

RAAA NEWS

Summer 2020

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From The Lefthand Seat

Jim Davis
RAAA Chair
Director, Regional Express

On 14 February 2020 the Fair Work Commission handed down its decision on the four yearly review of the Air Pilots Award 2010. Specifically, it addressed the matter of training bonds which had become the main point of contention between the AFAP and the four employer representatives appearing at the Commission. Appearing for employers were the RAAA, Qantas, Rex and Alliance Airlines. The RAAA formally appeared on behalf of 13 named operators but of course the ramifications of this decision will affect all the aviation industry that trains pilots.

In a 22 page decision the Fair Work Commission supported the employers' position that training bonds should be allowed under the Award and determined a new clause that outlined the conditions of such a bond. This was in opposition to the AFAP that vigorously opposed the inclusion of any type of training bond.

The new clause is effective from 21 February 2020 and is reproduced as follows:

16.6 Training bonds

(a) An employer and a pilot may, by agreement, enter into a training bond whereby the costs of training which have been or are to be borne by the employer may be recovered from the pilot if the pilot ceases to be employed by the employer within a period of time agreed between the pilot and the employer, subject to the following:

(i) The training bond must be agreed between the employer and an individual pilot.

(ii) The training bond must be in writing, specify the amount of the bond, and be signed by the pilot prior to commencing training.

(iii) The maximum term of the training bond will be two (2) years for piston engine/turbo prop aircraft and three (3) years for jet aircraft.

(iv) The training bond amount cannot exceed fifty per cent (50%) of the actual cost of the training.

(v) The training bond amount reduces on a monthly pro rata basis over the term of the training when the pilot successfully checks to line.

(vi) A pilot can be subject only to one training bond at a time. Where a pilot is subject to one training bond, and subsequently enters into another, the bonds are not cumulative and the highest value training bond will apply.

(vii) The employer can recover an amount payable under a training bond only where the pilot resigns, or, subject to the provisions of subclause (viii), the pilot's employment is terminated for serious misconduct.

(viii) No amount can be recovered in the case of redundancy, loss of medical licence by the pilot, termination of employment by the employer

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From The Lefthand Seat

Continued.....

(except where the termination is because of serious misconduct and there is no later finding by a court or tribunal, or acceptance by the employer, that the employee did not engage in the serious misconduct on which the termination was based) or where the pilot fails the training course.

(ix) A training bond cannot be entered into in circumstances where an employer directs a pilot to undertake training.

(b) For the avoidance of doubt, a training bond can be entered into between an employer and a pilot only in respect of:

(i) class and type rating training necessary to operate a particular aircraft, including the aircraft type for which the pilot was initially employed (including pre-employment training and initial class and type rating training); and

(ii) upgrade training (change in rank and status training).

While the clause only allows 50% of training costs it sensibly does not limit what actual costs can be included and therefore allows for all training costs to be covered by a bond. Most importantly the AFAP can no longer legally support the refusal of pilots to meet their contracted obligations under a training bond and these are now legally enforceable.

The Award review has been under way since November of last year and has proven to be a protracted and expensive exercise, given the staunch opposition of the AFAP. In the case of the RAAA it has cost



around \$140,000 and while such an expense can be comfortably borne by larger operators it would be too much for smaller airlines, charter operators, flying schools and air work operators. This graphically illustrates the value of the industry having an Association that can put together a legal challenge of this size. While the majority of the cost was contributed by ordinary members, the RAAA contributed around \$35,000 of its own funds in consideration of the importance of the issue.

While the legitimacy of training bonds can no longer be legally challenged the AFAP will no doubt raise as many issues as it can to limit the applicability of training bonds. One way to ensure that training bonds are as effective as possible is for the industry to have a common understanding of what costs can now be legally included and to develop a common template for bond contracts for RAAA members. The RAAA is proposing to undertake this work but there will be further legal expenses involved and as a not for profit organisation the RAAA's capacity to pay is limited. We will therefore be looking to ordinary members to see if there is interest in contributing to such an outcome. Compared to the expense of the Commission proceedings the cost will not be excessive and we

will provide further advice on this in due course. Any ordinary members that are interested in pursuing this initiative should contact Mike or the RAAA Office. ✦



2020 RAAA Events Calendar

20 February 2020
Melbourne, VIC

- ✦ Board meeting
- ✦ Technical Working Group
- ✦ Member Function

28 May 2020
Perth, WA

- ✦ Board meeting
- ✦ Technical Working Group
- ✦ Member Function

20 August 2020
Cairns, QLD

- ✦ Board meeting
- ✦ Technical Working Group
- ✦ Member Function

27 - 29 October 2020
RAAA Annual Convention
and AGM
RACV Royal Pines Resort
Gold Coast, QLD

28 November 2020
Sydney NSW

- ✦ Board Meeting
- ✦ Technical Working Group
- ✦ Annual Christmas Function

Please mark these in your diary.
We look forward to seeing you there.



From The Righthand Seat

Mike Higgins
RAAA CEO



IN THE COCKPIT

The RAAA continues to Represent Aviation Across Australia.

Sadly we bid farewell to Carol after 4 years of sterling service to the RAAA. Her vast bookkeeping experience has put the organisation in an excellent position in terms of financial reporting with unqualified audit reports now the norm. We also welcome Kellie Jones to the role who also brings a couple of decades of broad experience

Strategic vs Tactical

The board met in Darwin in May and we spent half a day discussing our strategic objectives. Some Board members have been working on a draft and we are continuing to work on refining this plan.

Regional recruitment drive

I have been working with Tim Holland, Maddy Johnson, Rod Crane and David Trevelyn and have reached out to CASA Part 141 and 142 approval holders. We have approached over 100 FTOs from Melbourne to Perth requesting appointments to speak with me. We will be contacting east coast based organisations later in the year.

Engineering Training

The Part 66 Technical Working Group met recently after almost 12 months of inactivity. CASA seem to be heading in a much better direction. My test of how acceptable the final draft legislation would be if EASA were to accept our training for the issue of an EASA licence.

General Aviation Advisory Network

This group has been established by the current Minister. Membership is by invitation. We met recently and discussed the developing General Aviation Flight Plan. This is a

proposed strategy document for the Minister to consider in the medium to long term future. We discussed several pieces of legislation that are due for sun setting in 2020.

Civil Aviation Act

The recent Civil Aviation Act (Act) was recently amended without fanfare. Maybe because this was one small step when the Industry is desperate for one giant leap. The recent amendment demonstrates that this government has the political will and desire to make the necessary updates to legislation that is required to keep abreast of the global aviation industry. Whilst the recent changes will have little additional positive impact, nonetheless it's a great start.

The next move is to review the Act in the areas that is holding CASA back from delivering on its rhetoric. There are any number of CASA directives and well intentioned messages about wanting to work with industry in a partnership to deliver safe skies for all. However, even all the good will on both sides can't remove the shackle that keeps CASA on delivering on the real reform that is so desperately needed. I refer to the Civil Aviation Act where it requires CASA to focus heavily on all aircraft operating for hire or reward, regardless of the risk of the activity.

Whilst this approach may be appropriate for the large end of town, this simplistic approach is not allowing GA to flourish as it should, nor is it the best allocation of taxpayer dollars in addressing real risk. Included in those sectors of the industry that would receive an immediate on ongoing relief are all those activities that are currently required to obtain and maintain

an Air Operating Certificate along with all the attendant systems, regardless of the risk. Flight Training Schools are a prime example. Here we have two people operating the aircraft within the boundaries of the Pilots Operating Handbook. One of the people on board has an Instructor rating. Compare this to two people flying privately, neither of whom holds an instructor rating. Where is the higher risk?

Reclassification of Aviation Activities

Continuing to work with Infrastructure on reviewing certain aspects of the Civil Aviation Act. The aim is to shift the requirement from a heavy regulatory footprint from Hire and Reward to a risk based approach.

Governments of both persuasions have been struggling with this concept since 1986 and the time has come to lose the shackles and resolve the legacy issues embedded in the traditional approach to the regulation of General Aviation. Rather than being bound by the 'commercial' or 'hire or reward' imperatives, a fresh look at a genuine risk based approach is required. What we desperately need is a reclassification of aviation activities. This fresh perspective would give traction to the various CASA publications which espouse a risk based and outcomes focused philosophy. This will free up both Industry and CASA resources from the burden of less than effective administration and cost which has been the bane of the smaller end of the industry for decades. In other words CASA have one hand tied behind their back and must surely be the source of continual



From The Righthand Seat

continued.....



internal conflict for their risk based practitioners. A classic example is the activity known as frost dispersal of an apple or cherry orchard. A small helicopter hovers over the orchard around dawn to protect the trees from frost damage. Hovering is one of the very first things any helicopter pilot masters on their way to gaining a licence. Should the orchard owner be a current private pilot using their own airworthy helicopter, then that's where the regulatory footprint ends. However, should the pilot be a contractor, then the pilot needs a Class One medical, an Air Operator Certificate, a higher level of maintenance, Human factors training, a Safety Management System, a Quality Management System, A Training and Checking system etc. However, the risk in both instances is identical!

This is one aspect of the Civil Aviation Act required immediate attention. By the way, did you know that CASA is responsible under Section 98 (3) (f) of the Act for the

'hygiene, sanitation and public health at aerodromes'? I have examined the relevant CASA airport legislation and cannot find any reference.

Sydney Curfew Act

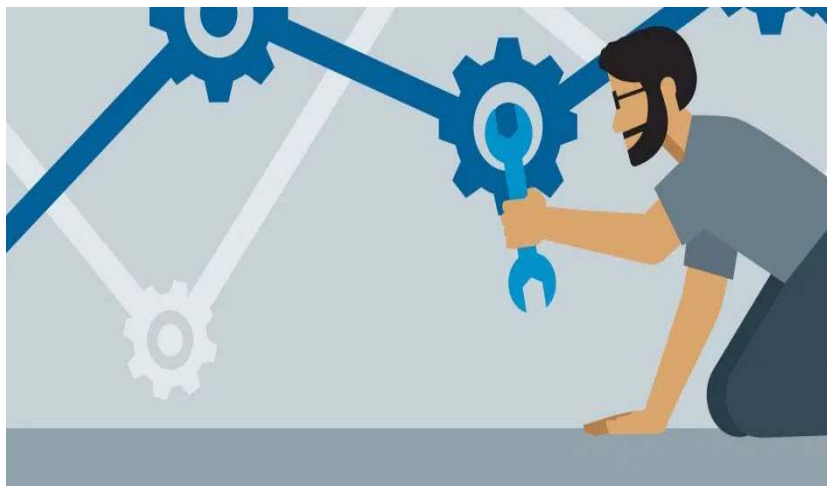
Our strategic objective is to allow jet aircraft operations (freight and private flights) in aircraft that exceed an MTOW of 34 ton, during the curfew period.

The tactics include raising the issue with the government and Sydney stakeholders over time. The focus will be only allowing aircraft that are at least as quiet as the BAE 146. This type has been operating successfully within the curfew period for decades.

The proposed timeline to begin the required formal public consultation is around 10-12 months.

Australian Aviation Magazine

The owners have changed direction and the AAA, the AAAA, the AHIA and the RAAA are no longer being offered a bi-monthly regular half page. We are approaching other media publications and will appear more often in the Aviation Trader. We will also be working closely with Michael Venus (from Cobham) on a broader social media plan. For example, both the office and I have profiles in LinkedIn. Combined we both have over 1500 followers. This is just one reasonably effective tool to promote the various activities of the RAAA. ✦



Employment Opportunity



Pionair Australia is growing and an exciting opportunity has opened for a suitably qualified Head of Check and Training with Flight Examiner qualifications.

Type rating and BAe146 or Embraer E190 would be preferred, however we will consider all applications on merit.

International applicants welcome to apply, full immigration support will be provided.

Full support will be provided, acting as Substitute Head of Check and Training at commencement, transitioning into the role within 6-12 months.

In the first instance please email resumes to opsrecruit@pionair.com.au

TECHNICAL UPDATE



employer information



Partial SG opt out

By Silas Dingiria for AvSuper

All employers know that they are obliged to pay super under the superannuation guarantee (SG), right? But new laws now allow eligible employees to request a partial SG opt out and you need to understand what this means for you.

SG payments

For eligible employees, you must make SG contributions to the correct super fund at least once a quarter – although many employers pay it at each pay run.

Concessional contribution limits apply to the amount of SG and salary sacrifice contributions made into an employee's super each year, with tax penalties for anyone exceeding those limits.

What is a partial SG opt out?

Under new legislation, however, there is an option for high-income earners with multiple employers to reduce concessional contributions by applying for a partial opt out of superannuation guarantee (SG) payments for one or more quarters. Employees can request the partial SG opt out for quarters commencing 1 January 2020.

If an employee chooses to apply for the partial SG opt out, the ATO will send you an employer shortfall exemption certificate. This certificate reduces the maximum contributions base to \$0 for that employee for the specified quarter(s) and essentially

means you are not breaking your SG obligations if you don't make SG contributions into a super fund for the nominated quarter(s).

You are not obliged to stop SG payments if you receive such a certificate, especially if you did not get sufficient time to prepare payroll systems. Note that if you have a signed agreement with some industry funds, you may be required to continue contributions even if the ATO approves a partial SG opt out for a specific employee. AvSuper does not have any binding contribution terms with participating employers.

Once issued, a certificate cannot be varied or revoked although you and your employee can agree to resume contributions if their risk of a cap breach is no longer in place.

You and your employee can then negotiate how you will pass that money onto them as a cash payment or non-cash remuneration. Details of that arrangement are not required by the ATO.

[You can learn more about the partial opt out from the ATO's website.](#)

Who is eligible for a partial SG opt out?

Your employees are only eligible to apply for a partial SG opt out if they

- have more than one employer
- apply to the ATO no later than 60 days before the start of the relevant quarter
- are working for you when they apply (ie prospective employees cannot apply)
- are likely to exceed the concessional contributions cap if the opt out is not used

AvSuper is a profit-for-members, MySuper-compliant super fund dedicated to the aviation industry. This information is of a general nature only and does not take into account your personal objectives, situation or needs. Before making a decision about AvSuper (ABN84 421 446 069), you should consider your own requirements and the relevant Product Disclosure Statement. For a copy or to discuss your super, call 1300 128 751 or visit www.avsuper.com.au. ✦





Australian Government

Bureau of Meteorology

TECHNICAL UPDATE

Improving Australia's Aviation Meteorological Services

The Bureau of Meteorology is transforming our operations to improve weather forecasting for the aviation industry. Following the recommendations of a review commissioned by the industry, we have created aviation specialist roles and recruited meteorologists in them to establish Aviation Forecasting Centres (AFCs) in Brisbane and Melbourne.

From 5 March 2020, aviation products and services for all states and territories, apart for South Australia, will be delivered from the new AFCs. South Australian products and services will transition into the Melbourne AFC from 16 April 2020.

This significant milestone has been achieved with no change to the number of meteorologists employed, and these new dedicated aviation teams will actively engage across the industry to better understand and respond to your evolving needs. A major investment in aviation forecasting systems provides these new teams with access to the latest advances in meteorological tools.

This will help the Bureau to deliver meteorological data and forecast insight more effectively than ever to pilots, into airline operations centres and to flight systems. Our objective is to ensure that aviators across Australia receive a higher quality of service.

The Melbourne Forecasting Centre will also onboard specialist aviation services during May and June 2020, including the Volcanic Ash Advisory Centre and the new Aviation Space Weather Global Centre responsibilities.

Contact details for aviation products and services are listed below.



Brisbane Aviation Forecasting Centre

Phone Name	Phone Number
QLD North	07 3239 8721
QLD South	07 3229 1854
WA North	08 9263 2259
NT	08 8920 3814

Melbourne Aviation Forecasting Centre

Phone Name	Phone Number
NSW West	02 9296 1527
NSW East	02 9296 1526
WA South	08 9263 2255
VIC	03 9669 4850
TAS	03 6221 2026
SA	08 8366 2773

More information

Information on Aviation Meteorological Services Transformation is available on the Bureau of Meteorology's website at www.bom.gov.au/aviation/aviation-transformation

If you have any questions about this work, email: Aviation_Transformation@bom.gov.au ; or Brett Anderson, General Manager – Aviation, Land and Maritime Transport, at Brett.Anderson@bom.gov.au ✦

Welcome Aboard

AMS

IN THE CABIN

Aerodrome Management

Services Pty Ltd is a professional company with a growing team of personnel capable of undertaking a comprehensive range of services in aerodrome management including construction, maintenance, inspections, training, compliance, fuel, security and management of aerodrome operations. AMS can offer a professional skill mix providing comprehensive services to a broad range of tasks. AMS works at all levels in airport-related works from investigations, operations, consulting, inspecting and surveying, origination of pilot documentation through to construction as the principal contractor.

The company was established in May 1996, having operated as a registered business from 1990. Managing Director Kevin Thomas is an Engineering Surveyor and has been involved with aerodrome operation, management and construction for over 35 years.

Electrical

AMS is an Electrical Contractor in WA, Queensland and South Australia and can provide Annual Electrical Inspections as well as the supply and installation of runway lighting using in-house resources. AMS also has a CASA-approved pilot to conduct runway and approach guidance lighting inspections

Engineering

Airport Construction – We provide a turn-key solution to the construction of airport or the upgrade of airport facilities. The Airport is constructed with efficiency and ease of operations in mind as we live, breath and manage airports ourselves. We understand what works well and what doesn't due to our on the ground experience.

Airport Design – We do not outsource our airport design. We have in-house aerodrome design experts who use the latest in computer aided technology to bring together an airport design which is compliant, resilient and above all else, safe. Our stakeholder-engaged approach to design ensures that the finished project is fit for purpose and meets the expectations of the airport users.

Civil Supervision & Oversight – We frequently deploy our Civil Engineers to oversee the construction and upgrade of airport facilities. You must be assured that your airport project will be a successful one, free from incidents and defects. Our engineering team provide high level oversight of design and on the ground supervision of works to provide a comprehensive quality control service.

Training

AMS Australia is a Registered Training Organisation (RTO Provider ID 52413) providing all forms of operational training to airports across the country. We specialise in Aerodrome Reporting Officer and Works Safety Officer Training. We train over three hundred reporting officers each year and our trainers are renowned for not only their current knowledge and professionalism but also their personable nature.

ASIC

AMS is an ASIC (Aviation Security Identification Card) issuing body. We can promptly issue an ASIC Card to those staff requiring Australian (or approved airport specific) ASICs including white ASICs. We provide Aviation Security Identify Cards to

all forms of aviation organisations including airlines, flight training organisations, general aviation, ground handling and of course, airports.

Regulatory

Inspections – AMS provides safety and technical inspections at over

100 aerodromes across Australia each year. Our team of inspectors are equipped to travel to the far reaches of Australia to inspect even the most remote of airports. We have inspectors who are approved by the Civil Aviation Safety Authority to inspect certified airports in accordance with civil airport regulations and standards.

Compliance – Our airport compliance specialists live and breathe civil aviation legislation and have the necessary skills and experience to provide you with guidance on how to operate your airport to the highest level of compliance. Our compliance team also take great pride in helping our clientele to achieve a best practice approach to the operation and management of the airport.

Emergency Management Planning – Our roaming team of emergency management advisors can travel to your airport to assist with the planning and testing of the Aerodrome Emergency Plan (AEP). We can help to facilitate the AEP Committee Meetings and oversee, facilitate and observe desktop and full-scale emergency exercises

To find out more about our services and capabilities, please email admin@amsaustralia.com call (08) 9221 6777 or visit www.amsaustralia.com ✦



Welcome Aboard



We are pleased to welcome SecureSHEQ to the RAA as an Associate Member.

SecureSHEQ provides the software to support Safety Management Systems.

SecureSHEQ is software that has been developed by Australian company RCA Rt, which was established twenty years ago as a result of research by SIRF, an entity created by the Victorian Government the CSIRO and AATSE. The research was focused on finding the key reasons for high reliability and low cost in 100 organisations spread across five continents.

The research found that organisations who routinely identify why problems happen, and then eliminate the root causes have the best reliability and the lowest cost. Best practices were captured in the training and software that is now used in more than 40 countries around the world.



The Moorabbin Safety Management Forum, led by Andrea Roberts, with support from CASA

The software incorporates five Why and Root Cause Analysis processes so organisations can methodically identify the real cause of failures and assign actions to control risk.

SecureSHEQ is proud to advise that it has been selected to support the activities of the Moorabbin Safety Management Forum. The Forum brings together all of the stakeholders at Moorabbin Airport

The Forum chose SecureSHEQ because they needed inexpensive software that can be easily way that the Forum shares and uses data. But at the same time the software delivers a secure way for people to collaborate and confidently share ideas.

To find out more about our services and capabilities, please email: bill.holmes@rca2go.com or visit www.securesheq.com ✦



Promoting Occupational Alertness

Save the Date

**2020 Helicopter Operations Conference Auckland, New Zealand
31st March 2020**

The first FRMS Forum meeting specifically focusing on helicopter operations will be held at the Cordis Hotel, 83 Symonds Street, Grafton, Auckland 1010, New Zealand, on the 31st March 2020.

For all information go to:

<https://www.frmsforum.org/2020-conference-auckland/>

Welcome Aboard



IN THE CABIN

Utility Air Pty Ltd was founded in 2015 and is based in Sydney Australia. The company is focused on the sale of both new and used aircraft in Australia and New Zealand. The Managing Director of the Company, Stephen Pembro, has worked his whole life in sales and is passionate about providing the best possible outcome for his customers.

The company represents two excellent brands of Aircraft. Viking is a key partnership and Utility Air sells the the Twin Otter aircraft for them. Twin Otters have been sold around the world to customers operating in the harshest environments, including sub-zero temperatures in Antarctica, the hottest deserts of North Africa, the mountainous regions of the Himalayas, and the open water of the Indian Ocean archipelagos.

nextant pacific

Please join us in welcoming Nextant Pacific as a new RAAA member

Nextant Pacific Pty Ltd was founded in 2014. The owner, John Oppenheim, had previously worked in aircraft sales in Australia and focused more and more on the Beechcraft King Air product and other Textron offerings. When setting up the business, John was lucky enough to be able to represent Nextant Aircraft from Cleveland Ohio as a new aircraft solution and also to be free to focus on the APAC King Air Market.

Now, 6 years later, the business has diversified into aircraft leasing and consulting, however still has the King Air and other Textron product as the key competency. John focuses in on aircraft acquisitions, where the company works diligently with worldwide partners. The aim is

Diamond Aircraft, one of the most dynamic aviation companies in the world, are also represented in Australia and New Zealand by Utility Air. The team at Utility Air joins more than 1,000 employees worldwide in offering to Australia and New Zealand the most complete range of certified piston aircraft models. From the 2 seat single DA20 to the stunning 7 seat DA62. With its complete line of piston aircraft including a dedicated flight training concept with Single Engine Piston (DA40 NG) and Multi Engine Piston (DA42-VI) trainers, along with type-specific flight training simulators and proprietary engines, Diamond Aircraft is the only sole source provider in the fleet training market. Diamond Aircraft are also the most desirable light aircraft in the World for owner pilots. With sumptuous

to help local customers source new and used King Airs as well as other Textron product at the lowest possible price and highest possible quality. Pre purchase inspections, import, ferry flights and registrations are all outsourced to trusted contacts at wholesale pricing and this delivers an excellent result for customers.

Knowing all of the King Air owners in Australia and New Zealand also helps to provide a robust brokerage business, where local owners can trust Nextant Pacific to sell their valuable assets ethically for the most possible money. One key differentiator of the Nextant Pacific business model is that Nextant incurs all of the costs of marketing the aircraft for the seller. This way, the company is invested in the process and becomes a virtual partner in the process with the owner.

custom interiors and scintillating performance, Diamond and Utility Air can take the private pilot from Ab initio to the highest levels of owner flying.

Stephen also brokers used aircraft and to date has transacted countless aircraft in the region. The ability to offer a turn key solution for buyers with finance and all the paperwork taken care of allows Utility Air to move many aircraft for customers that would otherwise be difficult to sell privately.

Utility Air is proud to become a member of the RAAA and looks forward to interacting with the other members at upcoming events. To contact Stephen Pembro please email stephen.pembro@utilityair.com or call +61401237493. ✦

Nextant Pacific operates globally, with partners in Europe and the USA. They have in the past 12 months either bought from or sold to not only Australia and NZ but Norway, Canada, France, Noumea, the USA, Colombia, Brazil, Malaysia and South Africa.

Recently aircraft leasing has proven to be an excellent fit for the company and currently Nextant Pacific owns a number of aircraft which are on lease. This is an excellent way for the company to diversify and provide a further service to the aviation community in the region.

The company operates from corporate offices in Sydney, Australia. John can be reached at john.oppenheim@nextantpacific.com or on +61421204914. ✦

NAVIGATION LOG											
Flight No.	Date	Time	Altitude	Speed	Distance	Fuel	Oil	Weight	Passenger	Crew	Remarks



Six benefits to using Plane Support for your CASA approved carpet and cabin interior solutions.

Plane Support is your one-stop aviation shop that offers a wide range of quality, and affordable CASA approved carpet and cabin interior solutions suitable for airlines, VIP and rotary-wing aircraft. With more than ten years' experience in aircraft soft furnishing solutions, Plane Support has worked with a wide range of aircraft including Airbus A320, Citation Jets, King Air and Fokker aircraft to name a few.

Our experience and knowledge mean we understand the challenges faced by aircraft owners and fleet operators and have refined our processes to provide quality flooring products and soft furnishings while delivering cost-effective savings that are passed on to our customers.

Here are six benefits of using Plane Support for your aircraft carpet and cabin interior maintenance or upgrade.

1. PRE-PRODUCTION

We provide pre-production work to save on resources for fleet operators and RPT service providers. To make life easier for fleet operators, Plane Support will survey your aircraft to create a customised mapping, which includes pre-cutting guides. We do all the hard work to make your life easier. All that's left for you to do is decide if you need individual carpet pieces or a complete carpet kit for your fleet.

2. CARPET UTILISATION FROM THE ROLL

Plane Support has modified the carpet cutting and delivery program to increase savings to the product and in turn aircraft owners and fleet operators. We've changed the philosophy of cutting the carpet up the roll to maximise the yield of carpet in the cutting stage.

3. QUALITY OF CARPET KITS PRODUCED

The modified manufacturing process results in less intensive labour requirements and less floor space required to mark and cut each carpet piece manually. This significantly improves the quality of the carpet sets produced. Smaller pieces in the overlocking machine allow for better overlocking standards.

4. REDUCE INSTALLATION TIMES ON THE AIRCRAFT

Smaller carpet pieces are kitted, and individually part marked, which allows for quicker and easier installation. As a result, the airlines and fleet operators make savings in the MRO facility.

5. ALLOWS SUPPLY OF REPLACEMENTS

The layout techniques used by Plane Support make it easier and more accurate to supply spare sections of carpet for an RSPL (Recommend Spares Provisioning List) for high wear areas. These spares kits can be made and held in stock for quick carpet changeouts like aisles and emergency exits.

6. INVENTORY MANAGEMENT

Plane Support can maintain and store your customised products on a max-min basis to support short lead-time orders.

Utilising a team of skilled craftspeople and a global network of suppliers, Plane Support can deliver precision cut airline carpet kits, bespoke luxury leather seat upholstery and class divider curtains directly to your aircraft, anywhere in the Australia.

As a reward to our fellow RAAA members, Plane Support are willing to provide the survey costs for pre-production free for orders of 5 carpet sets or more

Contact Us to get your aircraft looking great again.

Call 1300 170 884 or visit www.planesupport.com ♦





The organisation behind prominent Australian aerospace and defence industry expositions such as the Avalon Airshow has started the new year with a new name.

AMDA Foundation Limited, an Australian not-for-profit corporation, delivers the Australian International Airshow and Aerospace & Defence at AVALON, LAND FORCES International Land Defence Exposition, CIVSEC International Civil Security Conference, PACIFIC International Maritime Exposition and ROTORTECH Helicopter and Unmanned flight exposition.

Previously known as Aerospace Maritime Defence and Security Foundation of Australia Limited (AMDSFA), the not-for-profit delivered events through two corporate subsidiaries entities, Aerospace Australia Limited (AAL) and Industry Defence and Security Australia Limited (IDSAL).

All of the group's operations and resources are being consolidated into AMDA FOUNDATION LIMITED as the single ongoing corporate entity.

AMDA Foundation Limited's mission is to promote the development of Australian industry, manufacturing, technology, resources and capability in the fields of aviation, aerospace, maritime, defence and security. It achieves this by delivering Australia's most prominent and respected world-class biennial industry expositions as platforms for interaction between industry, defence, government and academia.

"Embracing the four decades of proud tradition which it has inherited, AMDA Foundation Limited will now conduct all of the events and activities formerly undertaken within the group," said AMDA Foundation CEO Ian Honnery.

"We have one mission, one organisation. AMDA will take Australia to the World by bringing the World to Australia."

AMDA's upcoming major events include:

ROTORTECH 2020
Brisbane, June 16-18

LAND FORCES 2020
Brisbane, 1-3 September

CIVSEC 2020
Brisbane, 1-3 September

AVALON 2021
Geelong, 23-28 February

PACIFIC 2021
Sydney, 18-20 August

For more information go to www.amda.com.au ✦



PPG Transparencies with Solaron Blue Protection™ UV+ blocking technology

Aircraft windows with PPG SOLARON BLUE PROTECTION™ UV+ blocking technology block 99% of UVA and UVB rays and more than 50% of high-energy visible blue light. That means less exposure to harmful solar radiation when flying behind PPG windows made with Solaron Blue Protection UV+ blocking technology. They don't look different. But they can help make a difference in protecting what matters most. For more information [click here](#).

Key Features:

- Over 99% UVA and UVB blockage and over 50% HEV blue light blockage
- Helps protect people and aircraft interiors from harmful solar radiation without impact to optical or structural quality of the window
- Durable and static protection built into the window
- No change to fit, form or function compared to standard PPG design
- No impact to reliability or serviceability compared to standard PPG transparency design

