

Covers Part 145 repair stations and independent maintenance shops — airframe and powerplant, inspections, engine overhaul, avionics, components, paint and interiors, and mobile maintenance. FBOs and hangar operators use CWCO-SUP-FBO. Intake form: the aviation insurer will also require its own application. Attach the repair station certificate and operations specifications.

1 APPLICANT / BUSINESS INFORMATION

LEGAL BUSINESS NAME	DBA	FEIN	YEARS IN BUSINESS
SHOP / HANGAR ADDRESS	CITY / STATE / ZIP	AIRPORT IDENTIFIER	

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

PRIMARY CONTACT / TITLE	PHONE	EMAIL

PART 145 CERTIFICATE NO. (IF ANY) / RATINGS	IA / A&P MECHANICS ON STAFF

2 OPERATIONS

SERVICE	% OF REVENUE

Services: annual / 100-hour inspections; scheduled maintenance; engine overhaul; propeller; avionics; component repair; structural repair; paint; interiors; mobile / line maintenance; pre-buy inspections; parts sales.

Aircraft worked on (check all):

- ☐ Piston singles / twins ☐ Turboprops ☐ Business jets ☐ Helicopters ☐ Airline / Part 121 ☐ Military / government
☐ Experimental / vintage ☐ Drones

Size:

Hangar sq. ft.	Max. aircraft in care at once	Max. value of one aircraft (\$)	Mechanics	Work orders per year
Annual parts sales (\$)				

3 EXPOSURE & RISK QUESTIONS — WORKMANSHIP, PARTS & RETURN TO SERVICE

A North Carolina court ordered insurers to pay \$50 million after a 2022 helicopter crash the NTSB tied to inadequate inspections that let rotor hardware come loose.

3-1 Does the shop perform engine, propeller, or flight control work?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-2 Is critical work independently inspected before return to service?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-3 Are all parts traced to approved sources with documentation?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-4 Does the shop sell, overhaul, or exchange parts and components?	☐ Yes ☐ No
IF YES, EXPLAIN	
3-5 Does the shop perform major repairs or alterations requiring FAA Form 337?	☐ Yes ☐ No
IF YES, EXPLAIN	

3-6 Has an aircraft the shop worked on had an accident or incident in the last 10 years? ☐ Yes ☐ No
IF YES, EXPLAIN

3-7 Has the FAA issued a finding, letter of investigation, or enforcement action? ☐ Yes ☐ No
IF YES, EXPLAIN

4 EXPOSURE & RISK QUESTIONS — CUSTOMER AIRCRAFT, HANGAR & TEST FLIGHTS

In the North Carolina case, excess and umbrella carriers declined coverage, leaving the family to pursue the rest of a \$126.3 million judgment.

4-1 Are customer aircraft stored in a hangar with fire detection or suppression? ☐ Yes ☐ No
IF YES, EXPLAIN

4-2 Are aircraft towed, taxied, or run up by shop employees? ☐ Yes ☐ No
IF YES, EXPLAIN

4-3 Do shop employees fly customer aircraft for test or delivery flights? ☐ Yes ☐ No
IF YES, EXPLAIN

4-4 Is painting, stripping, or fuel tank work done in the hangar? ☐ Yes ☐ No
IF YES, EXPLAIN

4-5 Does the shop work at other airports or on the ramp (mobile maintenance)? ☐ Yes ☐ No
IF YES, EXPLAIN

4-6 Are customer aircraft left outside overnight? ☐ Yes ☐ No
IF YES, EXPLAIN

4-7 Do customer contracts limit the shop's liability or require it to indemnify the owner? ☐ Yes ☐ No
IF YES, EXPLAIN

5 PAYROLL, SALES & REVENUE

TOTAL ANNUAL PAYROLL (\$, ILLUSTRATIVE)	NUMBER OF EMPLOYEES	CONTRACT MECHANICS USED
ANNUAL LABOR REVENUE (\$, ILLUSTRATIVE)	ANNUAL PARTS REVENUE (\$)	LARGEST CUSTOMER (% OF REVENUE)

6 PRIOR INSURANCE & LOSS HISTORY

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

CURRENT AVIATION CARRIER	LIMIT / DEDUCTIBLE	EXPIRATION DATE

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

6-2 Has a customer aircraft been damaged while in the shop's care in the last 5 years? ☐ Yes ☐ No
IF YES, EXPLAIN

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

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

7 RISK MANAGEMENT & SAFETY

7-1

Is there a written quality control manual with tool calibration and torque records?

☐ Yes ☐ No

IF YES, EXPLAIN

7-2

Are work orders and sign-offs kept for at least the life of the aircraft records?

☐ Yes ☐ No

IF YES, EXPLAIN

7-3

Are mechanics given recurrent training on the aircraft types they service?

☐ Yes ☐ No

IF YES, EXPLAIN

8 SIGNATURE & FRAUD WARNING

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

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

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