



Maintenance Terms and Conditions

Labor and Parts Charges

Unless otherwise quoted, all labor will be invoiced at Bellingham Aviation Services, LLC. posted shop rates. Every effort will be made to accomplish the maintenance during normal working hours, however overtime may be required to meet the customer's schedule. When overtime is required, efforts will be made to notify the customer if the overtime is expected to be significant. Overtime rates of 1 ½ the posted shop rates will apply for hours worked on weekends or after regular working hours. Labor performed on holidays will be invoiced at double the regular shop rates. A call our fee of \$75.00 will be charged when maintenance personnel are called out after hours, on weekends, or on holidays. The callout fee will be in addition to applicable overtime labor charges. Parts will be invoiced at Bellingham Aviation Services regular prices.

Installation of customer supplied parts

Aircraft parts supplied by customers must be accompanied by the proper documentation paperwork. Bellingham Aviation Services, LLC. Chief Inspector or his representative will determine if Bellingham Aviation Services, LLC. maintenance department may install a customer's supplied part. Labor charges to install customer-supplied parts will be at regular shop rates plus \$20.00 per hour. Customers who supply their own parts assume responsibility or all dealing with vendors in the case of warranty, exchange, or premature failure. Removal and installation of defective or failed parts, which were supplied by customers, will be at the customer's expense.

Parts Restocking Fees

Parts ordered per owner/operator's request may require a deposit of 50% of the price of the part. Parts ordered and not used are subject to a restocking fee.

Engine Runs and test Flights

Properly qualified Bellingham Aviation Services LLC. Maintenance personnel will perform on-ground engine runs. Test flights for maintenance purposes require properly qualified pilots who are familiar with all aircraft systems and are experienced in performing maintenance test flights. Aircraft owner/operators are expected to provide pilots qualified for such activities. When requested, Bellingham Aviation Services, LLC. may provide qualified maintenance tests pilots. Risk of loss during maintenance test flights remains with the aircraft owner.

Hangar Availability

While every effort will be made by Bellingham Aviation Services, LLC. to house the aircraft during maintenance, no assurance is made that hangar space will be available when the aircraft is not being worked on. Hangar fees for aircraft remaining at Bellingham Aviation Services, LLC. after maintenance is completed will be invoiced at Bellingham Aviation Services, LLC. regular hangar rates.

Insurance

Bellingham Aviation Services, LLC. maintains insurance to cover damage to the aircraft or equipment, which results from maintenance activities. Bellingham Aviation Service, LLC. Is not responsible for loss of, or damage to the aircraft or articles left in the aircraft in the case of fire, theft, accident or other causes beyond our control.

Credit Policy

It is Bellingham Aviation Services, LLC. policy to collect the full amount of the maintenance invoice before the aircraft departs unless prior arrangements have been made. With prior arrangements, payment is due 10 days after the date of the invoice. If not paid within 10 days, interest on the unpaid amount will accrue at the rate of 18% per annum, until paid in full, Bellingham Aviation Services, LLC. will maintain a security interest with all the rights and remedies as provided by law, in the collateral described or referred to on the front of this page. The security interest will remain until Bellingham Aviation Services, LLC. receives payment of all sums due, or which may become due, for all repair work completed, including necessary parts, along with reasonable attorney fees, as provided by law, if the account is referred by Bellingham Aviation Services, LLC. to attorney for collection.

Owner/Agent

The person authorizing the maintenance represents that, if he/she does not hold legal title to the aircraft described above, he is acting as a duly authorized agent of the legal owner and that in that capacity has been given the authorization set forth above.