

Technical Descriptions Aero-Dienst GmbH

For Cabin Refurbishments, dated 11.03.2025

1. Warranty Periods

- 1.1. The warranty period for repairs in the cabin is twelve (12) months.
- 1.2. The warranty for the pigmentation of leather surfaces is provided for a period of three (3) months or fifty flying hours, whichever occurs first.
- 1.3. The warranty period begins with the acceptance of the work or its fiction and the handover of the release certificate for the aircraft.

2. The following causes are excluded from the warranty

- 2.1. Normal wear and tear.
- 2.2. Damage caused by the continued use of a defective component or by incorrect cleaning and polishing methods and the use of incorrect procedures and agents.
- 2.3. Paint cracks due to design characteristics of components or groups of components before processing, e.g. sharp internal corners.
- 2.4. Fading or darkening of the color or material structure caused by normal aging.
- 2.5. Minor repairs and improvements.
- 2.6. Deposits of minerals, silica, crystals or white spots.
- 2.7. Hidden or concealed defects that were present before the start of the work (veneer peeling/delamination) and were not disclosed to ADN by the principal.
- 2.8. Discoloration of the wood veneer due to previous improper use and application of fire retardants.
- 2.9. Inconsistent surface and visual appearance, veneer gloss/color/texture/pattern between original and machined components and groups.
- 2.10. Corrosion
- 2.11. Deviation of samples from the final product (stone, wood, fabric and carpet)
- 2.12. Natural product stone: Color, texture and pattern fidelity, cavities, shading, small spots, veins, distortions or differences in the stone grid may occur.
- 2.13. Natural product leather: there may be differences in color, texture and pattern fidelity, grain, shading, small stains or wrinkles.
- 2.14. If the seat foam is not replaced when the seat leather is changed, ADN accepts no responsibility for any incorrect shape, waves, creases in the leather or seam irregularities. The costs for further reworking shall be borne by the principal.
- 2.15. Polycarbonate, Lexan or other plastic materials used for mirrors, window protection, sliding doors, glass holders, etc. may have production-related material defects such as pits, dots or spots. Defects no larger than 1.5 mm and a maximum of 10 defects per 900 cm² are permissible. Mirrors may have aluminum splashes in a group per area of 1.5 mm to 12.7 mm.
- 2.16. Paint surfaces may have defects, e.g. spots no larger than 1.5mm and a maximum of 2 defects per 900cm² area.
- 2.17. Cases to which the following conditions apply:
 - 2.17.1. The principal does not inform ADN in writing within fourteen (14) days after discovery of a defect.
 - 2.17.2. The principal does not grant ADN immediate access to the aircraft to inspect the defects.
 - 2.17.3. The principal does not follow the operating and maintenance instructions.
 - 2.17.4. The Principal fails to comply with ADN's request for a detailed written report stating the occurrence, extent and possible causes of the defect within four (4) weeks of receipt of the request by the Principal.

3. Inspection and Acceptance

- 3.1. The principal is obliged to commence acceptance within 3 working days of receipt of the notice of completion. Acceptance of the work shall be deemed to have taken place if the principal has not completed acceptance within 5 working days of notification of readiness for acceptance by the principal. The principal may not refuse acceptance due to defects which do not or only insignificantly impair the functionality of the work in question.
- 3.2. Acceptance tests shall be carried out in accordance with ADN's specifications under normal daylight conditions and without technical and/or mechanical aids. The principal or a representative appointed by the principal must be present in person at the manufacturing site (including subcontractor sites) to carry out and confirm acceptance. Remote confirmation by the principal(e.g. by e-mail or other comments) or in the event that the principal or its designated representative fails to appear for the scheduled acceptance test shall be deemed to constitute acceptance in accordance with Clauses 4. and 5. of the General Terms and Conditions of Maintenance and Delivery.
- 3.3. If the principal rejects a design approval, surface finish or general quality of the work during or after manufacturing in accordance with the contract, additional costs will be incurred for the modification as well as for material, shipping, inspection, certification and labor. ADN assumes no liability for effects on the availability of the aircraft.
- 3.4. After complete assembly of all refurbished or reworked parts, a final inspection should be carried out under normal daylight conditions and without technical and/or mechanical aids.
- 3.5. Painted surfaces must be inspected at a distance of more than 300 mm and at an angle between 45-90° to the surface.
- 3.6. Processed/upholstered textile goods, e.g. seats, divans, cabin linings must be tested at a distance of more than 600 mm and at an angle between 45 and 90° to the surface.

4. Certification

- 4.1. If required by the scope of work, an EASA approval will be issued for the modifications carried out. The acceptance of the changes by a foreign aviation authority is the responsibility of the principal.
- 4.2. The principal must inform ADN if the aircraft is operated outside the approved limits after modification.
- 4.3. Materials selected and approved or provided by the principal, such as carpets, fabrics, leather, suede and other soft goods, as well as special surfaces, wood, veneer, Corian, etc., are subject to further fire testing and validation of technical certification by ADN. The principal must provide proper fire test certificates or reports in accordance with FAR/CS 25.853. Failure or inability to do so will result in additional costs due to required fire testing. Failure to comply with flammability testing or other restrictive requirements may result in cancellation of the item or provision of materials, which may result in longer lead times and impact on the original schedule or ADN's provision of materials from another source.
- 4.4. Slight discoloration may occur due to the fire protection treatment and is not a reason for rejection of the material previously selected by the principal. If the client rejects a selected material after acceptance or application of the material, additional charges for modification, material, shipping, retesting, certification and labor will be incurred and shall be borne by the contractor. ADN assumes no liability for effects on the availability of the aircraft.
- 4.5. If it is determined during the certification process that another part of the seat and/or divan must be refurbished in addition to the cover, compliance with test FAR/CS 25.562 ("16G") must also be demonstrated. Any additional certifications and tests that may be required are not part of this offer and may be offered separately, approved and invoiced by the principal
- 4.6. The result of a Smart Repair is highly dependent on the original materials used (e.g. wood and lacquer) and the type of damage. In rare cases, discoloration of the veneer may occur (especially on light-colored wood surfaces). Smart Repairs can lead to visible differences in color and/or texture between repaired and unrepaired areas. As the areas affected by the Smart Repair are not completely new areas, traces of the damage may still be visible afterwards.

5. Definitions

- 5.1. Smart Repair / Smart Refurbishment: This repair method is a cost-effective alternative to repainting a complete component or group of components. The repair is localized and can only be carried out on high-gloss surfaces. The quality of the result cannot be compared with a complete repainting, so traces of the damage may still be visible afterwards. Differences in color and texture between Smart Repair and original surfaces may remain visible. Only the previously recorded areas are repaired, the areas not covered by the previous assessment remain unchanged.
- 5.2. Surrogate Process: the principal must submit the corresponding original flammability certificates (according to CS 25.853) before starting a repair. If the required certificates cannot be provided, ADN will carry out the surrogate process. During this process, the structure of the parts to be processed is analyzed and additional flammability tests are carried out on this basis. This surrogate procedure leads to additional costs for the reverse engineering effort and the increased number of flammability tests. These costs are not included in the initial quotation and will be charged additionally.

6. Additional Regulations

The following costs shall be borne separately by the principal in accordance with the provisions for mobile assignments in Section 1 of the Terms and Conditions of Offer::

- 6.1. Costs for flights for the purpose of acceptance, adjustment or demonstration of defects.
- 6.2. Travel and living expenses of the mobile repair teams.
- 6.3. Charges for overtime in connection with work caused by the principals schedule.