

For fixed-base operators, fuelers, hangar operators, maintenance and avionics shops, ground handlers, and airport managers. Intake form: the aviation insurer will also require its own application. Complete with CWCO-SUP-CORE. Flight training uses CWCO-SUP-FLIGHTSCHOOL.

1 APPLICANT / BUSINESS INFORMATION

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

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

PRIMARY CONTACT / TITLE	PHONE	EMAIL
AIRPORT(S) SERVED	HANGAR SQ. FT.	LINE-SERVICE EMPLOYEES

2 OPERATIONS

Services (check all that apply):
☐ Fueling (100LL) ☐ Fueling (Jet-A) ☐ Hangar / tie-down storage ☐ Maintenance / repair ☐ Avionics ☐ Ground handling / towing
☐ De-icing ☐ Aircraft detailing ☐ Aircraft sales / brokerage ☐ Airport management contract

FUEL SOLD PER YEAR (GAL.)	MAX VALUE OF AIRCRAFT IN CARE (\$)	LARGEST AIRCRAFT HANDLED	ANNUAL REVENUE (\$)

2-1 Do fuel trucks or other vehicles operate on ramps and taxiways? ☐ Yes ☐ No
 IF YES, EXPLAIN

2-2 Does the applicant perform maintenance, repair, or avionics work? ☐ Yes ☐ No
 IF YES, EXPLAIN

2-3 Does the applicant manage or operate an airport for a public owner? ☐ Yes ☐ No
 IF YES, EXPLAIN

3 EXPOSURE & RISK QUESTIONS — MISFUELING, GROUND DAMAGE & HANGAR FIRE

Jet fuel in a piston engine causes power loss right after takeoff — NTSB cases include a twin fueled with 120 gallons of jet fuel that crashed with six passengers aboard. "Hangar rash" from towing without wing walkers is the other frequent claim. Fuel controls and movement procedures are what underwriters review.

3-1 Are restrictive nozzles used on all Jet-A equipment to prevent fueling piston aircraft? ☐ Yes ☐ No
 IF NO, EXPLAIN

3-2 Is the fuel type confirmed in writing (fuel order or ticket) for every fueling? ☐ Yes ☐ No
 IF NO, EXPLAIN

3-3 Is the fuel type checked against the aircraft's placards before fueling? ☐ Yes ☐ No
 IF NO, EXPLAIN

3-4 Are line staff trained and certified (such as NATA Safety 1st) before fueling or towing? ☐ Yes ☐ No
 IF NO, EXPLAIN

3-5 Are daily fuel quality checks performed and recorded? ☐ Yes ☐ No
 IF NO, EXPLAIN

3-6 Does the fuel farm have spill containment and a written spill prevention plan? ☐ Yes ☐ No
 IF NO, EXPLAIN

3-7 Are wing walkers required when towing in hangars and congested areas? ☐ Yes ☐ No
 IF NO, EXPLAIN

3-8	Are there written towing and aircraft-movement procedures?	☐ Yes ☐ No
IF NO, EXPLAIN		
3-9	Are tugs and tow bars matched to the size of each aircraft?	☐ Yes ☐ No
IF NO, EXPLAIN		
3-10	Is the condition of customers' aircraft recorded when they arrive?	☐ Yes ☐ No
IF NO, EXPLAIN		
3-11	Do hangars have fire protection meeting NFPA 409 (foam or sprinklers)?	☐ Yes ☐ No
IF NO, EXPLAIN		
3-12	Is fueling prohibited inside hangars?	☐ Yes ☐ No
IF NO, EXPLAIN		

4 MAINTENANCE & CONTRACTS

4-1	If yes to 2-2, is work done only by certificated mechanics or a Part 145 repair station?	☐ Yes ☐ No
IF NO, EXPLAIN		
4-2	If yes to 2-2, are maintenance records kept for all work performed?	☐ Yes ☐ No
IF NO, EXPLAIN		
4-3	If yes to 2-2, is a second person's inspection required before returning aircraft to service after major work?	☐ Yes ☐ No
IF NO, EXPLAIN		
4-4	Does the airport lease or operating agreement require the applicant to indemnify the airport owner?	☐ Yes ☐ No
IF YES, EXPLAIN		
4-5	Do customers sign hangar or storage agreements that limit the applicant's liability?	☐ Yes ☐ No
IF NO, EXPLAIN		

5 COVERAGE & LOSS HISTORY

Attach currently valued loss runs for the last 5 years.

AIRPORT / PREMISES LIABILITY (\$)	HANGARKEEPERS — PER AIRCRAFT / PER OCCURRENCE (\$)	PRODUCTS & COMPLETED OPS (\$)	CURRENT CARRIER / PREMIUM
5-1	Has there been a misfueling incident in the past 10 years?	☐ Yes ☐ No	
IF YES, EXPLAIN			
5-2	Has a customer's aircraft been damaged while in the applicant's care in the past 5 years?	☐ Yes ☐ No	
IF YES, EXPLAIN			
5-3	Has coverage been declined, cancelled, or non-renewed in the past 3 years?	☐ Yes ☐ No	
IF YES, EXPLAIN			

6 SIGNATURE & FRAUD WARNING

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

FRAUD NOTICE: Any person who knowingly and with intent to defraud any insurance company or other person files an application for insurance containing any materially false information, or conceals for the purpose of misleading information concerning any fact material thereto, may be committing a fraudulent insurance act, which is a crime and may subject such person to criminal and civil penalties. State-specific fraud warnings appear on the insurer's application.

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