





Flying Colours Aviation's (FCA) core service is the complete painting refinishing of exterior, cabin interior and components for civil and defence fixed and rotary wing aircraft.

We are an Australian family owned and operated company, with a successful track record in general aviation, corporate/VIP, airline and defence aircraft painting since 1985 in Australia and the United Kingdom.

The directors, senior management and staff have over 150 years combined experience in the refurbishment of aircraft.



We set the standard among other international providers with our approach to quality, safety and ease of business. Our ability to manage challenging tasks, is equal to our ability to recover from unforeseen circumstances in the ever changing aviation landscape. Our drive to continuously improve is a testament to our commitment for a successful outcome for our customers.

Our dedicated paint facilities at Townsville Airport are capable of accommodating aircraft up to Boeing 757-200, and Hercules C-130J-30, with over 50 slots available per year. FCA has the capacity and capability to complete one off, to large fleet repaint programs with challenging deadlines and high expectations. Painting services for larger aircraft can be carried out at remote or customer facilities.



FCA currently holds an Australian CASA Part 145 A1 Approval covering Boeing 737 (NG), A320 & Dash 8 aircraft families enabling us to provide limited but beneficial engineering support co-currently, saving our customers valuable time and cost.



FCA understands aircraft operator's expect the highest level of quality workmanship, safety, competitive turnaround time, best price and an ease of business that transcends into a hassle free, turn key solution.

We can assure you that each and every aircraft is in the care of the most experienced refinishers. Our team of highly 'in house' trained technicians deliver a quality paint finish that is unparalleled in the industry.

We have an uncompromising dedication to meticulous attention to detail, and a commitment to deliver a product that exceeds customers expectations at every milestone.

Our suite of services has been tailored to match the requirements our customers expectations during repainting their aircraft. Ranging from minor on or off-site repairs, to large back to back repaint programs or livery changes, FCA can provide co-current engineering support to eliminate the requirement for customers to send their own engineering support during the activity.

Engineering services like flight control balancing, corrosion inspections/removal and reweigh certification can be carried out in house, while FCA has access to AOG subcontract specialist support for NDT and structural repair services if required.

→ Complete Strip & Repaint

→ Rub & Repaint

→ Livery Applications

→ Logo / Stencil Production & Design

→ Interior Painting (In-situ or Removed)

→ Engineering Support

→ Flight Control Balancing

→ Corrosion Inspection & Removal

→ Aircraft Reweigh (Subcontracted)

→ NDT & Structural Repairs (Subcontracted)

→ Component Painting (In-situ or Removed)

→ Paintwork Repairs (On or Off-site)

→ Metal Bright Work & Polishing

→ Onsite Painting Capability

→ Various Consultancy Services



SERVICES

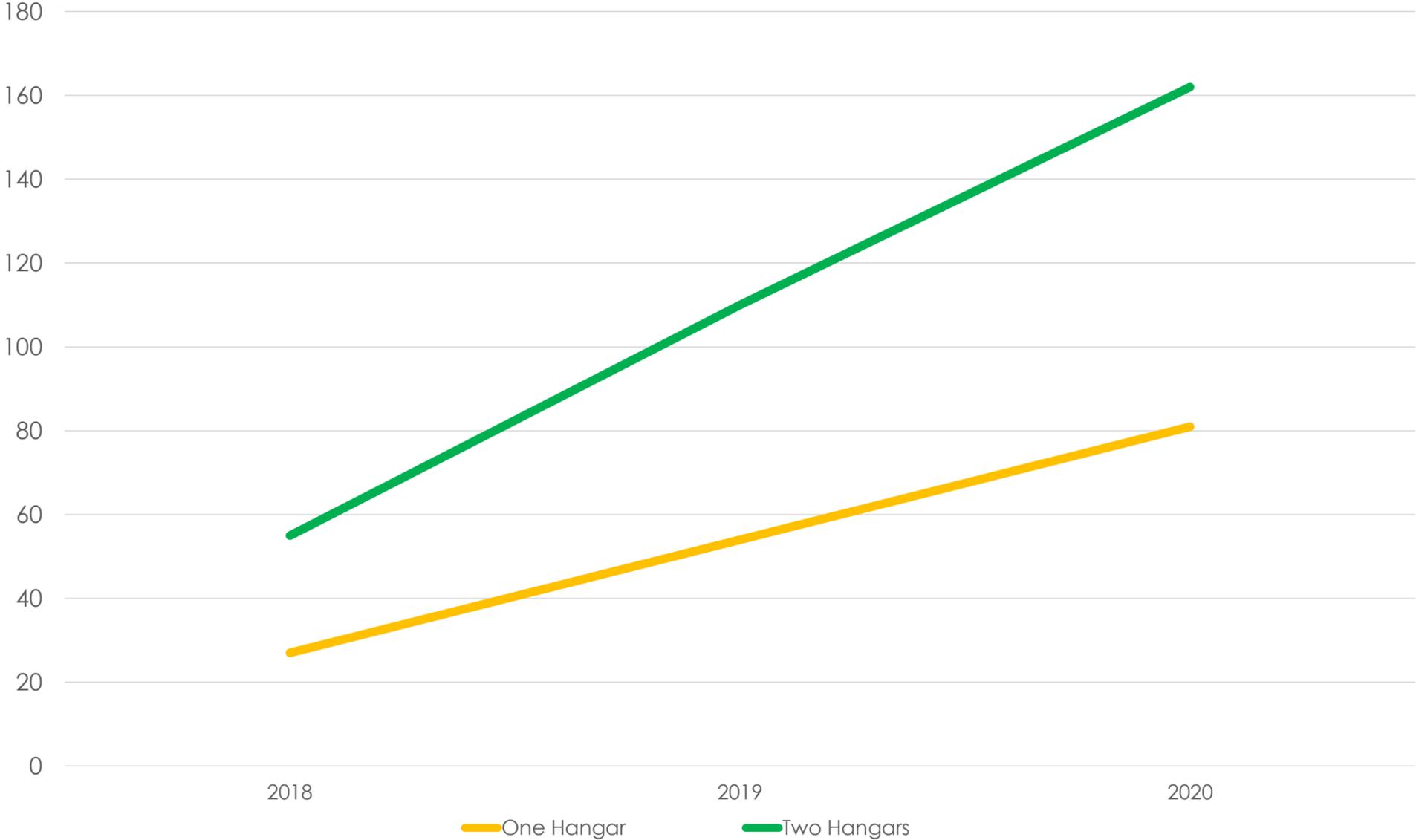
AIRCRAFT CAPABILITY & EXPERIENCE

- General Aviation All types single and twin, including rotary wing
- RPT Regional Metro, SAAB 340 / 2000, Dash 8 (Q100-400), Embraer 120 / 145, ATR 42 / 72
- RPT Narrow Body Airbus 319 / 320 / 321, BAE 146, Boeing 717 & 737, Embraer 170 & 190, Fokker 50 / 70 / 100
- RPT Wide Body Boeing 757 / 767 / 747
- Corporate / VIP Citation, Falcon, Hawker, BAe125, Learjet 35 / 45, Global Express, BBJ
- Military Black Hawk, AP-3C Orion, Hercules C-130H / J-30, LIF Hawk 127, Boeing AEW&C & 757



In June 2017, capitalising on our experience and due to increased domestic and international demand, FCA proudly opened up a second paint line located in Hangar 4, adjacent to our existing facility. Since then, our capacity has doubled from a maximum of 27 aircraft per year to 55 aircraft per year. With this increase also came additional manpower, tooling, GSE as well as an engineering capability ensuring we are fully self sufficient and to be able to support all aspects of a paint requirement, along with any engineering task associated with repainting, all in house.

TOTAL FACILITY CAPACITY – ONE LINE vs TWO LINES



YEAR	EXISTING CAPACITY	NEW CAPACITY
2018	27	55
2019	54	110
2020	81	165
DIFFERENCE		84



Providing a safe working environment for our employees and customers is a fundamental pillar in FCA's corporate governance.

Utilising our AS/NZS ISO 31000:2009 aligned CASA approved Safety Management System (SMS), FCA is able to integrate risk management into its decision making processes, safety programs, procedures, business planning and performance reporting activities. Through the use of trend monitoring and self audits, hazards and their risks are able to be captured, evaluated, mitigated and then communicated.

A continuous promotion of a 'Just Culture' within the company helps to promote safe work practices and self reporting from employees, resulting in more accurate and helpful reports.

The 'take five' approach to assessing task based risks ensures employee's are constantly identifying new risks, and the potential for norms is reduced.

'THINK SAFE, BE SAFE' is an internal safety message that is prominently displayed in and around our facilities as a constant visual reminder of the companies and the individuals responsibility to ensure they and the other people around them are working in a safe environment.

Continuous inhouse training ranging from working safely at heights, to chemical management ensures our staff receive the most up to date standard practices, providing the essential tools to self identify and self report.

This is all monitored by our dedicated Safety Manager (SM) and Quality Manager (QM) whom ensures FCA is always complying with our internal and external safety obligations and requirements.

THINK SAFE

BE SAFE



Aircraft painting produces a large amount of waste ranging from hazardous chemicals to masking materials.

FCA continuously monitors and adopts the use of alternative materials that substitute harmful chemicals that are typically extremely hazardous and costly to dispose of for more environmentally friendly alternatives. Graco Electrostatic Spray equipment reduces material usage by up to 50% which in turn has multiple benefits other than reducing waste. Efficient planning and capitalising on the benefits of Basecoat Clearcoat (BCCC) paint systems enables FCA to reduce waste wherever possible.

Our automated treatment plant enables FCA to treat and then dispose of harmful waste by-products onsite, rather than just disposing of the waste as is. Harmful chromates, heavy metals and hydrocarbons are fully removed prior to disposal, both reducing the eventual environmental impact and cost.

With an average of 300 days of clear sky per year, our facilities are in prime location to harness the power of the sun. FCA is in the final planning stages of installing a 100kw solar PV system along with dimmable LED efficient lighting to reduce our total power consumption and carbon emissions by an estimated 65%, resulting in FCA becoming the most energy efficient paint facility in the world, with aspirations on being completely carbon neutral by the end of 2020.

Not only will this solar power will be utilised as alternate power source during production, but will enable us to offer alternate solutions and services. Utilising solar powered solid state Ground Power Units (GPU) and solar charged electric tow tractors will allow us to provide zero emissions aircraft ground power, and the only MRO in the world planning to offer carbon neutral towing services.

Stage 2 of the system is to add batteries ensuring we can efficiently utilise the supply when required, with another added benefit of being able to stay operational in the event of power failure.

This project reiterates our commitment to ensuring that repainting an aircraft is as environmentally friendly as physically possible.



FCA's Manual of Exposition (MOE) and Safety Management Systems (SMS) is maintained and continually improved through the use of the quality policy, quality objectives, audit results, analysis of data, corrective and preventive action and management reviews.

Our Quality Systems are regularly audited internally and externally by CASA, civil and defence customers and include the following:

- CASA approved CASR Part 145 Manual of Exposition
- CASA approved Safety Management System (SMS)
- CASA approved Drugs & Alcohol Management Plan (DAMP)
- Procedures, systems and aircraft documentation are designed to be compliant with manufacturer, customer and regulatory requirements.
- Health & Safety Management Systems comply with the standards requirement with all processes controlled by Risk Assessments, and Safe Working Method Statement
- Environment Management Systems comply with Airports, EPA and other regulatory requirements



QUALITY & COMPLIANCE



Flying Colours Aviation is a member of the Australian Defence Industry Security Program (DISP), with approval to handle Australian defence assets up to major category.

Established Security Standing Orders (SSO) in conjunction with a strict security culture provide a secure and safe environment, and ensure the integrity of the platform or system is not compromised.

Located at RAAF Base Townsville one of only 3 joint user airports within Australia, the main hangar and associated buildings are located within a secure gated precinct that can not be directly accessed by the public. Multiple physical security barriers including CCTV and access control, ensure that only authorised personnel have access to the NAACEX precinct.

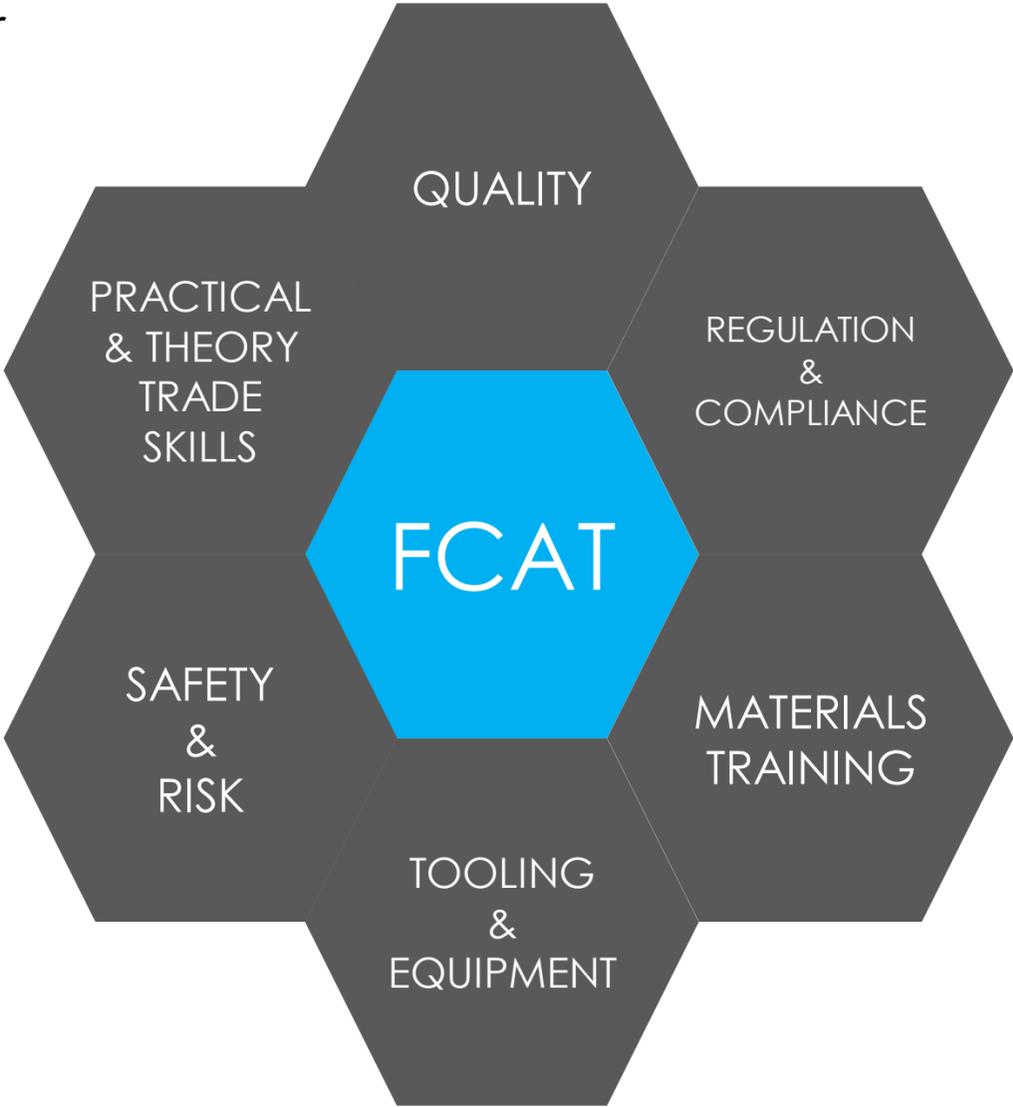


SECURITY

There is no better organisation more qualified to deliver aircraft surface refinishing training than the operator who's core business is aircraft painting. FCA identified that existing RTO aircraft refinishing training available to the aviation industry fell short on delivering a comprehensive 'hands on & environment' training package.

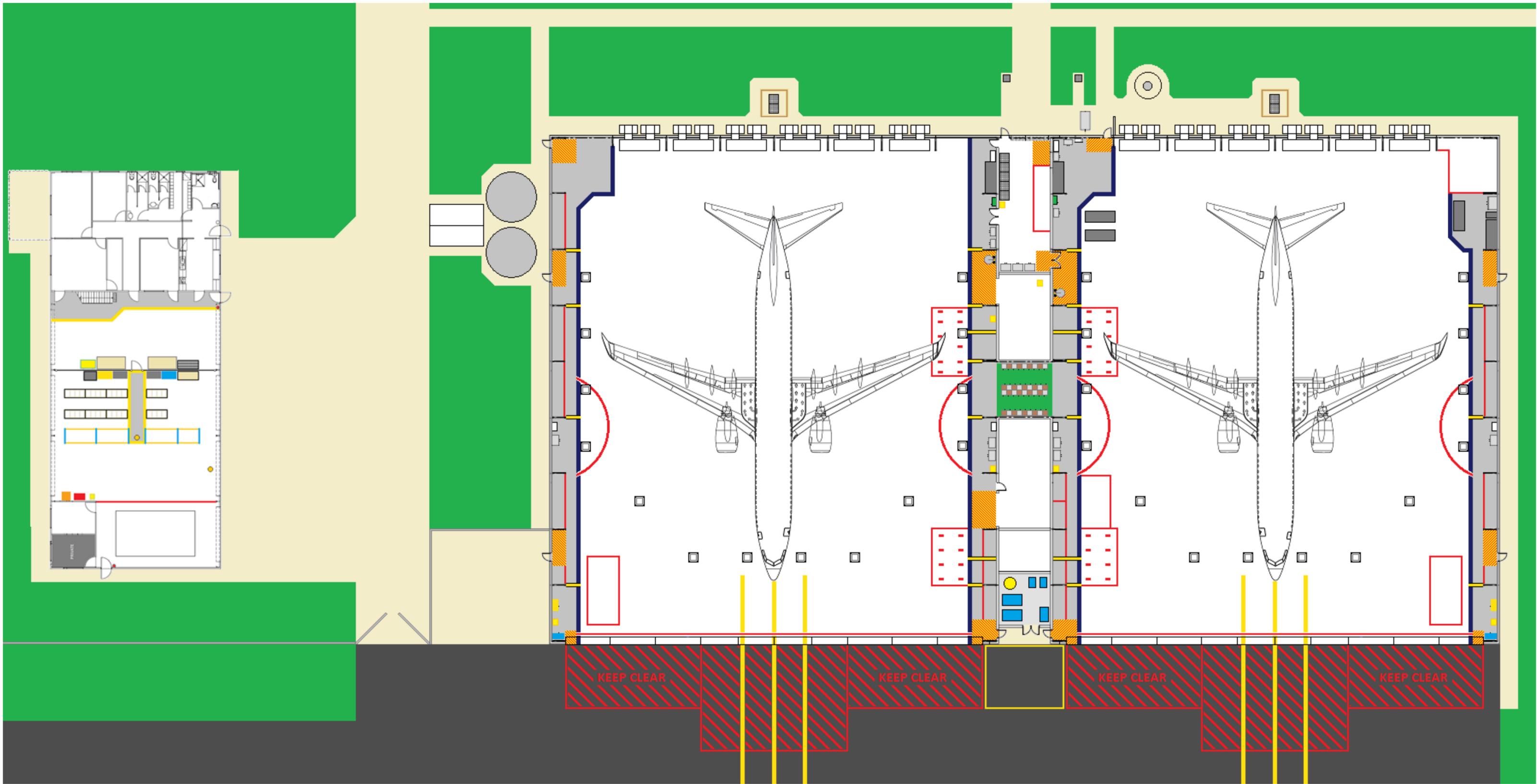
As a result, FCA has successfully developed a specialised and comprehensive 'in house' training program for aircraft painting, drawing on a wealth of experience from our management and senior paint members, with a commitment of developing a workforce that makes our industry safe, highly qualified, secure and sustainable.

Our knowledge of best practice, international standards and industry regulations ensures that FCA training (FCAT) modules address real world aircraft paintwork challenges that face operators on a global scale.





FACILITIES



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FEATURES & CAPABILITIES

→ Hangars are AS/NZs 4114-2003 Certified	→ Xylene, Toluene and CO Gas Monitors
→ Wiring complies with AS/NZs 3000-2000	→ Cyclone Rated to CAT 3
→ Spray zones comply with AS/NZs 2430.3	→ Overhead Deluge Fire Suppression Systems
→ Static earth points comply with AS/NZs 1020	→ Breathable Air Supplies
→ 6 x 2.5t Overhead Gantry Cranes	→ Automated Chemical Waste Treatment Plant
→ Fully Sealed Floors	→ Components Capability
→ Sealed Hangar and Personal Doors	→ Paint Mixing Areas
→ 100% Lighting Coverage	→ Compliant Material and Equipment Storage
→ Defence Security Certified (DISP Approved)	→ Wi-Fi, Printing and Phone Access
→ 4 x 45ft Boom Lifts / 6 x 30ft Scissor Lifts	→ 240v & 425v (32amp) 3 Phase Power
→ Hydraulic Tilt Doors	→ Redundant Compressor & Dryer Systems
→ Overhead Fall Arrest Systems	→ 2.5t Forklift and Floor Sweeper / Scrubber

MEASUREMENTS

FLOOR AREAS	2,592m ² (27,900sq ft) per Hangar 7,333m ² (27,900sq ft) Total
INTERNAL WIDTHS (USABLE)	44.61m (146.3 ft)
INTERNAL LENGTHS (USABLE)	52.71m (238.5 ft)
INTERNAL HEIGHTS	16.63m (54.5 ft)
TOTAL DOOR OPENING WIDTHS	44.6m (146.3 ft)
CENTRE DOOR HEIGHTS	13.7m (44.9 ft)
CENTRE DOOR WIDTHS	15.7m (51.5 ft)
OUTER DOOR HEIGHTS	8.14m (26.7 ft)
INDUCTION INLETS	14 Roof Mounted
EXHAUST FANS	6 – 12 – 4
FILTER METHOD	Carbon Impregnated Dual Stage Dry Media
AVERAGE DAY TEMP (BOM)	28.9°C (84 °F)
AVERAGE NIGHT TEMP (BOM)	19.8°C (67 °F)
AVERAGE HUMIDITY (BOM)	61%



FCA is currently exploring the viability to construct a dedicated wide body paint facility capable of refinishing aircraft up to Boeing 777-300 size. This facility will leverage off our narrow body experience to enable FCA to offer competitive turn around times, with our industry recognised quality and safety practices.

As well as expanding capacity, FCA also plans to expand on capability in order to meet growing worldwide demands. We are currently investigating on obtaining EASA & FAA Part 145 approvals in order to expand and offer a range of new services including Engineering Services, Interiors (cleaning and modifications / upgrades), Aircraft & Engine Washes and Composite Repairs (including exploring B787 & A350 composite repairs).

Our mission moving forward is to provide our current customers with additional flexibility and capabilities with their existing and future fleets, as well as offer potential future customers with a comprehensive and professional portfolio of services that focuses for innovation, driving efficiency, safety and quality with benefits of quicker turn around times, reduced costs with as little impact to the environment as possible.

An area FCA is also devoting more resources too is research and development in new technologies such as Augmented/Virtual Reality (AR/VR) for production and training, as well as Industry 4.0 for automated technologies revolutionising how aircraft are painted, and how aircraft painting is approached.



For further information about Flying Colours Aviation, please contact:

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CONTACT DETAILS

‘ flying colours ’ - to achieve a successful
outcome from a difficult objective

