



Service Agreement

Information Form

Payment Information

Rental Rates

Documents Required for Aircraft Rental

Liability Release

Aircraft Rental Rules

Information Form

General Information

Date: _____

First Name: _____ Last Name: _____

Street Address: _____

City: _____ State: _____ Zip: _____

Date of Birth: _____ Place of Birth: _____

Employer: _____ Occupation: _____

Contact Details

Home Phone: _____ Cell Phone: _____

Email: _____

Preferred Contact Method: _____

Emergency Contact Name: _____

Emergency Contact Phone: _____

Pilot Information

Pilot Certificate Number: _____ Date Issued: _____ Last BFR: _____

Special Endorsements: _____

Medical Class: _____ Date Issued: _____ Limitations: _____

- | | | |
|--|----------------------------|----------------------------------|
| <input type="radio"/> Private Pilot | <input type="radio"/> CFI | <input type="radio"/> Helicopter |
| <input type="radio"/> Commercial Pilot | <input type="radio"/> CFII | <input type="radio"/> Airplane |
| <input type="radio"/> Instrument | <input type="radio"/> MEI | <input type="radio"/> ATP |

Total Time: _____

Payment Information

Account Name: _____

Home Phone: _____ Cell: _____

Street Address: _____ City: _____

State: _____ Zip Code: _____

Email: _____

Credit Card Authorization

Credit Card Type (please circle one):

American Express

Mastercard

Visa

Other (upon approval)

Credit Card No: _____

Exp. Date: _____ Verification No: _____ (3-Digit CVC number on back)

(Please note that the verification number is required to process this transaction. The verification numbers on Visa or MasterCard are located on the back of your card by the signature line in the form of 3 digits. For American Express, it is located on the front of your card on the right side above the account number in the form of 4 digits. Verification numbers are designed to protect you against credit card fraud. Thank you for your cooperation.)

Billing Address, (If different from above info):

Street Address: _____ City: _____

State: _____ Zip Code: _____

I/We authorize Bend Aircraft Mechanics, LLC to charge/hold the above card for Aircraft Rental payments. I understand and agree to the following credit terms: I agree that all invoices must be paid in full on, or before, fifteen days following the date of invoice. To induce prompt payment of the purchase price, a late fee accrual of 8% per month will be applied to the outstanding debt. If your account balance is 15 days past due, we will charge your credit card on file for the full past due amount. I agree to pay any and all legal fees, collection fees, or other expenses Bend Aircraft Mechanics may incur in the event that I do not pay my bill (default on the account), and Bend Aircraft Mechanics is forced to pursue collections. A 5% fee will be assessed on all returns of account deposits.

Authorized Cardholder's Signature: _____ Date: _____

Print Cardholder's Name: _____

I would like to authorize an automatic deposit of an additional \$1000 to my account when my deposited funds have been used.

Initials: _____

Aircraft Rental Rates

All aircraft rentals require a make / model checkout with an approved CFI.

	Aircraft Year, Make, & Model	Registration Number	Retail Rental Rate
	1978 Cessna R182	N736YY	\$227.00
	1973 Piper Cherokee PA-28-140	N56280	\$124.00
	1974 Cessna 172M	N4432R	\$139.00
	1976 Cessna 172N	N733MG	\$139.00
	1974 Cessna 172M	N5128R	\$139.00
	1972 Cessna 150L	N5330Q	\$109.00
	1978 Beechcraft Duchess	N5116M	\$294.00

Ground and Flight Instruction \$50 an hour

Customer supplied aircraft instruction \$60 an hour

Checkout Policies

All renters are required to complete a checkout with a B.A.M. approved CFI consisting of approximately 1 hour of ground instruction and approximately 1 hour of flight instruction. A flight checkout form is required to be completed with all maneuvers initialed by the CFI.

RATES ARE SUBJECT TO CHANGE WITHOUT NOTICE. Rentals are limited to paved, public use airports only. [Except in emergencies.] 1 to 4 hour minimum charge for all-day or overnight rentals depending on aircraft model.

Rental of our N736YY, requires: Complex and High Performance aircraft endorsement and at least 100 flight hours and an instrument rating or 200 total flight hours. Extended checkouts available for pilots which do not meet minimum rental requirements (5hrs minimum with dual CFI sign-off).

Documents Required for Aircraft Rental

- Current Medical Certificate
- U.S. Passport OR Driver's License + Birth Certificate
- U.S. Pilot Certificate
- Current BFR (FAR 61.56).

Initials: _____

Covenant Not to Sue, Liability Release, and Assumption of Risk Agreement

Participant's Name: _____ Date of Birth: _____

Drivers license or Identification (List type & Number): _____

I, _____ hereby affirm that I am aware that flying and activities associated with flying have inherent and unforeseeable risks which may result in serious injury or death. I understand and agree that neither my instructor nor Bend Aircraft Mechanics, nor any of their respective employees, officers, agents, contractors, or assigns, (hereafter referred to as "Released Parties") may be held liable or responsible in any way for any injury, death, or other damages to me, my family, estate, heirs or assigns that may occur as a result of my participation in flying aircraft, flying in aircraft, flight instruction, aircraft rental, aircraft operations, ramp operations, or any associated activities involved with these activities, (hereafter referred to as Flight Activities), or as a result of the negligence of any party, including the Released Parties, whether passive or active.

In consideration of being allowed to participate in Flight Activities, I hereby personally assume all risks of Flight Activities, whether foreseen or unforeseen, that may befall me while I am participating in these activities. I further release, exempt, and hold harmless the Released Parties from any claim or lawsuit by me, my family, estate, heirs, or assigns, arising out of my participation in Flight Activities in both claims arising during any course of training or after I receive my pilot certification(s).

I also understand that Flight Activities are physically demanding and that I must seek the ongoing care of a licensed and authorized aviation medical examiner and that I will not hold Released Parties responsible for events resulting from my physical condition, limitations, or incapacitation.

I further state that I am of lawful age and legally competent to sign this liability release or that I have acquired the written consent of a parent or guardian.

I understand the terms herein are contractual and not merely recital, and that I have signed this document of my own free act and with the knowledge that I hereby waive my legal rights. I further agree that if any provision of this Agreement is found to be unenforceable or invalid, that provision may be severed from this Agreement; however the remainder of this agreement shall then be construed as though the unenforceable provision had never been contained therein.

I, _____ BY THIS INSTRUMENT AGREE TO EXEMPT AND RELEASE MY INSTRUCTORS, BEND AIRCRAFT MECHANICS, AND ALL RELATED ENTITIES AS DEFINED ABOVE FROM ALL LIABILITY OR RESPONSIBILITY WHATSOEVER FOR PERSONAL INJURY, PROPERTY DAMAGE, OR WRONGFUL DEATH HOWEVER CAUSED, INCLUDING, BUT NOT LIMITED TO, THE NEGLIGENCE OF THE RELEASED PARTIES, WHETHER PASSIVE OR ACTIVE. I HAVE FULLY INFORMED MYSELF OF THE CONTENTS OF THIS LIABILITY RELEASE AND ASSUMPTION OF RISK AGREEMENT BY READING IT BEFORE I SIGNED IT ON BEHALF OF MYSELF AND MY HEIRS.

Participant's Signature: _____ Date: _____

Aircraft Rental Rules

The renting pilot is responsible for the safe and conscientious operation of the aircraft until it is returned and securely tied down. The following company aircraft rental policies and conditions apply to each and every flight.

I, the renting pilot, agree:

1. I will agree to be solely responsible for the aircraft for the entirety of the rental.
2. I will not allow any person to take the aircraft controls without a B.A.M. checkout.
3. I will not use B.A.M. aircraft for instruction with non B.A.M. employed CFI's unless permission is granted by B.A.M. owners.
4. I will operate the aircraft in accordance with all applicable FAA regulations.
5. I will observe all federal, state, and local regulations and will fly only within the boundaries of the United States.
6. I will inspect and make a ground check of the aircraft, its equipment, and accessories before take-off. I will not accept said aircraft until I am satisfied as to its airworthiness and proper functioning of said equipment and accessories.
7. I will accept the Hobbs Meter reading to the highest tenth if it is showing. Should the starting time be recorded incorrectly, I must bring this to the attention of the flight desk before starting the flight.
8. I will obtain weather reports and forecasts and file FAA flight plans or utilize flight following for all cross-country flights over 50 nautical miles.
9. I will only land at FAA designated airports that are safe and suitable under the prevailing conditions, no landings on unapproved airstrips.
10. I will only land at airports with paved runways that are at least 2,500 feet in length. Exceptions may be made by written approval from B.A.M.
11. I will make sure that the aircraft is securely tied down in the proper area, and that the master and ignition switches are off, controls are secured, sun visors are installed when provided, and doors are locked when parking aircraft.
12. I understand I am not authorized to move any aircraft in or out of the hanger, I will seek assistance from B.A.M. employees or management if an airplane needs to be moved.
13. I will remain current in each aircraft I fly. I will be required to have a re-check with a B.A.M approved Instructor if I have not flown that aircraft within the preceding 6 months.
14. I will not fly into IMC (Instrument Meteorological Conditions) unless I am IFR current.
15. I will not fly at night with passengers without being night current.
16. I will return the aircraft at the agreed time, weather permitting, and will return it in the same condition that I received it, normal wear and tear expected. If I am unable to return the aircraft at the agreed time for any reason, I will telephone B.A.M. at 541-241-7371 or for after hours, 541-300-0066.
17. I agree to pay a late return fee anytime I fail to return the aircraft rental book to the front desk before the end of my scheduled time slot. The fee will amount to \$5 per minute. Repeated offenses could result in a loss of aircraft rental privileges.
18. I will pay any landing fees, tie down fees, or any other charges incurred by me while the aircraft is in my possession.
19. I agree to pay for fuel for the aircraft when needed. The expense will be reimbursed by check for the volume of fuel at current B.A.M. fuel cost at KBDN. All purchases must be documented with an original receipt at the time the aircraft is returned. The check will be processed within 10 business days and will be available for pickup. If requested the check can be mailed to the address on file.
20. I will request and receive approval from the management of B.A.M. before taking the aircraft overnight.
21. I will pay a minimum charge of 1 hour for each 24 hour rental period that the aircraft is in my possession for the Cessna R182, Cherokee 140 and the Cessna 150. A minimum charge of 4hrs per day will apply to the Cessna 172, unless prior approval is acquired from management
22. I will report all accidents, major or minor, to B.A.M. immediately. I will provide B.A.M. with the names and addresses of witnesses and all the involved parties. In the event of an accident I will not permit the aircraft to be moved unless authorized by B.A.M. and local, state, or federal authorities and will do all that I can to protect the aircraft and its equipment from further loss.
23. I will report hard or suspected hard landings to B.A.M. immediately.

24. Any discrepancies found during use of aircraft will be noted on discrepancy form in rental book and reported to B.A.M. immediately.
25. I will not perform or authorize any repairs or adjustments, nor make any purchases in relation to the aircraft without authorization from B.A.M. I agree not to tamper with or attempt to repair any part of the airplane or its accessories, but will telephone B.A.M. for instructions as to what to do in the event of a malfunction of any part of the airplane or its accessories. (541-241-7371 during business hours 8:00 - 5:00) (541-300-0066 after hours)
26. I agree to pay B.A.M. for any deductibles or losses not covered by B.A.M. insurance policies and for any loss or damage to the aircraft caused in whole or in part by my failure or negligence to comply with the above. I agree to, and do hereby reimburse and hold B.A.M. harmless against any liability to other persons, costs, damages, loss, or attorney fees arising in connection with this agreement or with my use of the aircraft. Individual Non-Owned Aircraft Personal Liability and Aircraft Damage Liability Insurance can be purchased through organizations such as the Aircraft Owners and Pilots Association (AOPA). It is my responsibility to pursue this option should I choose to do so.
27. I agree to pay the published rates for the aircraft that I have rented according to B.A.M terms.
28. I understand that payment is due upon completion of flight and/or completion of services rendered, unless other arrangements have been made with the accounting or flight department. I will pay an interest charge on any balance remaining in delinquent status (15 days or more overdue) to B.A.M. Interest charges will be computed at 8% per month.
29. I am responsible for the cost of recovering the aircraft if abandoned away from Bend Municipal Airport (KBDN) including: all transportation expenses for one pilot to recover the abandoned aircraft, all pilot expenses at the standard solo rate, and all other costs directly related to this operation.
30. I will accept and abide by the current no show policy of B.A.M. If I am unable to fly an aircraft as scheduled, I will notify my instructor or B.A.M at (541-241-7371 or 541-300-0066) at least twenty-four hours prior to scheduled flight time. Failure to provide required notice may result in a charge of \$100 per each 2hr block scheduled.
31. I will not smoke or vape in the aircraft, and if found to be in violation of B.A.M non-smoking policy, I forfeit all privileges as a B.A.M. customer and agree to pay all associated cleaning fees.
32. I will provide all necessary personal identification as requested by B.A.M. including, but not limited to, driver's license, passport, and applicable visas.
33. I agree to be subject to a background check, should B.A.M. deem it necessary, and associated fees as required by the FAA.
34. I will maintain aircraft cleanliness by removing all trash from the aircraft. If found in violation of B.A.M. clean-up policy I am subject to a \$50.00 clean up fee.
35. I agree to pay a cleaning charge of \$150 if I or one of my passengers gets sick in the aircraft and does not use a sick sack.
36. I agree that Bend Aircraft Mechanic's permission to use facilities and equipment is provisional based upon the information I provided. I certify that said information is true and correct.

Signature: _____

Date: _____



Part 141
Safety Procedures
and
Practices

INTRODUCTION

Welcome to Bend Aircraft Flight Services. It is our goal to provide you with the best flight training available. If you have special needs, please bring it to the attention of your flight instructor, or the Chief Instructor and we will do our best to meet your requirements.

The policies enclosed have been developed to satisfy the requirements of Title 14 CFR Part 141.93 and to ensure the highest level of safety. You will find a basic common-sense approach within these guidelines. Please adhere to the enclosed policies as a courtesy to others, for your own safety, and to develop your skills and discipline as a qualified aviator.

Thanks again for flying with us!

Sincerely,

Bend Aircraft Flight Services

SAFETY PROCEDURES AND PRACTICES

Weather Minimums

Instructor's and Students are required to adhere to the below weather minimums during all Bend Aircraft Flight Services PT-141 training flights.

Notes

Format is: Ceiling in Feet AGL / Visibility in Statute Miles
Cross-Country Weather minimums apply to Entire Route

SOLO

	Private Course	Instrument Course	Commercial Course
Pattern	1800 / 5	N/A	1600 / 3
Local (15 miles from Bend)	3000 / 10	N/A	2000 / 5
Cross-Country	5000 / 10	N/A	5000 / 10
Max Cross-Wind Component	7	N/A	AFM Max Recommendation

DUAL

	Private Course	Instrument Course*	Commercial Course
Pattern	1500 / 3	1500 / 3	1500 / 3
Local (15 miles from Bend)	2000 / 5	2000 / 5	2000 / 5
Cross-Country	5000 / 10	3000 / 5	3000 / 5
Max Cross-Wind Component	AFM Max Recommendation	AFM Max Recommendation	AFM Max Recommendation

* N/A If student and instructor are on an IFR flight Plan

Instrument Minimum When Training in Actual Instrument Conditions

ILS Approach	Published Minimums Plus 300 feet
Non-Precision	Published Minimums Plus 500 feet
Circling approach	Published minimums Plus 700 feet

Initials: _____

STARTING PROCEDURES

1. A flight instructor will be in the aircraft for all non-solo starts.
2. Position the aircraft (using the tow-bar) to avoid propeller blast to other aircraft or hangars during start up.
3. Use the appropriate checklist and "CLEAR!" the area before starting.
4. Preheat will be used for cold weather starts when ambient outside air temperatures are below -6 degrees Celsius (20°F).
5. Use extreme caution around propellers; if possible avoid turning prop by hand.
6. NO HAND PROPPING for engine starts. In case of dead battery, contact B.A.M. for help. 541-241-7371 or 541-300-0066.

TAXI PROCEDURES

1. Taxiing on the ramp and near other aircraft will be at a slow walking pace. Do not taxi over obstacles (ropes, chains).
2. Taxiing on taxiways will be no faster than the equivalent of 10 knots ground speed.
3. Do not taxi with the brakes on.
4. Do not maneuver through a tight area without an outside observer watching the wingtips. If in doubt, stop the aircraft and shut the aircraft engine off.
5. Always observe the correct position of the flight controls with respect to wind.
6. Never perform any checklist items while the aircraft is moving.

FIRE PRECAUTIONS AND PROCEDURES

1. Be ready to use the emergency procedures in the Airplane Flight Manual or Pilot Operating Handbook for fires during start-up.
2. Care should be taken to avoid over-priming in cold weather.
3. Should a carburetor fire start, continue cranking to draw flames through the intake. Shut off engine by using the idle-mixture cutoff, then the Master Switch and the Magnetos OFF. Evacuate the aircraft, and get immediate assistance. Get a fire extinguisher and use it on the base of the flames.

RE-DISPATCH PROCEDURES

Should a student make a landing at a non-planned airport, or off the airport, the flight is terminated at that point and under no circumstances will the student attempt further flight.

If a student encounters mechanical difficulty of any kind during a cross-country flight, discovered on preflight or prior to takeoff from any destination airport, the flight is terminated at that point and under no circumstances will the student attempt further flight.

These two situations will require the Student to contact a B.A.M. employee at 541-241-7371 or 541-300-0066 for further directions.

Initials: _____

Additional Student actions under these conditions:

1. If at an airport, ensure the aircraft is tied down and secure with chocks and control locks in place. Keep the key in your possession.
2. If not at an airport, ensure the mags are off, the key is removed and fuel shut-off in the **OFF** position, the aircraft is locked, chocks in place, and control locks are installed.
3. In all cases, call Bend Aircraft Flight Services and in order of priority discuss your situation with the Staff. If none of these people are available leave a message with the front desk that briefly describes your situation and includes your name and contact information. If at an airport, give its name and any appropriate contact information, i.e. FBO phone number. If you must remain overnight, provide your hotel name and number.
4. Even though it is rare, students flying cross-country flights should always be prepared for the possibility of remaining overnight at a destination airport due to weather or mechanical difficulty

This re-dispatch policy is in part governed by 14 CFR Part 61.93.

SECURING AIRCRAFT

1. Follow the appropriate checklist for shutdown procedures.
2. Regardless of present or expected winds, adhere to the following procedure:
 - a. Park the aircraft at a tie-down and properly secure using tie-downs. Chocks only are acceptable if tie-downs are not available during light wind conditions and for short periods of time.
 - b. If repositioning is required, USE THE TOW BAR - DO NOT USE TAIL DOWN TURN AROUND method. This will damage the aircraft.
 - c. Install the control lock.
 - d. Confirm that Master Switch is turned "**OFF**", mixture control is "**Idle/cutoff**", and that Magnetos are in "**OFF**" position and key is removed.
 - e. Remove all personal items and trash.
 - f. Lock aircraft and return the keys and aircraft logbook to Bend Aircraft Flight Services.

REPORTING AIRCRAFT DISCREPANCIES

1. Note any discrepancy during flight on discrepancy sheets supplied in the aircraft dispatch binder. Ask an instructor for assistance in writing discrepancies. When the discrepancy sheet is completed, take it to the Bend Aircraft Flight Services front desk.
2. No flight will be made without first checking the discrepancy sheets in the aircraft dispatch binder and ascertaining that the aircraft is airworthy.

Initials: _____

FUEL RESERVE

1. Local:

- a. No flight will be made unless, at the start of the flight, the aircraft has at least one-half full fuel quantity **(visually verified)**.
- b. Plan on landing when calculated fuel burn indicates 25% total fuel capacity remaining. This will ensure compliance with 14 CFR Parts 91.151 and 91.

2. Cross-Country:

- a. Flight will begin with full fuel **(visually verified)**.
- b. If the measured fuel quantity is less than one half full, refueling is required before starting on another leg of cross-country flight See 14 CFR Part 91.151 and 91.167.
- c. See the attached approved " cross-country airports of use" list for allowable airports.

NOISE ABATEMENT PROCEDURES

At the Bend airport, crosswind or departure turns shall not commence until reaching 500 ft AGL and beyond the departure end of the runway. Avoid repeated maneuvers over the town of Alfalfa.

At airports with noise abatement procedures, adhere to the procedures as published.

COLLISION AVOIDANCE

1. At all times while occupying a pilot's seat, you will maintain surveillance of all other aircraft on the ground or in flight. Always keep a safe distance (see 14 CFR Part 91.13).
2. Execute clearing turns before maneuvers.
3. At airports without an operating control tower, use standard traffic pattern procedures, including accurate position reports.
4. At airports with an operating control tower, comply with tower instructions and clearances. Remember that you are still responsible to see and avoid traffic.

Initials: _____

MINIMUM ALTITUDES

1. At no time will low or careless flying be allowed. Not only can it be dangerous, it is also illegal. Low or careless flying is cause for immediate dismissal.
2. Practice Emergency descents in sparsely populated areas only, not lower than 500ft. AGL, 1,000 ft. from any person, vehicle, or structure.
3. Ground reference maneuvers training not lower than 500 ft. AGL, remain 1,000 ft. from any person, vehicle, or structure.
4. All other training maneuvers shall be conducted ensuring that recovery will not be lower than 1,500 ft. AGL.

SCHEDULING

All Part 141 students shall schedule with their instructor's assistance. Scheduling can be achieved by calling Bend Aircraft Flight Services during regular office hours. 541-241-7371

CANCELLATIONS

If an appointment cannot be met, it is the student's responsibility to inform Bend Aircraft Flight Services 24 hours in advance. If the cancellation notice is not made prior to 24 hours of the scheduled time or the training pilot/renter is a no-show or late, the training pilot/renter may be billed \$100.00. When there are special circumstances leading to a late cancellation, Management will use their discretion to bill or not to bill.

REPORTING OF INCIDENTS/ACCIDENTS

Report incidents and/or accidents immediately to Bend Aircraft Flight Services (541-241-7371 or after hours at 541-300-0066). They will help file any necessary reports to the National Transportation Safety Board as required by NTSB 830.

DISPATCH

1. For all private pilot students the instructor or Bend Aircraft Flight Services front desk shall check out the aircraft keys and logbook.
2. For solo flights when a student is not rated as a private pilot or higher in the aircraft, an authorized instructor will check out the aircraft keys and logbook for the student after establishing identity and making certain that the solo flight is authorized.

Initials: _____

OTHER IMPORTANT RULES

1. Simulated emergency landings are practiced only with an instructor on board. Minimum descent for practice emergency landings will be 500 ft. AGL, except when performed to a landing at an airport. During glide, the engine RPM should be increased momentarily to 1,500 RPM from idle every 60 to 90 seconds to ensure engine operation.
2. Spins are only allowed when necessary for a certificate. Spins will only be conducted in an aircraft approved for spins, and with an authorized instructor on board.
3. Stalls shall be initiated at or above 5,500 ft. MSL. The lowest altitude in the maneuver shall not be less than 1,500 ft. AGL. Stalls shall always be conducted within the approved practice areas.
4. Student solo flights will not be authorized unless they are initiated under the supervision of a flight instructor at the departure airport.
5. For each student solo flight, the authorized instructor shall evaluate the student regarding fitness for flight and guide the student in evaluating his own fitness for flight: Illness; Medication; Stress; Alcohol; Fatigue, Eating (IMSAFE). The student shall preflight the aircraft using the checklist, check the weather, and all applicable NOTAMS.
6. Prior to any flight, dual or solo, the instructor shall ensure that all ice and frost are properly removed from all aircraft surfaces.
7. Students shall use the checklist, as appropriate, for every flight.
8. Students shall know the fuel capacity, consumption and fuel system management procedures for each aircraft they fly.
9. Students shall know and comply with all FAA regulations.
10. A checklist and operator's handbook must be on board during all flights, 14 CFR Part 141.75.

CROSS COUNTRY AIRPORTS

Only FAA approved airports are allowed for PT-141 cross country training flights. These airports are identified by the " cross-country airports of use" list as shown on the following page.

PRACTICE AREA

Students shall use the designated practice area as shown on page 18.

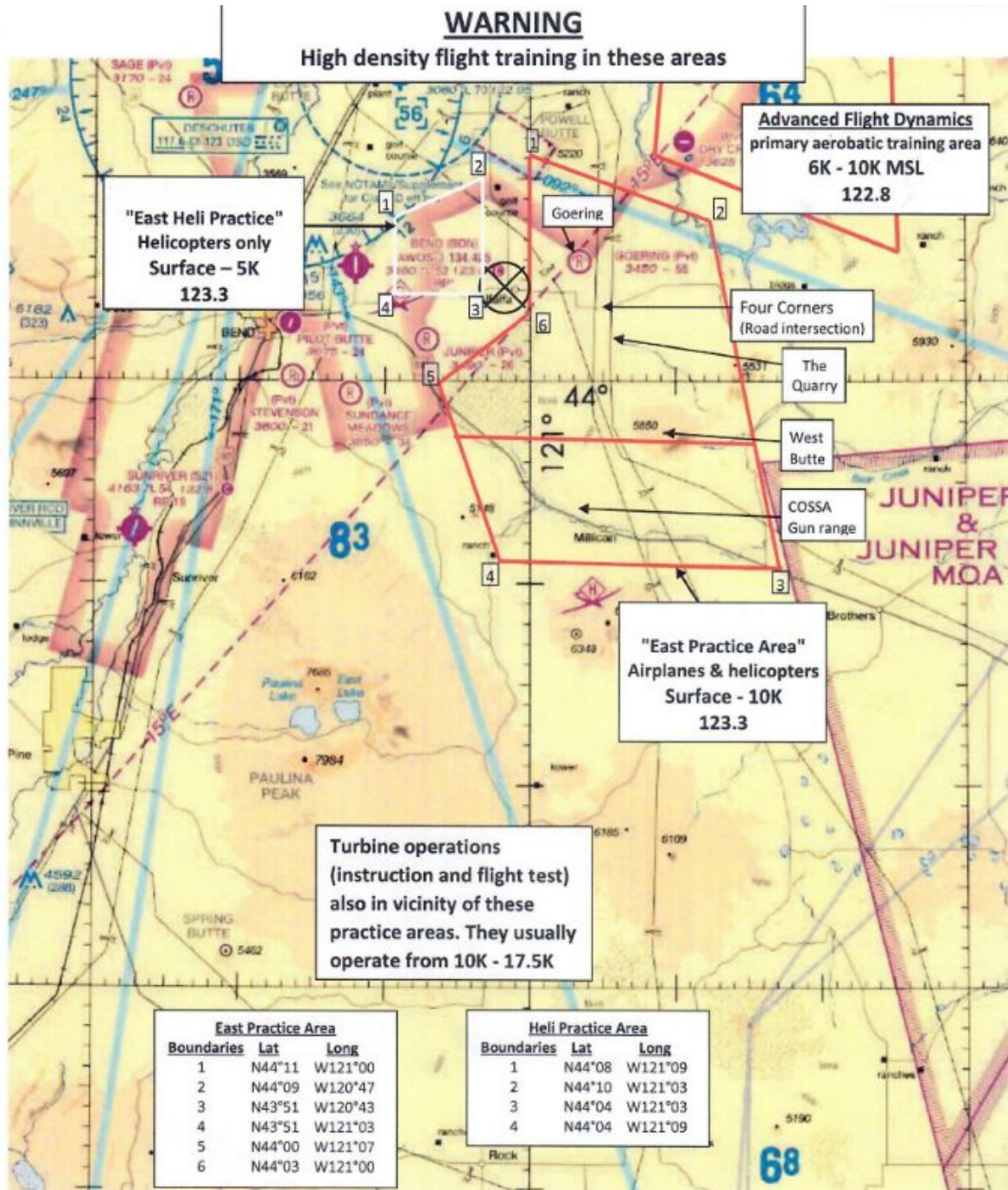
Initials: _____

AIRPORTS OF USE FOR CROSS COUNTRY FLIGHTS

THESE AIRPORTS MEET THE REQUIREMENTS OF 14 CFR 141.38

Airport ID	Airport Name	Distance NM
RDM	Redmond Muni/Roberts	10
S39	Prineville	18
S33	Madras City-County	35
62S	Christmas Valley	58
EUG	Mahlon Sweet Field	91
DLS	The Dalles	91
CVO	Corvallis Municipal	93
UAO	Aurora State	94
SLE	Salem Muni-McNary Field	94
5JO	John Day State	98
PDX	Portland Int	110
BNO	Burns Municipal	111
HIO	Portland-Hillsboro	114
LMT	Klamath Falls Int.	118
LKV	Lakeview-Lake County	122
MFD	Medford-Rogue Valley	126
ONP	Newport Municipal	128
PDT	Pendleton Municipal	138
YKM	Yakima Air Terminal	150
BKE	Baker Municipal	155
LGD	La Grande-Union County	155
PSC	Tri-Cities	155
ONO	Ontario	175
TTD	Troutdale	101
AST	Astoria Regional	168
KLS	Kelso-Longview	141
ALW	Walla Walla	160
ELN	Ellensburg-Bowers	178
OLM	Olympia	180
EAT	Pangborn Mem	205
BFI	Boeing-King County	210
BOI	Boise	215
LWS	Lewiston-Nez Perce CO	220
RDD	Redding Mun	226
RBL	Red Bluff Mun	245
GEG	Spokane Int	260
RNO	Reno-Cannon Int.	283
COE	Coeur D'alene	285

EAST PRACTICE AREA



I have read and agree to follow the Safety Procedures and Practices put in place by Bend Aircraft Flight Services.

SIGNATURE

DATE