Replaced Form #:0.00 NAS-LAU287 (1/05) Previous Filing #:	NAS-LAU287 ed 03-08.pdf
Approved	DHC-2 Seaplane Additional Pilot Clause	NAS-LASU288	(3/08)	Endorseme Replaced nt/Amendm ent/Condit ons	Replaced Form #:0.00 NAS-LAU288 (1/06) Previous Filing #:	NAS-LAU288 ed 03-08.pdf
Approved	Additional Pilot Clause -Single -Engine Land Aircraft	NAS-LAU342	(3/08)	Endorseme Replaced nt/Amendm ent/Condit ons	Replaced Form #:0.00 NAS-LAU342 (1/05) Previous Filing #:	NAS-LAU342 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Retractable Gear Aircraft	NAS-LAU343	(3/08)	Endorseme Replaced nt/Amendm ent/Condit ons	Replaced Form #:0.00 NAS-LAU343 (1/05) Previous Filing #:	NAS-LAU343 ed 03-08.pdf
Approved	Additional Pilot Clause -Single-Engine Land Aircraft	NAS-LAU344	(3/08)	Endorseme Replaced nt/Amendm ent/Condit ons	Replaced Form #:0.00 NAS-LAU344 (1/05) Previous Filing #:	NAS-LAU344 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Land Retractable Gear Aircraft	NAS-LAU346	(3/08)	Endorseme Replaced nt/Amendm ent/Condit ons	Replaced Form #:0.00 NAS-LAU346 (1/06) Previous Filing #:	NAS-LAU346 ed 03-08.pdf
Approved	Additional Pilot Clause -Twin-Engine Land Aircraft	NAS-LAU357	(3/08)	Endorseme Replaced nt/Amendm ent/Condit ons	Replaced Form #:0.00 NAS-LAU357 (1/05) Previous Filing #:	NAS-LAU357 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Sea Aircraft	NAS-LAU358	(3/08)	Endorseme Replaced nt/Amendm ent/Condit ons	Replaced Form #:0.00 NAS-LAU358 (1/05) Previous Filing #:	NAS-LAU358 ed 03-08.pdf

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Approved	Additional Pilot Clause-Single-Engine Land Tailwheel Aircraft	NAS-LAU360	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU360 (6/05) Previous Filing #:	NAS-LAU360 ed 03-08.pdf
Approved	Additional Pilot Clause - Turbine Twin-Engine Land Aircraft	NAS-LAU369	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU369 (1/05) Previous Filing #:	NAS-LAU369 ed 03-08.pdf
Approved	Additional Pilot Clause-Turbine Twin-Engine Land Aircraft	NAS-LAU370	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU370 (1/05) Previous Filing #:	NAS-LAU370 ed 03-08.pdf
Approved	Additional Pilot Clause -Turbine Single-Engine Land Aircraft	NAS-LAU371	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU371 (1/05) Previous Filing #:	NAS-LAU371 ed 03-08.pdf
Approved	Additional Pilot Clause-Single Engine Land Turbo Prop	NAS-LAU373	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU373 (1/05) Previous Filing #:	NAS-LAU373 ed 03-08.pdf
Approved	Additional Pilot Clause-Turboprop or Turbojet Twin-Engine Land Aircraft	NAS-LAU374	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU374 (1/05) Previous Filing #:	NAS-LAU374 ed 03-08.pdf
Approved	Additional Pilot Clause-Single-Engine Retractable Gear Tailwheel Aircraft	NAS-LAU383	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU383 (1/05) Previous Filing #:	NAS-LAU383 ed 03-08.pdf
Approved	Additional Pilot Clause-Single - Engine Land Retractable Gear Taiwheel Aircraft	NAS-LAU385	(3/08)	Endorsement/Amendment/Conditions	Replaced	Replaced Form #:0.00 NAS-LAU385 (1/05) Previous Filing #:	NAS-LAU385 ed 03-08.pdf
Approved	Policy Exclusion for Air Ambulance	NAS-LAU703	(3/08)	Endorsement/Amendment	Replaced	Replaced Form #:0.00 NAS-LAU703	NAS-LAU703 ed

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	Use: Also Volunteer Medical Transportation			ent/Condi ons	(3/01) Previous Filing #:	03-08.pdf
Approved	Policy Exclusion for Volunteer Medical Transportation Use	NAS- LAU703V	(3/08)	Endorseme Replaced nt/Amendm ent/Condi ons	Replaced Form #:0.00 NAS-LAU703V (1/03) Previous Filing #:	NAS- LAU703V ed 03-08.pdf
Approved	Cap on Losses from Certified Acts of Terrorism	NAS- TERR-001	(1/08)	Endorseme Replaced nt/Amendm ent/Condi ons	Replaced Form #:0.00 NAS-TERR-001 (11/02) Previous Filing #:	NAS-TERR- 001 ed 01- 08.pdf
Approved	Exclusion of Certified Acts of Terrorism	NAS- TERR- 002A	(1/08)	Endorseme New nt/Amendm ent/Condi ons	0.00	NAS-TERR- 002A ed 01- 08.pdf
Approved	Disclosure Pursuant to Terrorism Risk Insurance Act	NAS- TERR- DISC3	(1/08)	Disclosure/ New Notice	0.00	NAS-TERR- DISC3 ed 01-08.pdf
Approved	Disclosure Pursuant to Terrorism Risk Insurance Act of 2002	NAS- CTER- END	(2/03)	Disclosure/ Withdrawn Notice	Replaced Form #:0.00 Previous Filing #:	NAS-CTER- END ed 02- 03.pdf
Approved	Exclusion of Certified Acts of Terrorism	NAS- TERR-002	(12/02)	Endorseme Withdrawn nt/Amendm ent/Condi ons	Replaced Form #:0.00 Previous Filing #:	NAS-TERR- 002 ed 12- 02.pdf
Approved	Exception to Terrorism Exclusion for Certified Acts of Terrorism	NAS- TERR-003	(11/02)	Endorseme Withdrawn nt/Amendm ent/Condi ons	Replaced Form #:0.00 Previous Filing #:	NAS-TERR- 003 ed 11- 02.pdf
Approved	Exclusion of Terrorism	NAS- LAUTER0 5	(01/06)	Endorseme Withdrawn nt/Amendm ent/Condi	Replaced Form #:0.00 Previous Filing #:	NAS- LAUTER05 ed 01-06.pdf

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Approved	Conditional	NAS-	(05/04)	Endorsement/Amendment/Conditionals	Withdrawn	Replaced Form #:0.00	NAS-
	Exclusion of	LAUTER0				Previous Filing #:	LAUTER06
	Terrorism	6					ed 05-04.pdf
	(Relating to						
	Disposition of						
	Federal Terrorism						
	Risk Insurance						
	Acts of 2002)						



**NORTH AMERICAN
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650 Elm Street
Manchester, NH 03101-2524
(800) 542-9200

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT
IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH -0-

REINSTATEMENT ENDORSEMENT

In Consideration of the receipt of /// it is agreed that Notice of Cancellation previously tendered by:

///

is hereby withdrawn, and all coverages provided hereunder remain in full force and effect.



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PRODUCER

PREMIUM:
DUE HEREWITH -0-

AIRCRAFT LIABILITY PREMIUM APPORTIONMENT

The liability premium set forth in /// is apportioned as follows:

AIRCRAFT	/// LIABILITY	MED PAY
///	///	///

///



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NAMED
INSURED

PRODUCER

PREMIUM:
DUE HEREWITH _____ -0- _____

EXTENDED COVERAGE ENDORSEMENT

With respect only to ///

1. In consideration of the premium charged, it is hereby understood and agreed that Exclusions g), h) and i) are deleted with respect to the coverage provided by this policy.
2. Nevertheless, the coverage provided by this Endorsement shall TERMINATE AUTOMATICALLY
 - (a) upon the outbreak of war (whether there be a declaration of war or not) between any of the following States, namely, the United Kingdom, United States of America, France, the Russian Federation, the People's Republic of China PROVIDED THAT if the Aircraft is in the air when such outbreak of war occurs, then the coverage provided by this Endorsement (subject to its terms and conditions and provided not otherwise cancelled, terminated or suspended) will be continued in respect of such Aircraft until the said Aircraft has completed its first landing thereafter.
 - (b) upon the hostile detonation of any weapon of war employing atomic or nuclear fission and/or fusion or other like reaction or radioactive force or matter wheresoever or whensoever such detonation may occur and whether or not the insured Aircraft may be involved.
3. Notwithstanding, in the event the insured Aircraft is requisitioned for either title or use the coverage provided by this Endorsement will terminate in respect of such Aircraft.
4. The coverage provided by this Endorsement may be cancelled by either the Company or the Insured giving notice effective on the expiry of seven days from Midnight G.M.T. on the day on which notice is issued.

Notwithstanding this endorsement, Exclusion g) is to remain in full effect as respects ground risks Property Damage arising outside the United States of America or Canada, unless arising from the use of the Aircraft.

AGREED VALUE CLAUSE

It is hereby understood and agreed that in the event of a total loss which is the subject of a valid claim hereunder, the Company shall pay to the Insured the Agreed Value of the aircraft as stated in the Policy Declarations less any applicable deductible. The Company may, at its discretion, take the salvage of such aircraft, together with all appropriate documents appertaining thereto, but in no event shall there be any abandonment to the Company.

The foregoing provision shall not apply to claims arising in respect of partial loss or damage, where the Company retains the right to repair, replace or make good as they deem expedient



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ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED

PRODUCER

PREMIUM:
DUE HEREWITH _____ **--0--** _____

EXTENDED COVERAGE ENDORSEMENT (AIRCRAFT PHYSICAL DAMAGE)

With respect only to ///

Notwithstanding the contents of Exclusion i) of this Policy, it is hereby understood and agreed that this Policy is extended under Coverage III. Aircraft Damages to cover claims caused by the following risks:

Strikes, riots, civil commotions or labor disturbances.

Provided always that

1. The above extension shall only apply to the extent that the loss or damage is not otherwise excluded by Exclusion i)
2. The insurance provided by this endorsement may be canceled by the Company giving notice effective on the expiry of seven days from midnight G.M.T. on the day on which notice is issued.



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TO POLICY NO. _____

NAMED
INSURED

PRODUCER

PREMIUM:
DUE HEREWITH _____ --0--

EXTENDED COVERAGE ENDORSEMENT (AIRCRAFT LIABILITIES)

With respect only to ///

1. In consideration of the premium charged, it is hereby understood and agreed that Exclusions g) h) and i) of this Policy are deleted with respect to the liability coverages provided by this Policy.
2. Nevertheless, the coverage provided by this Endorsement shall Terminate Automatically
 - a. upon the outbreak of war (whether there be a declaration of war or not) between any of the following States, namely the United Kingdom, United States of America, France, the Russian Federation, the People's Republic of China; provided that if the Aircraft is in the air when such outbreak of war occurs, then the coverage provided by this Endorsement (subject to its terms and conditions and provided not otherwise canceled, terminated or suspended) will be continued in respect of such Aircraft until the said Aircraft has completed its first landing thereafter.
 - b. upon the hostile detonation of any weapon of war employing atomic or nuclear fission and/or fusion or other like reaction or radioactive force or matter wheresoever or whensoever such detonation may occur and whether or not the insured Aircraft may be involved.
3. Notwithstanding, in the event the insured Aircraft is requisitioned for either title or use the coverage provided by this Endorsement will terminate in respect of such Aircraft.
4. The coverage provided by this Endorsement may be canceled by either the Company or the Insured giving notice effective on the expiry of seven days from Midnight G.M.T. on the day on which notice is issued.

Notwithstanding this Endorsement, exclusion g) remains in full effect as respects ground risks property damage arising outside the United States of America or Canada, unless arising from the use of the Aircraft.



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ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH -0-

**SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 500 total flying hours as Pilot In Command, 25 hours of which shall have been made in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.



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TO POLICY NO. _____

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INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0-

**SINGLE-ENGINE RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 750 total flying hours as Pilot In Command, 100 Hours of which shall have been in Retractable Geared aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.



**NORTH AMERICAN
SPECIALTY INSURANCE COMPANY**
650 Elm Street
Manchester, NH 03101-2524
(800) 542-9200

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT
IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH --0--

**SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 25 hours of which shall have been in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0- _____

**SINGLE-ENGINE LAND RETRACTABLE
GEAR AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear Aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.



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660 Elm Street
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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0-- _____

**TWIN ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the Pilot clause in the Declarations is amended to Include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot In Command, 250 of which shall have been Multi-Engine Land Hours, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0-- _____

**SINGLE-ENGINE SEA AIRCRAFT
INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea Rating who has flown a minimum of 500 total flying hours as Pilot In Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0-- _____

**SINGLE-ENGINE LAND
TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 750 total flying hours as Pilot In Command, 250 hours of which shall have been in tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.



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ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0--

**SINGLE-ENGINE LAND
TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 250 hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ **--0--** _____

**SINGLE-ENGINE SEA AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0- _____

**SINGLE-ENGINE RETRACTABLE GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 750 total flying hours as Pilot In Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0- _____

**SINGLE-ENGINE LAND RETRACTABLE
GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.



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ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0- _____

**MULTI-ENGINE LAND TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the Pilot clause in the Declarations is amended to Include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land and Instrument Rating, who has flown a minimum of 1000 total flying hours as Pilot In Command, 250 of which shall have been in Multi-Engine Land aircraft, 250 hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0- _____

**DHC-2 SEAPLANE
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Hired pilots, aged between 25 and 65, having either a Commercial or ATP Pilot Certificate with Single-Engine Sea and Instrument Ratings who have flown a minimum of 2500 total flying hours as Pilot In Command, 1000 hours of which shall have been Seaplane Hours, including 250 hours in the Make and Model insured hereunder, who have had no accidents, incidents, suspensions or violations within the past five years, and who are operating the aircraft on behalf of the Named Insured.



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INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0- _____

**SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 25 hours of which shall have been made in the make and model insured hereunder, and who has had no accidents, incidents, violations or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0--

**SINGLE-ENGINE
LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1,000 total flying hours as Pilot In Command, 25 hours of which shall have been in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0-

**SINGLE-ENGINE LAND RETRACTABLE
GEAR AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 Hours of which shall have been in Retractable Gear Aircraft, including 100 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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SPECIALTY INSURANCE COMPANY**
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Manchester, NH 03101-2524
(800) 542-9200

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ENDORSEMENT NO. _____ EFFECTIVE _____

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NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0--

**TWIN ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the Pilot clause in the Declarations is amended to Include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot In Command, 250 of which shall have been Multi-Engine Land Hours, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



**NORTH AMERICAN
SPECIALTY INSURANCE COMPANY**
650 Elm Street
Manchester, NH 03101-2524
(800) 542-9200

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ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0-

**SINGLE-ENGINE SEA AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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SPECIALTY INSURANCE COMPANY**
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NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0--

**SINGLE-ENGINE LAND
TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 250 hours of which shall have been in tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ -0- _____

**TURBINE TWIN-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to Include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot In command, 500 Hours of which shall have been Multi-Engine Hours, 250 Turbine hours including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH -0-

**TURBINE TWIN-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to Include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot In command, 500 Hours of which shall have been Multi-Engine Hours, 250 Turbine hours including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within the past 12 months, initial or recurrent training, in the same make and model being flown, with a school approved by the Company.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0-- _____

**TURBINE SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to Include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Single-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot In command, 250 Turbine hours including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH --0--

**SINGLE ENGINE LAND TURBOPROP
AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the Pilot Clause in the Declarations is amended to include:

PILOT IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65,
- B. Holds a Commercial (or better) Pilot Certificate,
- C. Holds an Instrument rating,
- D. Has flown a minimum of 2,000 total hours as Pilot in Command, of which 500 shall have been in turboprop aircraft and 100 shall have been in the make and model insured hereunder,
- E. Has had no accidents, incidents, violations, or suspensions within the past five years,
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent training, in the same make and model being flown, with a school approved by the company.

SECOND IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65,
- B. Holds a Private (or better) Pilot Certificate,
- C. Holds an Instrument rating,
- D. Has flown a minimum of 1000 total hours, of which 250 shall have been in retractable gear aircraft,
- E. Has had no accidents, incidents, violations, or suspensions within the past five years,
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent ground school, in the same make and model being flown, with a school approved by the company.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0--

**TURBOPROP OR TURBOJET
TWIN-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the Pilot Clause in the Declarations is amended to include:

PILOT IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65,
- B. Holds a Commercial (or better) Pilot Certificate,
- C. Holds a Multi-Engine Land, Instrument rating,
- D. Is type-rated, as required, for the make and model aircraft insured,
- E. Has flown a minimum of 2,000 total hours as Pilot in Command, of which 1,000 shall have been Multi-Engine Land hours, 500 shall have been turboprop or turbojet aircraft, as applicable 100 shall have been in the make and model insured hereunder,
- F. Has had no accidents, incidents, violations, or suspensions within the past five years,
- G. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent training, in the same make and model being flown, with a school approved by the company.

SECOND IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65,
- B. Holds a Private (or better) Pilot Certificate,
- C. Holds a Multi-Engine Land, Instrument rating,
- D. Has flown a minimum of 1000 total hours, of which 250 shall have been Multi-Engine Land hours,
- E. Has had no accidents, incidents, violations, or suspensions within the past five years,
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent ground school, in the same make and model being flown, with a school approved by the company.



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TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ --0--

**SINGLE-ENGINE RETRACTABLE GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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INSURED
PRODUCER

PREMIUM:
DUE HEREWITH -0-

**SINGLE-ENGINE LAND RETRACTABLE
GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.



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(800) 542-9200

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT
IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED

PRODUCER

PREMIUM:
DUE HEREWITH _____ --0--

**POLICY EXCLUSION FOR AIR AMBULANCE USE
OR VOLUNTEER MEDICAL TRANSPORTATION**

While the aircraft is used for air ambulance or volunteer medical transportation, this policy shall not apply to and the Company shall not be liable for any claims as a result of:

A. Bodily Injury, sickness, disease, death or destruction due to:

i) The rendering of or failure to render: -

- a) medical, surgical, dental, x-ray, or nursing service or treatment, massage, physiotherapy, chiropractic, hearing aid, optical, optometrical services or treatments or the furnishing of food or beverages in connection therewith,
- b) any professional service or treatment conducive to health or of a professional nature:
- c) any cosmetic or tonsorial service or treatment.

ii) The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.

iii) The handling of or performing of autopsies on cadavers.

B. Aggravation of existing injuries unless caused directly by in-flight emergencies, fire, explosion, collision or crash of the insured aircraft.

C. Any legal obligation of the Insured to pay any sum as damages because of mental anguish arising out of the transportation of cadavers.



**NORTH AMERICAN
SPECIALTY INSURANCE COMPANY**
650 Elm Street
Manchester, NH 03101-2524
(800) 542-9200

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT
IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

NAMED
INSURED
PRODUCER

PREMIUM:
DUE HEREWITH _____ **-0-** _____

POLICY EXCLUSION FOR VOLUNTEER MEDICAL TRANSPORTATION USE

While the aircraft is used for volunteer medical transportation, this policy shall not apply to and the Company shall not be liable for any claims as a result of:

A. Bodily Injury, sickness, disease, death or destruction due to:

i) The rendering of or failure to render: -

- a) medical, surgical, dental, x-ray, or nursing service or treatment, massage, physiotherapy, chiropractic, hearing aid, optical, optometrical services or treatments or the furnishing of food or beverages in connection therewith,
- b) any professional service or treatment conducive to health or of a professional nature:
- c) any cosmetic or tonsorial service or treatment.

ii) The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.

iii) The handling of or performing of autopsies on cadavers.

B. Aggravation of existing injuries unless caused directly by in-flight emergencies, fire, explosion, collision or crash of the insured aircraft.

C. Any legal obligation of the Insured to pay any sum as damages because of mental anguish arising out of the transportation of cadavers.

**NORTH AMERICAN
SPECIALTY INSURANCE COMPANY
MANCHESTER, NH**

Policy Number:

Effective Date of Endorsement:

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

CAP ON LOSSES FROM CERTIFIED ACTS OF TERRORISM

This endorsement modifies insurance provided under the following:

If aggregate insured losses attributable to terrorist acts certified under the federal Terrorism Risk Insurance Act exceed \$100 billion in a Program Year (January 1 through December 31) and we have met our insurer deductible under the Terrorism Risk Insurance Act, we shall not be liable for the payment of any portion of the amount of such losses that exceeds \$100 billion, and in such case insured losses up to that amount are subject to pro rata allocation in accordance with procedures established by the Secretary of the Treasury.

"Certified act of terrorism" means an act that is certified by the Secretary of the Treasury, in concurrence with the Secretary of State and the Attorney General of the United States, to be an act of terrorism pursuant to the federal Terrorism Risk Insurance Act. The criteria contained in the Terrorism Risk Insurance Act for a "certified act of terrorism" include the following:

1. The act resulted in insured losses in excess of \$5 million in the aggregate, attributable to all types of insurance subject to the Terrorism Risk Insurance Act; and
2. The act is a violent act or an act that is dangerous to human life, property or infrastructure and is committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

**NORTH AMERICAN
SPECIALTY INSURANCE COMPANY
MANCHESTER, NH**

Policy Number:

Effective Date of Endorsement:

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

EXCLUSION OF CERTIFIED ACTS OF TERRORISM

This endorsement modifies insurance provided under the following:

A. The following exclusion is added:

This insurance does not apply to:

TERRORISM

"Any injury or damage" arising, directly or indirectly, out of a "certified act of terrorism".

B. The following definitions are added:

1. For the purposes of this endorsement, "any injury or damage" means any injury or damage covered under this policy to which this endorsement is applicable, and includes but is not limited to "bodily injury", "property damage", "personal and advertising injury", "injury" or "environmental damage" as may be defined in this policy.

2. "Certified act of terrorism" means an act that is certified by the Secretary of the Treasury, in concurrence with the Secretary of State and the Attorney General of the United States, to be an act of terrorism pursuant to the federal Terrorism Risk Insurance Act. The criteria contained in the Terrorism Risk Insurance Act for a "certified act of terrorism" include the following:

- a. The act resulted in insured losses in excess of \$5 million in the aggregate, attributable to all types of insurance subject to the Terrorism Risk Insurance Act; and
- b. The act is a violent act or an act that is dangerous to human life, property or infrastructure and is committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

Policy Number:

THIS ENDORSEMENT IS ATTACHED TO AND MADE PART OF YOUR POLICY IN RESPONSE TO THE DISCLOSURE REQUIREMENTS OF THE TERRORISM RISK INSURANCE ACT. THIS ENDORSEMENT DOES NOT GRANT ANY COVERAGE OR CHANGE THE TERMS AND CONDITIONS OF ANY COVERAGE UNDER THE POLICY.

DISCLOSURE PURSUANT TO TERRORISM RISK INSURANCE ACT

SCHEDULE

Terrorism Premium (Certified Acts) \$

This premium is the total Certified Acts premium attributable to the following Coverage Part(s), Coverage Form(s) and/or Policy(s):

Additional information, if any, concerning the terrorism premium:

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. Disclosure Of Premium

In accordance with the federal Terrorism Risk Insurance Act, we are required to provide you with a notice disclosing the portion of your premium, if any, attributable to coverage for terrorist acts certified under the Terrorism Risk Insurance Act. The portion of your premium attributable to such coverage is shown in the Schedule of this endorsement or in the policy Declarations.

B. Disclosure Of Federal Participation In Payment Of Terrorism Losses

The United States Government, Department of the Treasury, will pay a share of terrorism losses insured under the federal program. The federal share equals 85% of that portion of the amount of such insured losses that exceeds the applicable insurer retention. However, if aggregate insured losses attributable to terrorist acts certified under the Terrorism Risk Insurance Act exceed \$100 billion in a Program Year (January 1 through December 31), the Treasury shall not make any payment for any portion of the amount of such losses that exceeds \$100 billion.

C. Cap On Insurer Participation In Payment Of Terrorism Losses

If aggregate insured losses attributable to terrorist acts certified under the Terrorism Risk Insurance Act exceed \$100 billion in a Program Year (January 1 through December 31) and we have met our insurer deductible under the Terrorism Risk Insurance Act, we shall not be liable for the payment of any portion of the amount of such losses that exceeds \$100 billion, and in such case insured losses up to that amount are subject to pro rata allocation in accordance with procedures established by the Secretary of the Treasury.

**NORTH AMERICAN
SPECIALTY INSURANCE COMPANY
MANCHESTER, NH**

Policy Number:

THIS ENDORSEMENT IS ATTACHED TO AND MADE PART OF YOUR POLICY IN RESPONSE TO THE DISCLOSURE REQUIREMENTS OF THE TERRORISM RISK INSURANCE ACT OF 2002. THIS ENDORSEMENT DOES NOT GRANT ANY COVERAGE OR CHANGE THE TERMS AND CONDITIONS OF ANY COVERAGE UNDER THE POLICY.

**DISCLOSURE PURSUANT TO TERRORISM RISK
INSURANCE ACT OF 2002**

SCHEDULE*

Terrorism Premium (Certified Acts) \$

Additional information, if any concerning the terrorism premium:

* Information required to complete this Schedule, if not shown on this endorsement, will be shown in the Declarations.

A. Disclosure Of Premium

In accordance with the federal Terrorism Risk Insurance Act of 2002, we are required to provide you with a notice disclosing the portion of your premium, if any, attributable to coverage for terrorist acts certified under that Act. The portion of your premium attributable to such coverage is shown in the Schedule of this endorsement or in the policy Declarations.

B. Disclosure Of Federal Participation In Payment Of Terrorism Losses

The United States Government, Department of the Treasury, will pay a share of terrorism losses insured under the federal program. The federal share equals 90% of that portion of the amount of such insured losses that exceeds the applicable insurer retention.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

EXCLUSION OF CERTIFIED ACTS OF TERRORISM

This endorsement modifies insurance provided under the following:

A. The following exclusion is added:

This insurance does not apply to:

TERRORISM

"Any injury or damage" arising, directly or indirectly, out of "a certified act of terrorism".

B. The following definitions are added:

1. For the purposes of this endorsement, "any injury or damage" means any injury or damage covered under any Coverage Part to which this endorsement is applicable, and includes but is not limited to "bodily injury", "property damage", "personal and advertising injury", "injury" or "environmental damage" as may be defined in any applicable Coverage Part.
2. "Certified act of terrorism" means an act that is certified by the Secretary of the Treasury, in concurrence with the Secretary of State and the Attorney General of the United States, to be an act of terrorism pursuant to the federal Terrorism Risk Insurance Act of 2002. The federal Terrorism Risk Insurance Act of 2002 sets forth the following criteria for a "certified act of terrorism":
 - a. The act resulted in aggregate losses in excess of \$5 million; and
 - b. The act is a violent act or an act that is dangerous to human life, property or infrastructure and is committed by an individual or individuals acting on behalf of any foreign person or foreign interest, as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

EXCEPTION TO TERRORISM EXCLUSION FOR CERTIFIED ACTS OF TERRORISM; CAP ON LOSSES FROM CERTIFIED ACTS OF TERRORISM

This endorsement modifies insurance provided under the following:

- A.** With respect to any exclusion of terrorism in this Coverage Part or attached to this Coverage Part by endorsement, such exclusion does not apply to a "certified act of terrorism".
- That exclusion also does not apply to an act which meets the criteria set forth in Paragraph 2. of the definition of "certified act of terrorism", when such act resulted in aggregate losses of \$5 million or less.
- B.** With respect to any one or more "certified acts of terrorism", we will not pay any amounts for which we are not responsible under the terms of the federal Terrorism Risk Insurance Act of 2002 (including subsequent acts of Congress pursuant to the Act) due to the application of any clause which results in a cap on our liability for payments for terrorism losses.
- C.** "Certified act of terrorism" means an act that is certified by the Secretary of the Treasury, in concurrence with the Secretary of State and the Attorney General of the United States, to be an act of terrorism pursuant to the federal Terrorism Risk Insurance Act of 2002. The federal Terrorism Risk Insurance Act of 2002 sets forth the following criteria for a "certified act of terrorism":
1. The act resulted in aggregate losses in excess of \$5 million; and
 2. The act is a violent act or an act that is dangerous to human life, property or infrastructure and is committed by an individual or individuals acting on behalf of any foreign person or foreign interest, as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

EXCLUSION OF TERRORISM

This endorsement modifies insurance provided under the following:

AIRCRAFT POLICY

A. The following definitions are added and apply under this endorsement wherever the term terrorism, or the phrase any injury or damage, are enclosed in quotation marks:

1. "Terrorism" means activities against persons, organizations or property of any nature:

a. That involve the following or preparation for the following:

- (1)** Use or threat of force or violence; or
- (2)** Commission or threat of a dangerous act; or
- (3)** Commission or threat of an act that interferes with or disrupts an electronic, communication, information, or mechanical system; and

b. When one or both of the following applies:

- (1)** The effect is to intimidate or coerce a government or the civilian population or any segment thereof, or to disrupt any segment of the economy; or
- (2)** It appears that the intent is to intimidate or coerce a government, or to further political, ideological, religious, social or economic objectives or to express (or express opposition to) a philosophy or ideology.

2. "Any injury or damage" means any injury or damage covered under any Coverage Part or Policy to which this endorsement is applicable, and includes but is not limited to "bodily injury", "property damage", "personal and advertising injury", "injury" or "environmental damage" as may be defined in any applicable Coverage Part or Policy.

B. The following exclusion is added:

EXCLUSION OF TERRORISM

We will not pay for "any injury or damage" caused directly or indirectly by "terrorism", including action in hindering or defending against an actual or expected incident of "terrorism". "Any injury or damage" is excluded regardless of any other cause or event that contributes concurrently or in any sequence to such injury or damage. **But this exclusion applies only when one or more of the following are attributed to an incident of "terrorism":**

- 1.** The "terrorism" is carried out by means of the dispersal or application of radioactive material, or through the use of a nuclear weapon or device that involves or produces a nuclear reaction, nuclear radiation or radioactive contamination; or
- 2.** Radioactive material is released, and it appears that one purpose of the "terrorism" was to release such material; or
- 3.** The "terrorism" is carried out by means of the dispersal or application of pathogenic or poisonous biological or chemical materials; or
- 4.** Pathogenic or poisonous biological or chemical materials are released, and it appears that one purpose of the "terrorism" was to release such materials; or

5. The total of insured damage to all types of property exceeds \$25,000,000. In determining whether the \$25,000,000 threshold is exceeded, we will include all insured damage sustained by property of all persons and entities affected by the "terrorism" and business interruption losses sustained by owners or occupants of the damaged property. For the purpose of this provision, insured damage means damage that is covered by any insurance plus damage that would be covered by any insurance but for the application of any terrorism exclusions; or
6. Fifty or more persons sustain death or serious physical injury. For the purposes of this provision, serious physical injury means:
 - a. Physical injury that involves a substantial risk of death; or
 - b. Protracted and obvious physical disfigurement; or
 - c. Protracted loss of or impairment of the function of a bodily member or organ.

Multiple incidents of "terrorism" which occur within a 72-hour period and appear to be carried out in concert or to have a related purpose or common leadership will be deemed to be one incident, for the purpose of determining whether the thresholds in Paragraphs **B.5.** or **B.6.** are exceeded.

With respect to this Exclusion, Paragraphs **B.5.** and **B.6.** describe the threshold used to measure the magnitude of an incident of "terrorism" and the circumstances in which the threshold will apply, for the purpose of determining whether this Exclusion will apply to that incident. When the Exclusion applies to an incident of "terrorism", there is no coverage under this Coverage Part or Policy.

In the event of any incident of "terrorism" that is not subject to this Exclusion, coverage does not apply to "any injury or damage" that is otherwise excluded under this Coverage Part or Policy.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**CONDITIONAL EXCLUSION OF TERRORISM
(RELATING TO DISPOSITION OF FEDERAL TERRORISM
RISK INSURANCE ACT OF 2002)**

This endorsement modifies insurance provided under the following:

AIRCRAFT POLICY

**A. Applicability Of The Provisions Of This
Endorsement**

1. The provisions of this endorsement will become applicable commencing on the date when any one or more of the following first occurs:
 - a. The federal Terrorism Risk Insurance Program ("Program"), established by the Terrorism Risk Insurance Act of 2002, has terminated with respect to the type of insurance provided under this Coverage Part or Policy; or
 - b. A renewal, extension or continuation of the Program has become effective without a requirement to make terrorism coverage available to you and with revisions that:
 - (1) Increase our statutory percentage deductible under the Program for terrorism losses. (That deductible determines the amount of all certified terrorism losses we must pay in a calendar year, before the federal government shares in subsequent payment of certified terrorism losses.); or
 - (2) Decrease the federal government's statutory percentage share in potential terrorism losses above such deductible; or
 - (3) Redefine terrorism or make insurance coverage for terrorism subject to provisions or requirements that differ from those that apply to other types of events or occurrences under this policy.

The Program is scheduled to terminate at the end of December 31, 2005 unless renewed, extended or otherwise continued by the federal government.

2. If the provisions of this endorsement become applicable, such provisions:
 - a. Supersede any terrorism endorsement already endorsed to this policy that addresses "certified acts of terrorism" and/or "other acts of terrorism", but only with respect to an incident(s) of terrorism (however defined) which results in injury or damage that occurs on or after the date when the provisions of this endorsement become applicable (for claims made policies, such an endorsement is superseded only with respect to an incident of terrorism (however defined) that results in a claim for injury or damage first being made on or after the date when the provisions of this endorsement become applicable); and
 - b. Remain applicable unless we notify you of changes in these provisions, in response to federal law.
3. If the provisions of this endorsement do NOT become applicable, any terrorism endorsement already endorsed to this policy, that addresses "certified acts of terrorism" and/or "other acts of terrorism", will continue in effect unless we notify you of changes to that endorsement in response to federal law.

B. The following definitions are added and apply under this endorsement wherever the term terrorism, or the phrase any injury or damage, are enclosed in quotation marks:

1. "Terrorism" means activities against persons, organizations or property of any nature:
 - a. That involve the following or preparation for the following:
 - (1) Use or threat of force or violence; or
 - (2) Commission or threat of a dangerous act; or
 - (3) Commission or threat of an act that interferes with or disrupts an electronic, communication, information, or mechanical system; and
 - b. When one or both of the following applies:
 - (1) The effect is to intimidate or coerce a government or the civilian population or any segment thereof, or to disrupt any segment of the economy; or
 - (2) It appears that the intent is to intimidate or coerce a government, or to further political, ideological, religious, social or economic objectives or to express (or express opposition to) a philosophy or ideology.
2. "Any injury or damage" means any injury or damage covered under any Coverage Part or Policy to which this endorsement is applicable, and includes but is not limited to "bodily injury", "property damage", "personal and advertising injury", "injury" or "environmental damage" as may be defined in any applicable Coverage Part or Policy.

C. The following exclusion is added:

EXCLUSION OF TERRORISM

We will not pay for "any injury or damage" caused directly or indirectly by "terrorism", including action in hindering or defending against an actual or expected incident of "terrorism". "Any injury or damage" is excluded regardless of any other cause or event that contributes concurrently or in any sequence to such injury or damage. **But this exclusion applies only when one or more of the following are attributed to an incident of "terrorism":**

1. The "terrorism" is carried out by means of the dispersal or application of radioactive material, or through the use of a nuclear weapon or device that involves or produces a nuclear reaction, nuclear radiation or radioactive contamination; or

2. Radioactive material is released, and it appears that one purpose of the "terrorism" was to release such material; or
3. The "terrorism" is carried out by means of the dispersal or application of pathogenic or poisonous biological or chemical materials; or
4. Pathogenic or poisonous biological or chemical materials are released, and it appears that one purpose of the "terrorism" was to release such materials; or
5. The total of insured damage to all types of property exceeds \$25,000,000. In determining whether the \$25,000,000 threshold is exceeded, we will include all insured damage sustained by property of all persons and entities affected by the "terrorism" and business interruption losses sustained by owners or occupants of the damaged property. For the purpose of this provision, insured damage means damage that is covered by any insurance plus damage that would be covered by any insurance but for the application of any terrorism exclusions; or
6. Fifty or more persons sustain death or serious physical injury. For the purposes of this provision, serious physical injury means:
 - a. Physical injury that involves a substantial risk of death; or
 - b. Protracted and obvious physical disfigurement; or
 - c. Protracted loss of or impairment of the function of a bodily member or organ.

Multiple incidents of "terrorism" which occur within a 72-hour period and appear to be carried out in concert or to have a related purpose or common leadership will be deemed to be one incident, for the purpose of determining whether the thresholds in Paragraphs **C.5.** or **C.6.** are exceeded.

With respect to this Exclusion, Paragraphs **C.5.** and **C.6.** describe the threshold used to measure the magnitude of an incident of "terrorism" and the circumstances in which the threshold will apply, for the purpose of determining whether this Exclusion will apply to that incident. When the Exclusion applies to an incident of "terrorism", there is no coverage under this Coverage Part or Policy.

In the event of any incident of "terrorism" that is not subject to this Exclusion, coverage does not apply to "any injury or damage" that is otherwise excluded under this Coverage Part or Policy.

SERFF Tracking Number: NRT-125733721 State: Arkansas
Filing Company: North American Specialty Insurance Company State Tracking Number: EFT \$50
Company Tracking Number: 08-03782
TOI: 22.0 Aircraft Sub-TOI: 22.0000 Aircraft
Product Name: General Aviation - 2008 Forms Revision
Project Name/Number: /

Rate Information

Rate data does NOT apply to filing.

SERFF Tracking Number: NRT-125733721 State: Arkansas
Filing Company: North American Specialty Insurance Company State Tracking Number: EFT \$50
Company Tracking Number: 08-03782
TOI: 22.0 Aircraft Sub-TOI: 22.0000 Aircraft
Product Name: General Aviation - 2008 Forms Revision
Project Name/Number: /

Supporting Document Schedules

Satisfied -Name: Uniform Transmittal Document-Property & Casualty **Review Status:** Approved 07/17/2008

Comments:

Attachment:

AR-NAIC Transmittal.pdf

Satisfied -Name: Filing Memorandum **Review Status:** Approved 07/17/2008

Comments:

Attachment:

Filing Memo - Generic .pdf

Satisfied -Name: Form Indices **Review Status:** Approved 07/17/2008

Comments:

Attachment:

Forms List 3-2008 AR.pdf

Satisfied -Name: Side-by-Side comparison **Review Status:** Approved 07/17/2008

Comments:

Attachments:

Side-by-Side LAU11.pdf
Side-by-Side LAU13.pdf
Side-by-Side LAU242.pdf
Side-by-Side LAU243.pdf
Side-by-Side LAU244.pdf
Side-by-Side LAU245.pdf
Side-by-Side LAU257.pdf
Side-by-Side LAU258.pdf
Side-by-Side LAU260.pdf
Side-by-Side LAU271.pdf

SERFF Tracking Number: NRT-125733721 State: Arkansas
Filing Company: North American Specialty Insurance Company State Tracking Number: EFT \$50
Company Tracking Number: 08-03782
TOI: 22.0 Aircraft Sub-TOI: 22.0000 Aircraft
Product Name: General Aviation - 2008 Forms Revision

Project Name/Number: /
Side-by-Side LAU272.pdf
Side-by-Side LAU283.pdf
Side-by-Side LAU285.pdf
Side-by-Side LAU287.pdf
Side-by-Side LAU288.pdf
Side-by-Side LAU342.pdf
Side-by-Side LAU343.pdf
Side-by-Side LAU344.pdf
Side-by-Side LAU346.pdf
Side-by-Side LAU357.pdf
Side-by-Side LAU358.pdf
Side-by-Side LAU360.pdf
Side-by-Side LAU373.pdf
Side-by-Side LAU374.pdf
Side-by-Side LAU383.pdf
Side-by-Side LAU385.pdf
Side-by-Side LAU703.pdf
Side-by-Side LAU703V.pdf
Side-by-Side NAS-TERR-001.pdf

Property & Casualty Transmittal Document—

20. This filing transmittal is part of Company Tracking #	08-03782
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21. Filing Description [This area can be used in lieu of a cover letter or filing memorandum and is free-form text]
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The enclosed filing is being submitted for the purpose of modifying our current product as described in the attached filing memorandum.

22. Filing Fees (Filer must provide check # and fee amount if applicable) [If a state requires you to show how you calculated your filing fees, place that calculation below]

Check #: EFT
Amount:

Refer to each state's checklist for additional state specific requirements or instructions on calculating fees.

*****Refer to the each state's checklist for additional state specific requirements (i.e. # of additional copies required, other state specific forms, etc.)**

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FORM FILING SCHEDULE

(This form must be provided ONLY when making a filing that includes forms)
 (Do not refer to the body of the filing for the forms listing, unless allowed by state.)

1.	This filing transmittal is part of Company Tracking #	08-03782			
2.	This filing corresponds to rate/rule filing number (Company tracking number of rate/rule filing, if applicable)				
3.	Form Name /Description/Synopsis	Form # Include edition date	Replacement or Withdrawn?	If replacement, give form # it replaces	Previous state filing number, if required by state
01	See form indices	see form indices	<input checked="" type="checkbox"/> New <input checked="" type="checkbox"/> Replacement <input checked="" type="checkbox"/> Withdrawn	see form indices	see form schedule tab
02			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		
03			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		
04			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		
05			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		
06			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		
07			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		
08			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		
09			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		
10			<input type="checkbox"/> New <input type="checkbox"/> Replacement <input type="checkbox"/> Withdrawn		

FILING MEMORANDUM

About This Filing

The enclosed filing is being submitted for the purpose of modifying our current product as described below.

Proposed Effective Date

New and renewal policies effective on or after 09/01/2008, or the earliest possible effective date thereafter.

Explanation of Changes

We are proposing the following changes to our current product:

- Adding 6 new forms to enhance the product:
 - NAS-LAU50** – Extended Coverage Endorsement
 - NAS-LAU51** – Extended Coverage Endorsement (Aircraft Physical Damage)
 - NAS-LAU52** – Extended Coverage Endorsement (Aircraft Liabilities)
 - NAS-LAU63** – Agreed Value Clause
 - NAS-TERR-002A** – Exclusion of Certified Acts of Terrorism
 - NAS-TERR-DISC3** – Disclosure Pursuant to Terrorism Risk Insurance Act

- Revising 32 forms to clarify their intent:
 - NAS-LAU11** – Reinstatement Endorsement
 - NAS-LAU13** – Aircraft Premium Apportionment List
 - NAS-LAU242** – Additional Pilot Clause – Single Engine Land Aircraft
 - NAS-LAU243** – Additional Pilot Clause – Single Engine Retractable Gear Aircraft
 - NAS-LAU244** – Additional Pilot Clause – Single Engine Land Aircraft
 - NAS-LAU245** – Additional Pilot Clause – Single Engine Land Retractable Gear Aircraft
 - NAS-LAU257** – Additional Pilot Clause – Twin Engine Land Aircraft
 - NAS-LAU258** – Additional Pilot Clause – Single Engine Sea Aircraft
 - NAS-LAU260** – Additional Pilot Clause – Single Engine Land Tailwheel Aircraft
 - NAS-LAU271** – Additional Pilot Clause – Single Engine Land Tailwheel Aircraft
 - NAS-LAU272** – Additional Pilot Clause – Single Engine Sea Aircraft
 - NAS-LAU283** – Additional Pilot Clause – Single Engine Retractable Gear Tailwheel Aircraft
 - NAS-LAU285** – Additional Pilot Clause – Single Engine Land Retractable Gear Tailwheel Aircraft
 - NAS-LAU287** – Additional Pilot Clause – Multi Engine Land Tailwheel Aircraft

Explanation of Changes (cont'd)

NAS-LAU288 – DHC-2 Seaplane Additional Pilot Clause
NAS-LAU342 – Additional Pilot Clause – Single Engine Land Aircraft
NAS-LAU343 – Additional Pilot Clause – Single Engine Retractable Gear Aircraft
NAS-LAU344 – Additional Pilot Clause – Single Engine Land Aircraft
NAS-LAU346 – Additional Pilot Clause – Single Engine Land Retractable Gear Aircraft
NAS-LAU357 – Additional Pilot Clause – Twin Engine Land Aircraft
NAS-LAU358 – Additional Pilot Clause – Single Engine Sea Aircraft
NAS-LAU360 – Additional Pilot Clause – Single Engine Land Tailwheel Aircraft
NAS-LAU369 – Additional Pilot Clause – Turbine Twin Engine Land Aircraft
NAS-LAU370 – Additional Pilot Clause – Turbine Twin Engine Land Aircraft
NAS-LAU371 – Additional Pilot Clause – Turbine Single Engine Land Aircraft
NAS-LAU373 – Additional Pilot Clause – Single Engine Land Turbo Prop
NAS-LAU374 – Additional Pilot Clause – Turboprop or Turbojet Twin Engine Land Aircraft
NAS-LAU383 – Additional Pilot Clause – Single Engine Retractable Gear Tailwheel Aircraft
NAS-LAU385 – Additional Pilot Clause – Single Engine Land Retractable Gear Tailwheel Aircraft
NAS-LAU703 – Policy Exclusion for Air Ambulance Use: Also Volunteer Medical Transportation
NAS-LAU703V – Policy Exclusion for Volunteer Medical Transportation Use
NAS-TERR-001 – Cap on Losses from Certified Acts of Terrorism

- Withdrawing 5 forms as they are obsolete:

NAS-CTER-END – Disclosure Pursuant to Terrorism Risk Insurance Act of 2002
NAS-TERR-002 – Exclusion of Certified Acts of Terrorism
NAS-TERR-003 – Exception to Terrorism Exclusion for Certified Acts of Terrorism; Cap on Losses from Certified Acts of Terrorism
NAS-LAUTER05 – Exclusion of Terrorism
NAS-LAUTER06 – Conditional Exclusion of Terrorism (Relating to Disposition of Federal Terrorism Risk Insurance Act of 2002)

- Revising the rate pages as follows:

Page 3 – PILOT AGES – The section for Multi-Engine Aircraft or Helicopters now also includes Single Engine Turbines.

Explanation of Changes (cont'd)

Page 6 – USES – Use Code W: Fixed a typo. The prior manual said to multiply the Ground Portion by 50% if hangared or 75% if tied. The correct formula is to multiply the Age of Aircraft load by 50% if hangared or 75% if tied.

Page 7 – AREA – Included 3 states that were added to the program mid-term.

Page 8 – AIRCRAFT UNDERCARRAGE – Increased the Hull loads for Skis and Tailwheel.

Page 9 – GROUND PORTION – The loads for Tied, Float Equipped Aircraft & Amphib Aircraft have been decreased, which will decrease the premiums for those risks. Also, the loads for California have been reduced to the same load as all other states.

Page 10 – LIABS ONLY LOAD – The Liabs Only Load has been increased.

Page 10 – HULL WAR RATE – This is new and will appear as premium on NAS-LAU51, or NAS-LAU50 endorsement.

Pages 13 – 19 – LIABILITY BASE RATES – Have increased our limits to \$1,000,000 from \$500,000.

Page 21, 22, & 24 – The following wording was added: Discounts may be applied if the Premises Coverage is written in conjunction with Aircraft Coverages.

Form Description

The following forms were amended as follows:

NAS-LAU242, NAS-LAU243, NAS-LAU244, NAS-LAU245, NAS-LAU257, NAS-LAU258, NAS-LAU260, NAS-LAU271, NAS-LAU272, NAS-LAU283, NAS-LAU285, NAS-LAU287, NAS-LAU288, NAS-LAU342, NAS-LAU343, NAS-LAU344, NAS-LAU346, NAS-LAU357, NAS-LAU358, NAS-LAU360, NAS-LAU369, NAS-LAU370, NAS-LAU371, NAS-LAU373, NAS-LAU374, NAS-LAU383, and NAS-LAU385: Removed the Authorized Representative signature line and moved the wording 'With Respect Only to' from the Title to the first paragraph of the form and made it a plane specific form.

NAS-LAU11: Removed the words 'payment of the premium payable hereunder' & the Authorized Representative signature line and inserted a space for a specific amount.

NAS-LAU13: Removed the words 'the declarations' & the Authorized Representative signature line and inserted a space for naming a specific Declarations.

Form Description (cont'd)

NAS-LAU703: Removed the word 'Also' and added 'Or' to the Title; added 'or volunteer medical transportation' in the first paragraph; corrected a typo under A. i) b) 'conductive' to 'conducive'; deleted wording in Item C. 'With respect to Liability Coverage set forth in Item 3, Liability coverage shall not apply to'; removed the Authorized Representative signature line.

NAS-LAU703V: Corrected a typo under A. i) b) 'conductive' to 'conducive'; deleted wording in Item C. 'With respect to Liability Coverage set forth in Item 3, Liability coverage shall not apply to'; removed the Authorized Representative signature line.

The following forms were created for the purposes noted below:

NAS-LAU50, NAS-LAU51, NAS-LAU52: Used when financiers need additional coverages for financed contracts

NAS-LAU63: Used when an Agreed Value is required by the Leinholder or the Insured

Rate Development

The revised rates reflect current pricing necessary to remain competitive. We review our Statistical data quarterly and look at areas where we might be more competitive. If the statistics for several years show a favorable trend, we might reduce rates in certain areas to be more competitive. This recent rate filing reflects some reduction in rates for this reason. We will continue to monitor the experience of our book of business and file rate changes as needed.

Rate Impact

Overall rate impact is -1.4%.

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General Purpose Endorsement		NAS-LAU000 (4/00)	Endorsement	M	O	C	N
Aircraft Policy		NAS-LAU1 (1/05)	Coverage Form	M	M		Y
Aviation Policy		NAS-LAU2 (1/04)	Declarations	M	M		N
Schedule of Aircraft		NAS-LAU2S (4/00)	Endorsement	M	O	C	N
Application for Aviation Policy		NAS-LAU3 (1/04)	Application	M	M		N
Application for Aviation Policy - Applicant Section		NAS-LAU3A (9/07)	Application	M	M		N
Application for Aviation Policy - Aircraft Section		NAS-LAU3B (9/07)	Application	M	M		N
Pilot History Form		NAS-LAU4 (1/03)	Application Supplement	M	M		N
Airport Liability Insurance Application		NAS-LAU5 (7/00)	Application	M	O		N
Premises Insurance Application Coverage for Storage of Applicant's Insured Aircraft Only		NAS-LAU5P (1/04)	Application	M	O		N
Aircraft Renewal Questionnaire		NAS-LAU6 (1/03)	Renewal Application	M	M		N
Sixty Day Binder		NAS-LAU7 (1/04)	Binder	M	O		N
Airport Liability Insurance Endorsement Schedule		NAS-LAU8 (4/00)	Other	M	O		N
Binder Extension		NAS-LAU9 (1/04)	Endorsement	M	O	C	N
Pilots Endorsement		NAS-LAU10 (1/04)	Endorsement	M	O	B	N
Additional Pilots Endorsement		NAS-LAU10A (1/04)	Endorsement	M	O	B	N

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Operator Exclusion Endorsement		NAS-LAU10X (1/04)	Endorsement	M	O	R	N
Reinstatement Endorsement	NAS-LAU11 (3/08)	NAS-LAU11 (4/00)	Endorsement	R	O	C	N
Aircraft without Physical Damage Coverage		NAS-LAU12 (3/07)	Endorsement	M	O	R	N
Aircraft Premium Apportionment List	NAS-LAU13 (3/08)	NAS-LAU13 (4/00)	Endorsement	R	O	C	N
Minimum Earned Premium Endorsement		NAS-LAU14 (3/01)	Endorsement	M	O	C	N
Additional Insured Endorsement		NAS-LAU16 (1/04)	Endorsement	M	O	B	N
Additional Insured / Waiver of Subrogation		NAS-LAU16M (1/04)	Endorsement	M	O	B	N
Additional Insured / Waiver of Subrogation		NAS-LAU16W (3/01)	Endorsement	M	O	B	N
Additional Insured		NAS-LAU16WCE (1/03)	Endorsement	M	O	B	N
Additional Insured / Waiver of Subrogation		NAS-LAU16WH (1/06)	Endorsement	M	O	B	N
Waiver of Subrogation		NAS-LAU17 (2/01)	Endorsement	M	O	B	N
Extended Coverage Endorsement	NAS-LAU50 (3/08)		Endorsement	N	O	B	Y
Extended Coverage Endorsement (Aircraft Physical Damage)	NAS-LAU51 (3/08)		Endorsement	N	O	B	Y
Extended Coverage Endorsement (Aircraft Liabilities)	NAS-LAU52 (3/08)		Endorsement	N	O	B	Y
Pleasure and Business Use Expansion Endorsement		NAS-LAU53 (9/07)	Endorsement	M	O	C	N
Non-Owned Aircraft Liability Endorsement		NAS-LAU54 (2/01)	Endorsement	M	O	B	Y

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Work in Progress Endorsement		NAS-LAU55 (2/01)	Endorsement	M	O	B	N
Aircraft Accident Liability Insurance Part 205		NAS-LAU57 (1/04)	Endorsement	M	O	C	N
Canadian Air Transport Amendatory Endorsement		NAS-LAU57C (4/00)	Endorsement	M	O	C	N
Pleasure and Business Aircraft Premises Liability Insurance Endorsement		NAS-LAU61 (1/06)	Endorsement	M	O	C	N
Search and Rescue Extension Clause		NAS-LAU62 (3/01)	Endorsement	M	O	B	N
Agreed Value Clause	NAS-LAU63 (3/08)		Endorsement	N	O	C	N
Certificate of Insurance - Additional Insured - Premises		NAS-LAU83P (1/04)	Other	M	O		N
Asbestos Exclusion		NAS-LAU86 (1/04)	Endorsement	M	O	R	N
Human Remains Coverage Exclusion		NAS-LAU87 (1/05)	Endorsement	M	O	R	N
Voluntary Settlement Endorsement with Weekly Payments Permanent Total Disability		NAS-LAU200 (4/00)	Endorsement	M	O	R	N
Lienholder's Interest Endorsement		NAS-LAU224 (1/05)	Endorsement	M	O	C	N
Certificate of Insurance		NAS-LAU224C (1/04)	Other	M	O		N
Change of Coverage Endorsement		NAS-LAU225 (4/00)	Endorsement	M	O	C	N
Addition of Aircraft		NAS-LAU225A (4/00)	Endorsement	M	O	C	N
Float Plane Earned Premium Scale		NAS-LAU228F (4/00)	Endorsement	M	O	C	N

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Non-Standard Airworthiness Certificate		NAS-LAU229 (1/05)	Endorsement	M	O	R	N
OAS Aviation Management Endorsement		NAS-LAU231 (1/07)	Endorsement	M	O	C	N
Orion Drake Short Rate Cancellation Clause		NAS-LAU234 (4/00)	Endorsement	M	O	C	N
Float Equipped Aircraft Endorsement		NAS-LAU236 (1/03)	Endorsement	M	O	C	N
Arkansas Amendatory Endorsement		NAS-LAU237A (4/00)	Endorsement	M	M	C	N
Arkansas Cancellation Provisions		NAS-LAU237B (4/00)	Endorsement	M	M	C	N
Additional Pilot Clause - Single-Engine Land Aircraft	NAS-LAU242 (3/08)	NAS-LAU242 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Retractable Gear Aircraft	NAS-LAU243 (3/08)	NAS-LAU243 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Land Aircraft	NAS-LAU244 (3/08)	NAS-LAU244 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Land Retractable Gear Aircraft	NAS-LAU245 (3/08)	NAS-LAU245 (1/05)	Endorsement	R	O	C	N
Premium Financed Endorsement		NAS-LAU246 (4/00)	Endorsement	M	O	C	N
Coverage Amendment - General Purpose		NAS-LAU249 (1/04)	Endorsement	M	O	C	N
Certificate of Insurance - Additional Insured - Liability		NAS-LAU249C (1/04)	Other	M	O		N
Fish Spotting Extension		NAS-LAU250 (1/03)	Endorsement	M	O	C	Y
Deductible Endorsement		NAS-LAU252 (4/00)	Endorsement	M	O	C	N
Additional Pilot Clause - Twin Engine Land Aircraft	NAS-LAU257 (3/08)	NAS-LAU257 (1/05)	Endorsement	R	O	C	N

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Additional Pilot Clause - Single-Engine Sea Aircraft	NAS-LAU258 (3/08)	NAS-LAU258 (1/05)	Endorsement	R	O	C	N
Fish Spotting, Fish Hauling Exclusion		NAS-LAU259 (4/00)	Endorsement	M	O	C	N
Additional Pilot Clause - Single-Engine Land Tailwheel Aircraft	NAS-LAU260 (3/08)	NAS-LAU260 (1/05)	Endorsement	R	O	C	N
Training Facility - Additional Insured		NAS-LAU268 (3/07)	Endorsement	M	O	C	N
Pilot Services - Additional Insured		NAS-LAU268P (3/07)	Endorsement	M	O	C	N
Certificate of Insurance - Additional Insured - Training		NAS-LAU268T (1/04)	Other	M	O		N
Additional Pilot Clause - Turbine Twin-Engine Land Aircraft		NAS-LAU269 (4/00)	Endorsement	M	O	C	N
Aircraft Turbine Engine and Auxiliary Power Unit Endorsement		NAS-LAU270 (4/00)	Endorsement	M	O	C	N
Additional Pilot Clause - Single-Engine Land Tailwheel Aircraft	NAS-LAU271 (3/08)	NAS-LAU271 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Sea Aircraft	NAS-LAU272 (3/08)	NAS-LAU272 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Retractable Gear Tailwheel Aircraft	NAS-LAU283 (3/08)	NAS-LAU283 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Land Retractable Gear Tailwheel Aircraft	NAS-LAU285 (3/08)	NAS-LAU285 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Multi-Engine Land Tailwheel Aircraft	NAS-LAU287 (3/08)	NAS-LAU287 (1/05)	Endorsement	R	O	C	N
DHC-2 Seaplane - Additional Insured Clause	NAS-LAU288 (3/08)	NAS-LAU288 (1/06)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Land Aircraft	NAS-LAU342 (3/08)	NAS-LAU342 (1/05)	Endorsement	R	O	C	N

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Additional Pilot Clause - Single-Engine Retractable Gear Aircraft	NAS-LAU343 (3/08)	NAS-LAU343 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Land Aircraft	NAS-LAU344 (3/08)	NAS-LAU344 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Land Retractable Gear Aircraft		NAS-LAU345 (1/05)	Endorsement	M	O	C	N
Additional Pilot Clause - Single-Engine Land Retractable Gear	NAS-LAU346 (3/08)	NAS-LAU346 (1/06)	Endorsement	R	O	C	N
Additional Pilot Clause - Twin-Engine Land Aircraft	NAS-LAU357 (3/08)	NAS-LAU357 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Sea Aircraft	NAS-LAU358 (3/08)	NAS-LAU358 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Land Tailwheel Aircraft	NAS-LAU360 (3/08)	NAS-LAU360 (6/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Turbine Twin-Engine Land Aircraft	NAS-LAU369 (3/08)	NAS-LAU369 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Turbine Twin-Engine Land Aircraft	NAS-LAU370 (3/08)	NAS-LAU370 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Turbine Single-Engine Land Aircraft	NAS-LAU371 (3/08)	NAS-LAU371 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Turboprop or Turbojet Twin-Engine Land Aircraft		NAS-LAU372 (4/00)	Endorsement	M	O	C	N
Additional Pilot Clause - Single Engine Land Turbo Prop	NAS-LAU373 (3/08)	NAS-LAU373 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Turboprop or Turbojet Twin-Engine Land Aircraft	NAS-LAU374 (3/08)	NAS-LAU374 (1/05)	Endorsement	R	O	C	N
Two Pilots Requirement		NAS-LAU375 (1/05)	Endorsement	M	O	R	N

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Additional Pilot Clause - Single-Engine Retractable Gear Tailwheel Aircraft	NAS-LAU383 (3/08)	NAS-LAU383 (1/05)	Endorsement	R	O	C	N
Additional Pilot Clause - Single-Engine Land Retractable Gear Tailwheel Aircraft	NAS-LAU385 (3/08)	NAS-LAU385 (1/05)	Endorsement	R	O	C	N
Notice of Cancellation		NAS-LAU600 (1/04)	Other	M	O		N
Notice of Reinstatement		NAS-LAU601 (4/00)	Other	M	O		N
Amateur Built Experimental Aircraft Endorsement		NAS-LAU700 (1/03)	Endorsement	M	O	R	N
Banner Tow Endorsement		NAS-LAU701 (4/00)	Endorsement	M	O	R	N
Dual Flight Instruction / Pilot Examination		NAS-LAU702 (3/07)	Endorsement	M	O	C	N
Policy Exclusion for Air Ambulance Use: Also Volunteer Medical Transportation	NAS-LAU703 (3/08)	NAS-LAU703 (3/01)	Endorsement	R	O	R	N
Policy Exclusion for Volunteer Medical Transportation Use	NAS-LAU703V (3/08)	NAS-LAU703V (1/03)	Endorsement	R	O	R	N
Cargo Liabilities		NAS-LAU704A (1/06)	Endorsement	M	O	B	N
Baggage and Cargo Liability		NAS-LAU704B (1/06)	Endorsement	M	O	B	N
External Loads - Rotorcraft Endorsement		NAS-LAU706 (3/01)	Endorsement	M	O	B	N
Limited Contractual Liability Extension		NAS-LAU800 (4/00)	Endorsement	M	O	C	N
Directly Related Insured Endorsement		NAS-LAU801 (3/07)	Endorsement	M	O	C	N
Fire Legal Liability Coverage - Real Property		NAS-LAU802 (9/07)	Endorsement	M	O	C	Y

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U.S. Short Rate Earned Premium Scale Applicable to Cancellation/Deletions of Coverage		NAS-LAU900 (4/00)	Endorsement	M	O	C	N
United States Armed Forces Amendatory Endorsement		NAS-LAU2400 (1/05)	Endorsement	M	O	C	N
Civil Aircraft Hold Harmless Agreement		NAS-LAU2402 (1/05)	Endorsement	M	O	C	N
Forms List		NAS-LAUEXT (6/00)	Other	M	M		N
Airport Liability Insurance Policy		NAS-LAULARIEL (1/04)	Declarations & Coverage Form	M	M		N
Cross Suits Endorsement		NAS-ARIEL63 (4/05)	Endorsement	M	O	C	N
Non-Owned Aircraft Liability Policy		NAS-LAUNO (1/04)	Declarations & Coverage Form	M	M		N
Aircraft Non-Ownership Liability Application		NAS-LAUNOAPP (4/00)	Application	M	M		N
Aviation Radioactive Contamination Exclusion Clause (General)		NAS-LAUNO38 (4/00)	Other	M	O		N
Disclosure Pursuant to Terrorism Risk Insurance Act of 2002		NAS-CTER-END (2/03)	Other	W	O		N
Cap on Losses from Certified Acts of Terrorism	NAS-TERR-001 (1/08)	NAS-TERR-001 (11/02)	Endorsement	R	M	C	N
Exclusion of Certified Acts of Terrorism		NAS-TERR-002 (12/02)	Endorsement	W	M	R	N
Exception to Terrorism Exclusion for Certified Acts of Terrorism; Cap on Losses from Certified Acts of Terrorism		NAS-TERR-003 (11/02)	Endorsement	W	M	C	N
Removal of Terrorism Exclusion; Cap on Losses from Certified Acts of Terrorism		NAS-TERR-004 (11/02)	Endorsement	M	O	B	Y

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Exclusion of Certified Acts of Terrorism	NAS-TERR-002A (1/08)		Endorsement	N	O	R	N
Exclusion of Terrorism		NAS-LAUTER05 (01/06)	Endorsement	W	O	R	N
Conditional Exclusion of Terrorism (Relating to Disposition of Federal Terrorism Risk Insurance Act of 2002)		NAS-LAUTER06 (05/04)	Endorsement	W	O	R	N
Disclosure Pursuant to Terrorism Risk Insurance Act	NAS-TERR-DISC3 (1/08)		Other	N	O		N

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER _____</p> <p>PREMIUM: _____</p> <p>DUE HEREWITH _____</p>

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER _____</p> <p>PREMIUM: _____</p> <p>DUE HEREWITH _____</p>

REINSTATEMENT ENDORSEMENT

In Consideration of the receipt of payment of the premium payable hereunder [] it is agreed that Notice of Cancellation previously tendered by:

_____ is hereby withdrawn, and all coverages provided hereunder remain in full force and effect.

REINSTATEMENT ENDORSEMENT

In Consideration of the receipt of [] it is agreed that Notice of Cancellation previously tendered by:

is hereby withdrawn, and all coverages provided hereunder remain in full force and effect.

NAS-LAU11 (4/00)

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

NAS-LAU11(3/08)

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

AUTHORIZED REPRESENTATIVE

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9208</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER</p> <p>PREMIUM: _____</p> <p>DUE HEREWITH _____</p>

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9208</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER</p> <p>PREMIUM: _____</p> <p>DUE HEREWITH _____</p>

The liability premium set forth in [the declarations] is apportioned as follows:

ANNUAL PREMIUMS	
AIRCRAFT	MED PAY
0.00	0.00

The liability premium set forth in [] is apportioned as follows:

ANNUAL PREMIUMS	
AIRCRAFT	MED PAY
[]	[]

AIRCRAFT LIABILITY PREMIUM APPORTIONMENT

NAS-LAU13 (400)

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

AUTHORIZED REPRESENTATIVE

NAS-LAU13(3/08)

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____
DUE HEREWITH _____ -0-

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
650 Elm Street
Manchester, NH 03101-2524
(800) 542-9200



NAMED INSURED PRODUCER

[WITH RESPECT ONLY TO]
SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 500 total flying hours as Pilot In Command, 25 hours of which shall have been made in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
650 Elm Street
Manchester, NH 03101-2524
(800) 542-9200



NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____
DUE HEREWITH _____ -0-

SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 500 total flying hours as Pilot In Command, 25 hours of which shall have been made in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

NAS
 NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 660 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

NAS
 NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 660 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

[WITH RESPECT ONLY TO]
 SINGLE-ENGINE RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

SINGLE-ENGINE RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

With respect only to ///

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 750 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Geared aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

It is agreed that the pilot clause in the Declarations is amended to include:
 Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 750 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Geared aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____

DUE HEREWITH _____ -0--

NAS

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 660 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9260

NAMED INSURED PRODUCER

NAS

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 660 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9260

NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____

DUE HEREWITH _____ -0--

[WITH RESPECT ONLY TO]
SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:
 Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 25 hours of which shall have been in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

With respect only to ///
 It is agreed that the pilot clause in the Declarations is amended to include:
 Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 25 hours of which shall have been in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: DUE HEREWITH -0-

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200



NAMED INSURED PRODUCER

[WITH RESPECT ONLY TO]
 SINGLE-ENGINE LAND, RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear Aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: DUE HEREWITH -0-

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200



NAMED INSURED PRODUCER

SINGLE-ENGINE LAND, RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

With respect only to: Ill

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear Aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

 AUTHORIZED REPRESENTATIVE

*SUBJECT MATTER IN BRACKETS[] IS DELETED. *SUBJECT MATTER UNDERLINED IS ADDED.

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

[WITH RESPECT ONLY TO]
 TWIN ENGINE LAND AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the Pilot clause in the Declarations is amended to Include:
 Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 of which shall have been Multi-Engine Land Hours, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

TWIN ENGINE LAND AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

With respect only to: //

It is agreed that the Pilot clause in the Declarations is amended to Include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 of which shall have been Multi-Engine Land Hours, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

NAS-LAU257(1/05)
 ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

NAS-LAU257(3/03)
 ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

← AUTHORIZED REPRESENTATIVE →

*** SUBJECT MATTER IN BRACKETS [] IS DELETED.**

*** SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

NAS
NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

NAS
NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

WITH RESPECT ONLY TO]
 SINGLE-ENGINE SEA AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

SINGLE-ENGINE SEA AIRCRAFT
 INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea Rating who has flown a minimum of 500 total flying hours as Pilot in Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea Rating who has flown a minimum of 500 total flying hours as Pilot in Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

***SUBJECT MATTER IN BRACKETS[] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER</p> <p>PREMIUM: DUE HEREWITH _____ -0-</p>

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER</p> <p>PREMIUM: DUE HEREWITH _____ -0-</p>

WITH RESPECT ONLY TO
SINGLE-ENGINE LAND
TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

SINGLE-ENGINE LAND
TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

With respect only to III

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating, who has flown a minimum of 750 total flying hours as Pilot in Command, 250 hours of which shall have been in tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 750 total flying hours as Pilot in Command, 250 hours of which shall have been in tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

NAS-LAU260(3/06)
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

AUTHORIZED REPRESENTATIVE

NAS-LAU260(1/05)
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

NAS
 NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

NAS
 NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

[WITH RESPECT ONLY TO]
 SINGLE-ENGINE LAND
 TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

SINGLE-ENGINE LAND
 TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

With respect only to ///

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

[_____] AUTHORIZED REPRESENTATIVE

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9260



NAMED INSURED PRODUCER

[WITH RESPECT ONLY TO]
 SINGLE-ENGINE SEA AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.
 ENDORSEMENT NO. _____ EFFECTIVE _____
 TO POLICY NO. _____
 PREMIUM: _____
 DUE HEREWITH _____ -0-

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9260



NAMED INSURED PRODUCER

SINGLE-ENGINE SEA AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

With respect only to: *///*

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

_____ AUTHORIZED REPRESENTATIVE

*** SUBJECT MATTER IN BRACKETS [] IS DELETED.**

*** SUBJECT MATTER UNDERLINED IS ADDED.**

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____

DUE HEREWITH _____ -0-

NAS
 NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 660 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

NAS
 NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 660 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

PREMIUM: _____

DUE HEREWITH _____ -0-

SINGLE-ENGINE RETRACTABLE GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER

ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 750 total flying hours as Pilot In Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

SINGLE-ENGINE RETRACTABLE GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER

ADDITIONAL PILOT CLAUSE

With respect only to III

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 750 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

 AUTHORIZED REPRESENTATIVE

***SUBJECT MATTER IN BRACKETS[] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____	
	TO POLICY NO. _____ PREMIUM: DUE HEREWITH _____ --0--	
NAMED INSURED PRODUCER		

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____	
	TO POLICY NO. _____ PREMIUM: DUE HEREWITH _____ --0--	
NAMED INSURED PRODUCER		

WITH RESPECT ONLY TO
 SINGLE-ENGINE LAND RETRACTABLE
 GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

SINGLE-ENGINE LAND RETRACTABLE
 GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

With respect only to ///

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

NAS-LAU285(3/08)
 ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

 AUTHORIZED REPRESENTATIVE

NAS-LAU285(1/05)
 ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 680 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____ TO POLICY NO. _____	
	NAMED INSURED PRODUCER _____ PREMIUM: DUE HEREWITH -0-	

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 680 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____ TO POLICY NO. _____	
	NAMED INSURED PRODUCER _____ PREMIUM: DUE HEREWITH -0-	

[WITH RESPECT ONLY TO]
MULTI-ENGINE LAND TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

MULTI-ENGINE LAND TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

It is agreed that the Pilot clause in the Declarations is amended to include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land and Instrument Rating, who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 of which shall have been in Multi-Engine Land aircraft, 250 hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

With respect only to III.

It is agreed that the Pilot clause in the Declarations is amended to include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land and Instrument Rating, who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 of which shall have been in Multi-Engine Land aircraft, 250 hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____

DUE HEREWITH _____ -0-

NAS
 NORTH AMERICAN
 SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

NAS
 NORTH AMERICAN
 SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____

DUE HEREWITH _____ -0-

**DHC-2 SEAPLANE
 ADDITIONAL PILOT CLAUSE**

It is agreed that the pilot clause in the Declarations is amended to include:

Hired pilots, aged between 25 and 65, having either a Commercial or ATP Pilot Certificate with Single-Engine Sea and Instrument Ratings who have flown a minimum of 2500 total flying hours as Pilot in Command, 1000 hours of which shall have been Seaplane Hours, including 250 hours in the Make and Model insured hereunder, who have had no accidents, incidents, suspensions or violations within the past five years, and who are operating the aircraft on behalf of the Named Insured.

**DHC-2 SEAPLANE
 ADDITIONAL PILOT CLAUSE**

With respect only to III

It is agreed that the pilot clause in the Declarations is amended to include:

Hired pilots, aged between 25 and 65, having either a Commercial or ATP Pilot Certificate with Single-Engine Sea and Instrument Ratings who have flown a minimum of 2500 total flying hours as Pilot in Command, 1000 hours of which shall have been Seaplane Hours, including 250 hours in the Make and Model insured hereunder, who have had no accidents, incidents, suspensions or violations within the past five years, and who are operating the aircraft on behalf of the Named Insured.

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 500 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p>
	<p>TO POLICY NO. _____</p>
	<p>PREMIUM: DUE HEREWITH _____ -0-</p>
	<p>NAMED INSURED PRODUCER</p>

WITH RESPECT ONLY TO
SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 25 hours of which shall have been made in the make and model insured hereunder, and who has had no accidents, incidents, violations or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 500 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p>
	<p>TO POLICY NO. _____</p>
	<p>PREMIUM: DUE HEREWITH _____ -0-</p>
	<p>NAMED INSURED PRODUCER</p>

SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 25 hours of which shall have been made in the make and model insured hereunder, and who has had no accidents, incidents, violations or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

*** SUBJECT MATTER IN BRACKETS [] IS DELETED.**

*** SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>PREMIUM: DUE HEREWITH _____</p>
<p>NAMED INSURED PRODUCER</p>	<p>---</p>

WITH RESPECT ONLY TO SINGLE-ENGINE RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 100 Hours of which shall have been in Retractable Geared aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>PREMIUM: DUE HEREWITH _____</p>
<p>NAMED INSURED PRODUCER</p>	<p>---</p>

SINGLE-ENGINE RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

With respect only to !!!

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot In Command, 100 Hours of which shall have been in Retractable Geared aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

NAS-LAU343(105)
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

AUTHORIZED REPRESENTATIVE

NAS-LAU343(105)
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER</p> <p>PREMIUM: DUE HEREWITH _____ -0-</p>

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER</p> <p>PREMIUM: DUE HEREWITH _____ -0-</p>

WITH RESPECT ONLY TO SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

SINGLE-ENGINE LAND AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

With respect only to III

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1,000 total flying hours as Pilot In Command, 25 hours of which shall have been in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1,000 total flying hours as Pilot In Command, 25 hours of which shall have been in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

AUTHORIZED REPRESENTATIVE

***SUBJECT MATTER IN BRACKETS[] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm St., Manchester, NH 03101-2524 (800) 542-9210</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER _____</p> <p>PREMIUM: DUE HEREWITH _____ -0-</p>

WITH RESPECT ONLY TO SINGLE-ENGINE LAND RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 Hours of which shall have been in Retractable Gear Aircraft, including 100 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

NAS-LAU346(1/06)
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

AUTHORIZED REPRESENTATIVE

***SUBJECT MATTER IN BRACKETS[] IS DELETED.**

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm St., Manchester, NH 03101-2524 (800) 542-9210</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER _____</p> <p>PREMIUM: DUE HEREWITH _____ -0-</p>

SINGLE-ENGINE LAND RETRACTABLE GEAR AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

With respect only to ///

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 Hours of which shall have been in Retractable Gear Aircraft, including 100 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

NAS-LAU346(3/06)
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM



**NORTH AMERICAN
SPECIALTY INSURANCE COMPANY**
650 Elm Street
Manchester, NH 03101-2524
(800) 542-9200

NAMED
INSURED
PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT
IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM:
DUE HEREWITH _____ -0-

[WITH RESPECT ONLY TO]
TWIN ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

It is agreed that the Pilot clause in the Declarations is amended to include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot In Command, 250 of which shall have been Multi-Engine Land Hours, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

[_____] AUTHORIZED REPRESENTATIVE

*** SUBJECT MATTER IN BRACKETS [] IS DELETED.**

PROPOSED FORM



**NORTH AMERICAN
SPECIALTY INSURANCE COMPANY**
650 Elm Street
Manchester, NH 03101-2524
(800) 542-9200

NAMED
INSURED
PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT
IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM:
DUE HEREWITH _____ -0-

TWIN ENGINE LAND AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE

With respect only to //

It is agreed that the Pilot clause in the Declarations is amended to include:

Any Pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate, with a Multi-Engine Land, Instrument rating, who has flown a minimum of 1000 total flying hours as Pilot In Command, 250 of which shall have been Multi-Engine Land Hours, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

*** SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

 NORTH AMERICAN SPECIALTY INSURANCE COMPANY 660 Elm Street Manchester, NH 03101-2524 (800) 542-9200	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____ TO POLICY NO. _____
	NAMED INSURED PRODUCER _____ _____ _____

[WITH RESPECT ONLY TO]
 SINGLE-ENGINE SEA AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

 AUTHORIZED REPRESENTATIVE

***SUBJECT MATTER IN BRACKETS[] IS DELETED.**

PROPOSED FORM

 NORTH AMERICAN SPECIALTY INSURANCE COMPANY 660 Elm Street Manchester, NH 03101-2524 (800) 542-9200	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____ TO POLICY NO. _____
	NAMED INSURED PRODUCER _____ _____ _____

**SINGLE-ENGINE SEA AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE**

With respect only to: //

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Sea Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 hours of which shall have been Sea Hours, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____ TO POLICY NO. _____
	NAMED INSURED PRODUCER _____ PREMIUM: DUE HEREWITH -0-

[WITH RESPECT ONLY TO]
 SINGLE-ENGINE LAND
 TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:
 Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 hours of which shall have been in tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.
 All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

 NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____ TO POLICY NO. _____
	NAMED INSURED PRODUCER _____ PREMIUM: DUE HEREWITH -0-

**SINGLE-ENGINE LAND
TAILWHEEL AIRCRAFT INSURED HEREUNDER
ADDITIONAL PILOT CLAUSE**

With respect only to []
 It is agreed that the pilot clause in the Declarations is amended to include:
 Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 250 hours of which shall have been in tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the insured's full approval and consent.
 All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

CURRENT FORM

PROPOSED FORM



NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: DUE HEREWITH -0-

WITH RESPECT ONLY TO SINGLE ENGINE LAND TURBOPROP AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

It is agreed that the Pilot Clause in the Declarations is amended to include:

PILOT IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65,
- B. Holds a Commercial (or better) Pilot Certificate,
- C. Holds an Instrument rating,
- D. Has flown a minimum of 2,000 total hours as Pilot in Command, of which 500 shall have been in turboprop aircraft and 100 shall have been in the make and model insured hereunder,
- E. Has had no accidents, incidents, violations, or suspensions within the past five years,
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent training, in the same make and model being flown, with a school approved by the company.

SECOND IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65,
- B. Holds a Private (or better) Pilot Certificate,
- C. Holds an Instrument rating,
- D. Has flown a minimum of 1000 total hours, of which 250 shall have been in retractable gear aircraft,
- E. Has had no accidents, incidents, violations, or suspensions within the past five years,
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent ground school, in the same make and model being flown, with a school approved by the company.

NAS-LAU573(1/05)
 ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

AUTHORIZED REPRESENTATIVE



***SUBJECT MATTER IN BRACKETS [] IS DELETED.**



NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: DUE HEREWITH -0-

SINGLE ENGINE LAND TURBOPROP AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

With respect only to []
 It is agreed that the Pilot Clause in the Declarations is amended to include:

PILOT IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65,
- B. Holds a Commercial (or better) Pilot Certificate,
- C. Holds an Instrument rating,
- D. Has flown a minimum of 2,000 total hours as Pilot in Command, of which 500 shall have been in turboprop aircraft and 100 shall have been in the make and model insured hereunder,
- E. Has had no accidents, incidents, violations, or suspensions within the past five years,
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent training, in the same make and model being flown, with a school approved by the company.

SECOND IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65,
- B. Holds a Private (or better) Pilot Certificate,
- C. Holds an Instrument rating,
- D. Has flown a minimum of 1000 total hours, of which 250 shall have been in retractable gear aircraft,
- E. Has had no accidents, incidents, violations, or suspensions within the past five years,
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent ground school, in the same make and model being flown, with a school approved by the company.

NAS-LAU573(3/08)
 ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

***SUBJECT MATTER UNDERLINED IS ADDED.**

CURRENT FORM

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____

DUE HEREWITH _____ -0-

NAS

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

ENDORSEMENT NO. _____ EFFECTIVE _____

TO POLICY NO. _____

PREMIUM: _____

DUE HEREWITH _____ -0-

NAS

NORTH AMERICAN SPECIALTY INSURANCE COMPANY
 650 Elm Street
 Manchester, NH 03101-2524
 (800) 542-9200

NAMED INSURED PRODUCER

WITH RESPECT ONLY TO TURBOPROP OR TURBOJET TWIN-ENGINE LAND AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

TURBOPROP OR TURBOJET TWIN-ENGINE LAND AIRCRAFT INSURED HEREUNDER ADDITIONAL PILOT CLAUSE

It is agreed that the Pilot Clause in the Declarations is amended to include: **PILOT IN COMMAND**

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65.
 - B. Holds a Commercial (or better) Pilot Certificate.
 - C. Holds a Multi-Engine Land, Instrument rating.
 - D. Is type-rated, as required, for the make and model aircraft insured.
 - E. Has flown a minimum of 2,000 total hours as Pilot in Command, of which 1,000 shall have been Multi-Engine Land hours.
 - F. 500 shall have been turboprop or turbojet aircraft, as applicable.
 - G. 100 shall have been in the make and model insured hereunder.
- Has had no accidents, incidents, violations, or suspensions within the past five years.
- Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent training, in the same make and model being flown, with a school approved by the company.

SECOND IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65.
- B. Holds a Private (or better) Pilot Certificate.
- C. Holds a Multi-Engine Land, Instrument rating.
- D. Has flown a minimum of 1000 total hours, of which 250 shall have been Multi-Engine Land hours.
- E. Has had no accidents, incidents, violations, or suspensions within the past five years.
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent ground school, in the same make and model being flown, with a school approved by the company.

With respect only to ///

It is agreed that the Pilot Clause in the Declarations is amended to include: **PILOT IN COMMAND**

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65.
- B. Holds a Commercial (or better) Pilot Certificate.
- C. Holds a Multi-Engine Land, Instrument rating.
- D. Is type-rated, as required, for the make and model aircraft insured.
- E. Has flown a minimum of 2,000 total hours as Pilot in Command, of which 1,000 shall have been Multi-Engine Land hours.
- F. 500 shall have been turboprop or turbojet aircraft, as applicable.
- G. 100 shall have been in the make and model insured hereunder.

Has had no accidents, incidents, violations, or suspensions within the past five years.

Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent training, in the same make and model being flown, with a school approved by the company.

SECOND IN COMMAND

Any pilot who has the Insured's full approval and consent and meets all the following minimum requirements:

- A. Is aged between 25 and 65.
- B. Holds a Private (or better) Pilot Certificate.
- C. Holds a Multi-Engine Land, Instrument rating.
- D. Has flown a minimum of 1000 total hours, of which 250 shall have been Multi-Engine Land hours.
- E. Has had no accidents, incidents, violations, or suspensions within the past five years.
- F. Has, within the past 24 calendar months preceding the intended flight, successfully completed initial or recurrent ground school, in the same make and model being flown, with a school approved by the company.

← AUTHORIZED REPRESENTATIVE →

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

SIDE-BY-SIDE COMPARISON

CURRENT FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

 NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-5920	ENDORSEMENT NO. _____ EFFECTIVE _____
	TO POLICY NO. _____
NAMED INSURED PRODUCER	PREMIUM: _____ DUE HEREWITH _____ --O--

SINGLE-ENGINE RETRACTABLE GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

It is agreed that the pilot clause in the Declarations is amended to include:
 Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.
 All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

NAS-LAU383(1/05)
 ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

*SUBJECT MATTER IN BRACKETS [] IS DELETED.

AUTHORIZED REPRESENTATIVE

PROPOSED FORM

COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.

 NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-5920	ENDORSEMENT NO. _____ EFFECTIVE _____
	TO POLICY NO. _____
NAMED INSURED PRODUCER	PREMIUM: _____ DUE HEREWITH _____ --O--

SINGLE-ENGINE RETRACTABLE GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

With respect only to []
 It is agreed that the pilot clause in the Declarations is amended to include:
 Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 Hours of which shall have been in Tailwheel aircraft, including 25 hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.
 All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

NAS-LAU383(3/08)
 ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

*SUBJECT MATTER UNDERLINED IS ADDED.

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p>
	<p>TO POLICY NO. _____</p> <p>PREMIUM: DUE HEREWITH _____ -0-</p>

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p>
	<p>TO POLICY NO. _____</p> <p>PREMIUM: DUE HEREWITH _____ -0-</p>

[WITH RESPECT ONLY TO]
 SINGLE-ENGINE LAND RETRACTABLE
 GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

SINGLE-ENGINE LAND RETRACTABLE
 GEAR TAILWHEEL AIRCRAFT INSURED HEREUNDER
 ADDITIONAL PILOT CLAUSE

it is agreed that the pilot clause in the Declarations is amended to include:

With respect only to III

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

It is agreed that the pilot clause in the Declarations is amended to include:

Any pilot, aged between 25 and 65, having a Private (or better) Pilot Certificate with a Single-Engine Land and Instrument Rating who has flown a minimum of 1000 total flying hours as Pilot in Command, 100 Hours of which shall have been in Retractable Gear aircraft, 250 hours of which shall have been in Tailwheel aircraft, including 25 Hours in the make and model insured hereunder, and who has had no accidents, incidents, violations, or suspensions within the past five years, and who has the Insured's full approval and consent.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

All such pilots to have successfully completed, within 24 calendar months preceding the intended flight, initial or recurrent training, in the same make and model being flown, with a school approved by the company.

SIDE-BY-SIDE COMPARISON

CURRENT FORM

PROPOSED FORM

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER</p> <p>PREMIUM: _____</p> <p>DUE HEREWITH _____ -0-</p>

 <p>NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200</p>	<p>COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED.</p> <p>ENDORSEMENT NO. _____ EFFECTIVE _____</p> <p>TO POLICY NO. _____</p>
	<p>NAMED INSURED PRODUCER</p> <p>PREMIUM: _____</p> <p>DUE HEREWITH _____ -0-</p>

POLICY EXCLUSION FOR AIR AMBULANCE USE []
ALSO VOLUNTEER MEDICAL TRANSPORTATION

While the aircraft is used for air ambulance, this policy shall not apply to and the Company shall not be liable for any claims as a result of:

- A. Bodily injury, sickness, disease, death or destruction due to:
 - i) The rendering of or failure to render:
 - a) medical, surgical, dental, x-ray, or nursing service or treatment, massage, physiotherapy, chiropractic, hearing aid, optical, optometrical services or treatments or the furnishing of food or beverages in connection therewith,
 - b) any professional service or treatment [conductive] to health or of a professional nature:
 - c) any cosmetic or tonsorial service or treatment.
 - ii) The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.
 - iii) The handling of or performing of autopsies on cadavers.

B. Aggravation of existing injuries unless caused directly by in-flight emergencies, fire, explosion, collision or crash of the insured aircraft.

C. [With respect to Liability Coverage set forth in item 3, Liability coverage shall not apply to any legal obligation of the insured to pay any sum as damages because of mental anguish arising out of the transportation of cadavers.

NAS-LAU703(03/01)
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

[_____] AUTHORIZED REPRESENTATIVE

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

While the aircraft is used for air ambulance or volunteer medical transportation, this policy shall not apply to and the Company shall not be liable for any claims as a result of:

- A. Bodily injury, sickness, disease, death or destruction due to:
 - i) The rendering of or failure to render:
 - a) medical, surgical, dental, x-ray, or nursing service or treatment, massage, physiotherapy, chiropractic, hearing aid, optical, optometrical services or treatments or the furnishing of food or beverages in connection therewith,
 - b) any professional service or treatment conductive to health or of a professional nature:
 - c) any cosmetic or tonsorial service or treatment.
 - ii) The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.
 - iii) The handling of or performing of autopsies on cadavers.
- B. Aggravation of existing injuries unless caused directly by in-flight emergencies, fire, explosion, collision or crash of the insured aircraft.
- C. Any legal obligation of the insured to pay any sum as damages because of mental anguish arising out of the transportation of cadavers.

POLICY EXCLUSION FOR AIR AMBULANCE USE OR VOLUNTEER MEDICAL TRANSPORTATION

NAS-LAU703(03/08)
ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME

***SUBJECT MATTER UNDERLINED IS ADDED.**

CURRENT FORM

PROPOSED FORM

 NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____ TO POLICY NO. _____
	NAMED INSURED PRODUCER PREMIUM: _____ DUE HEREWITH -0-

 NORTH AMERICAN SPECIALTY INSURANCE COMPANY 650 Elm Street Manchester, NH 03101-2524 (800) 542-9200	COMPLETE SPACES BELOW ONLY IF ENDORSEMENT IS NOT ATTACHED TO THE POLICY WHEN ISSUED. ENDORSEMENT NO. _____ EFFECTIVE _____ TO POLICY NO. _____
	NAMED INSURED PRODUCER PREMIUM: _____ DUE HEREWITH -0-

POLICY EXCLUSION FOR VOLUNTEER MEDICAL TRANSPORTATION USE:

While the aircraft is used for volunteer medical transportation, this policy shall not apply to and the Company shall not be liable for any claims as a result of:

- A. Bodily injury, sickness, disease, death or destruction due to:
 - i) The rendering of or failure to render: -
 - a) medical, surgical, dental, x-ray, or nursing service or treatment, massage, physiotherapy, chiropractic, hearing aid, optical, optometrical services or treatments or the furnishing of food or beverages in connection therewith,
 - b) any professional service or treatment conductive to health or of a professional nature:
 - c) any cosmetic or tonsorial service or treatment.
 - ii) The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.
 - iii) The handling of or performing of autopsies on cadavers.
- B. Aggravation of existing injuries unless caused directly by in-flight emergencies, fire, explosion, collision or crash of the insured aircraft.
- C. With respect to Liability Coverage set forth in Item 3, Liability coverage shall not apply to any legal obligation of the Insured to pay any sum as damages because of mental anguish arising out of the transportation of cadavers.

POLICY EXCLUSION FOR VOLUNTEER MEDICAL TRANSPORTATION USE:

While the aircraft is used for volunteer medical transportation, this policy shall not apply to and the Company shall not be liable for any claims as a result of:

- A. Bodily injury, sickness, disease, death or destruction due to:
 - i) The rendering of or failure to render: -
 - a) medical, surgical, dental, x-ray, or nursing service or treatment, massage, physiotherapy, chiropractic, hearing aid, optical, optometrical services or treatments or the furnishing of food or beverages in connection therewith,
 - b) any professional service or treatment conductive to health or of a professional nature:
 - c) any cosmetic or tonsorial service or treatment.
 - ii) The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.
 - iii) The handling of or performing of autopsies on cadavers.
- B. Aggravation of existing injuries unless caused directly by in-flight emergencies, fire, explosion, collision or crash of the insured aircraft.
- C. Any legal obligation of the Insured to pay any sum as damages because of mental anguish arising out of the transportation of cadavers.

***SUBJECT MATTER IN BRACKETS [] IS DELETED.**

***SUBJECT MATTER UNDERLINED IS ADDED.**

Policy Number: _____

Effective Date of Endorsement: _____

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

CAP ON LOSSES FROM CERTIFIED ACTS OF TERRORISM

This endorsement modifies insurance provided under the following:

If aggregate insured losses attributable to terrorist acts certified under the federal Terrorism Risk Insurance Act exceed \$100 billion in a Program Year (January 1 through December 31) and we have met our insurer deductible under the Terrorism Risk Insurance Act, we shall not be liable for the payment of any portion of the amount of such losses that exceeds \$100 billion, and in such case insured losses up to that amount are subject to pro rata allocation in accordance with procedures established by the Secretary of the Treasury.

"Certified act of terrorism" means an act that is certified by the Secretary of the Treasury, in concurrence with the Secretary of State and the Attorney General of the United States, to be an act of terrorism pursuant to the federal Terrorism Risk Insurance Act. The criteria contained in the Terrorism Risk Insurance Act for a "certified act of terrorism" include the following:

1. The act resulted in insured losses in excess of \$5 million in the aggregate, attributable to all types of insurance subject to the Terrorism Risk Insurance Act; and
2. The act is a violent act or an act that is dangerous to human life, property or infrastructure and is committed by an individual or individuals as part of an effort to coerce the civilian population of the United States or to influence the policy or affect the conduct of the United States Government by coercion.

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~~Section Break (Continuous)~~
With respect to any one or more "certified acts of terrorism", we will not pay any amounts for which we are not responsible under the terms of the federal Terrorism Risk Insurance Act of 2002 (including subsequent acts of Congress pursuant to the Act) due to the application of any clause which results in a cap on our liability for payments for terrorism losses. ¶

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