In conjunction with the graduation of the cadet pilots batch 04/06, 05/06 and 06/06, APFT had the signing of an agreement with MAS and MARA on the funding of MAS students trained in APFT. Under this agreement, students chosen by MAS to undergo training at APFT would be funded by MARA and on completion of their course will be guaranteed employment in MAS.

The signing ceremony was witnessed by the Minister of Entrepreneur and Cooperative Development, YB Dato’ Noh bin Omar. The Director General of MARA, Dato’ Nam represented MARA, while MAS was represented by its Director of Operations Dato’ Tajuden Abu Bakar and APFT Chairman Dato’ Faruk Othman signed on behalf of APFT.

In his speech the Minister commended the initiative taken by the three parties as it is a win win situation. Although MARA has been funding private students to take up the pilot training course, this unique arrangement would ensure that MARA would be able to recoup the loan amount as the student is assured of a job and can start paying back via salary deductions.

Chairman’s Message

After two successful issues of our newsletter, I thought that it is appropriate now to have a special name for the newsletter. To reflect what all of us in APFT (i.e. staff, instructors and our students) are involved in, we have come out with the name of our newsletter as The Aviator. The new name will also remind us of our shared vision and mission.

A Memorandum of Agreement was recently signed between Majlis Amanah Rakyat (MARA), Malaysian Airlines Bhd (MAS), and Asia Pacific Flight Training (APFT). I am proud that MAS has chosen us to train their cadets, financed by MARA.

Garuda, the Indonesian main carrier sent 20 students to train in APFT. It is an honour to have the foreign airline cadets to train with us. For the purpose of issuing the Indonesian commercial pilot license, two of our examiners were appointed by the DGCA Indonesia to be Authorised Examiners (AE) for Indonesian students.

Being an IPTS, we have developed the Diploma in Aviation (Pilot Training) that is included in the course for our local students. This gives our cadets an edge, as they would have the basic knowledge in management.

APFT is the only institution in Malaysia that conducts the ICAO Aviation English Test recognised by DCA, and our cadets automatically will be prepared for the test and will sit for it to prepare them for work with airlines as soon as they graduate.

Dato’ Faruk Othman
Graduation

For the first time Asia Pacific Flight Training had the graduation ceremony for their student cadets outside of Kota Bharu. The venue was the Malaysian Airlines academy in Kelana Jaya. For the MAS sponsored cadets graduating, it was an early introduction into the organisation that they will be working for.

Three batches of students graduated, out of which one batch were MAS cadets. Two batches comprised of private students, most of whom had been called for interview by the airlines. Family and friends turned up in full force for the occasion and the function was held in conjunction with the signing ceremony of the Memorandum of Agreement between Malaysian Airlines System Berhad (MAS), Majlis Amanah Rakyat (MARA) and Asia Pacific Flight Training (APFT) for the funding, training and employment of the MAS cadets.

The Honorable Minister of Entrepreneur and Cooperative Development, YB Dato' Noh bin Omar graced the occasion. After the arrival of the minister, the cadets marched in to take their place. The Chairman gave the welcoming speech, followed by a speech by the Minister of Entrepreneur and Cooperative Development. The Minister gave some sound advice to the graduating cadets, reminding them that they will be responsible for ensuring that airline passengers are safely transported to their destinations.

The wings for the graduates were presented by the Director General of MARA. YB Dato' Noh presented the trophies to the award winners from the three batches.

After the presentations, the guests were treated to an afternoon tea spread prepared by the MAS academy caterers.
Garuda Cadets in APFT

The Indonesian Airline, Garuda, sent 20 cadet pilots to be enrolled in APFT for the Flight Training course. Accompanying the cadets were the Chief Pilot of Garuda Capt. Triyanto and the Coordinator of Aircraft Procurement Committee of Garuda, Fikdanel Thaufik.

Arriving in KLIA they were met by the staff of APFT and transferred to Kota Bharu where they were greeted by the CEO and the Principal.
The Merdeka Celebrations
Fly Pass
On 31st August 2008, when Malaysia celebrated the Nation’s 51st Independence day, APFT participated in the Merdeka fly pass. Two young cadet pilots were chosen to be copilots with their instructors to fly two Diamond DA 40, in the formation. For the two young men this experience was a once in a lifetime experience, as they might not be having the opportunity again in future Merdeka celebrations. They put their experience and thoughts on paper to share with us.
What is merdeka? For 51 years we have been celebrating our independence, and I’m proud to be a Malaysian. We live in a free country where all races can live together under one nation peacefully. After 20 years celebrating Merdeka, this year’s Merdeka celebration is a special one for me, maybe I can say it is out of norm. We usually celebrate Merdeka by just doing the count down & watching all the colourful fire works but 2008 is a special one for me. I was fortunate enough to be given the chance by Asia Pacific Flight Training to be part of the Merdeka fly pass team. This is special mainly because only two cadets were selected out of the whole school.

There was a lot of preparation that went into making this Merdeka fly pass a success. Merdeka fly pass formation leader was Captain Rahim. Two Diamond 40 aircraft were involved for the fly pass, therefore a set of crew was assigned for both aircraft. The crew for the first aircraft is Captain Rahim and myself and for the second aircraft, Captain Ramlan and Jackie Thian. Before leaving Kota Bharu, there was a lot of paperwork and flight planning that needs to be completed. When we finally left Kota Bharu for Subang, we did a low miss approach before setting course to Subang. The flight time of the flight to Subang was 2 hours and we cruised at 2000 feet.

We spent four days in Subang preparing for the fly pass. For the actual fly pass over Dataran Merdeka, five fixed wing aircraft and one rotary wing were involved. For four days the formation team practiced to perfect the demonstration for the 31st August celebration. The formation team needs to be coordinated to ensure the fly pass was a success. The best part of the fly pass is being able to fly lower than the buildings in Kuala Lumpur. Being used to fly in Kota Bharu, it is truly an awsome sight.

31st August 2008 was our D-day, and we woke up around 6 o’clock fully prepared for the fly pass. We had our breakfast and headed for the Subang airport. We took off from Subang at 0800hrs and initially kept on hold at Bukit Jalil. For our formation, 1 Eagle 150, 1 Cessna 152, 1 Cessna 172 and two Diamond 40 including a Robinson R44 chopper were involved. When we were cleared to Dataran Merdeka, even from a distance we could see the Malaysian flag waving gloriously. It was truly a patriotic backdrop for a special day. I was overwhelmed by the sight of thousands of Malaysians coming down to Dataran Merdeka to celebrate our independence.

After completing the fly pass, we flew back to Subang to refuel before going back to Kota Bharu. It has been a once in a lifetime experience that I have had the pleasure to be a part of. I have learnt a lot from participating in this fly pass.

By Tengku Muhammad Hafizuddin (Batch 8/07)
By Azim Arifin (Batch 12/07)

2nd March 2008 - this is the date that I will never forget for the rest of my life. It is on this date that I achieved one of my biggest goals in my path of becoming an aviator, which is having the opportunity to fly an aircraft all by myself. After having trained in the flying phase for 10 hours and 55 minutes under the supervision of the experienced and preeminent Captain Johari, I was finally ready to be checked and cleared for my first solo sortie. Frankly speaking, initially I was quite nervous for my first solo, but then with plenty amount of mental flying combined with all the knowledge and skills that I have gained from my training previously, and the advice that was pointed out to me by Captain Johari, I felt very confident to take on my first solo sortie. I was scheduled for my first solo sortie at 9.15 am and will be using the Piper Warrior with the registration of (9M-APY). I checked the weather and the traffic 20 minutes prior to my sortie and it was all fantastic, the weather was very good, the traffic was clear and I was authorised to request start-up for my solo. I did have some hiccups upon transmitting my radio calls as I had never used a different call sign that is APAC 14S, rather than APAC 05, but never the less I kept my focus on the sortie. I then continued on to complete my checklist till the point where I requested for taxy and line up on runway 10. After finishing my line-up checks, I was cleared for takeoff and without any delay I applied full power and rotate the aircraft at the particular speed, I carried on with my upwind and completed the after takeoff checks, and continued to my crosswind, downwind, base and last of all finals. During my finals leg, I could see the runway straight ahead with the windsock motionless (in other words, there is nil wind) and my aircraft was descending at the appropriate glide slope and upon passing the runway threshold, I levelled off the aircraft and flared until the main tyres touched the ground. It was a tremendous feeling of joy and I was proud when I managed to stop the aircraft safely and requested taxy for dispersal. I could see all my batch mates and Captain Johari was there at the apron just waiting for me to park and shutdown the aircraft and to congratulate me for my first solo. The best feeling ever I felt on that day was after being congratulated, I was called by the flight operations to fill in the techlog as the PIC (Pilot in Command) for the first time in my life and I have been given my own brand new callsign - APAC 1254. That was my first solo experienced.

It is tradition that after his first solo flight, the cadet pilot will be doused with buckets of water and hosed down.
Diploma in Aviation

Previously, cadets graduating from flying schools in the country, although having passed their professional examinations, were not academically recognised. This has caused difficulties for them to further their studies at any university.

Realising the lack of this recognition, Asia Pacific Flight Training Academy came out with the Diploma in Aviation (Pilot Training) program. This unique Aviation Diploma, which is accredited by the Malaysian Qualification Agency (MQA), allows students to not only receive professional flight training, but also equip themselves with an accredited diploma. The combined piloting knowledge and managerial academic concentration within a 20-month period provides our diploma graduates with the latest knowledge and skills required in today’s aviation environment.

The program makes us the only flying academy in the country recognised as a Private Higher Education Provider (PHEP) or ‘Institut Pengajian Tinggi Swasta (IPTS)’. Over the period of their studies with APFT, the students will undergo the Commercial Pilot Flying Curriculum, as well as other managerial subjects such as Introduction to Management, Organisation Behaviors, Human Resources Management, and Interpersonal Communication. Other subjects such as, Moral Studies, Bahasa Melayu, Kebangsaan and Religious Studies are also added in as a requirement. These subjects focus on the day-to-day and long-term business aspects of the aviation industry. At the end of the course, students are expected to submit a project paper on the practical aspect of the aviation industry.

The diploma curriculum includes a comprehensive list of topics to choose from, providing students with latest theory as well as practical training. To meet the objectives, lecturers and instructors are those experienced in the industry as well as having academic excellence.

The Diploma in Aviation (Pilot Training) offered by APFT, prepares students for careers with airports, general aviation facilities, airlines, consulting firms, and other organisations specialising in aviation and auxiliary businesses. The added program focuses on the day-to-day and long-term business aspects of the aviation industry. The advantages of the program are:

1. Graduating students have the choice of pursuing their career in aviation as well as other managerial posts not only within the aviation industry but also with other business firms.

2. They are now able to further the studies at any public or private universities, locally or abroad.

3. The Diploma will give graduates an edge in the job market.

The Diploma awarded to graduates who have successfully completed the program provides a unique opportunity to acquire the latest knowledge and skills required to succeed in today’s aviation industry. Whether you are interested in pursuing your career in the aviation industry or upgrading your professional competencies, the Diploma in Aviation (Pilot Training) by APFT will give you an advantage.

Malaysia Elected To The Council of ICAO

Malaysia was elected to the council of the International Civil Aviation Organization (ICAO) during the 36th Session of the Assembly held recently in Montreal, Canada. The 36 member Council is the governing body of the Organization. Malaysia’s successful bid means that the nation’s role and contributions in aviation has been recognized by the world’s aviation community. We are now part of the decision making process.

The Minister of Transport led the Malaysian Delegation to the 36th Session of the Assembly. The Department of Civil Aviation was represented by Dato’ Azharuddin Abdul Rahman, Director General of Civil Aviation and four officers of the department.

ICAO, a specialized agency of the United Nations was created in 1944 to promote the safe and orderly development of international civil aviation. It sets standards and regulations necessary for aviation safety, security, efficiency, regularity and aviation environment protection. The Organization serves as the forum for cooperation in all fields of civil aviation. Malaysia has been a Contracting State of ICAO since 1958.

Malaysia’s commitment and support to ICAO were fundamental factors in the country’s successful election to the council. Malaysia has always remained committed to the mission of ICAO to promote a safer, secure and more environmental friendly aviation regime.

Malaysia had also fully supported all ICAO initiatives and programmes designed to promote cooperation among stakeholders in the pursuit of enhanced flight safety and aviation security, increased efficiency and responsibility in mitigating the environment impact of aviation.

The nation’s election to the Council is also recognition of many milestones and accomplishments of the local air transport industry and aviation related activities. The substantial infrastructural development, the expanding route network of Malaysian carriers, the development of the Malaysia International Aerospace Centre and the comprehensive range of facilities and expertise in training were crucial factors in Malaysia’s success.