Signing with GMR Hyderabad International Airport Limited of India (GHIAL)
A Memorandum of Understanding between Asia Pacific Flight Training Sdn Bhd (APFT) and GHIAL, India was signed on 22nd January 2010 in Chennai, India witnessed by YAB Dato’ Seri Najib Tun Razak, Prime Minister of Malaysia. APFT and GHIAL are working towards setting up a flight training organisation in Hyderabad.

Memorandum of Understanding (MoU) with University Putra Malaysia (UPM)
The signing of MoU between Asia Pacific Flight Training Sdn Bhd (APFT) and University Putra Malaysia (UPM) marks the beginning of partnership in training between the two organisations. UPM Students will be given hands on practical training at APFT’s highly equipped facilities. Besides they will also have a chance to do their Private Pilots Licence (PPL).

Memorandum of Understanding (MoU) with Merpati Pilot School
Asia Pacific Flight Training Sdn Bhd (APFT) signed a Memorandum of Understanding (MoU) with Merpati Pilot School (MPS) in Surabaya. MPS is owned by Merpati Nusantara Indonesia Airline. APFT will work closely with MPS on the establishment and expansion of the school in Surabaya.

Collaboration with Embry Riddle Aeronautical University, USA
A letter of intent was signed between Asia Pacific Flight Training Sdn Bhd (APFT) and Embry Riddle Aeronautical University (ERAU) at the Singapore Airshow. The letter of intent signifies that both parties wish to see developed in Malaysia some of ERAU undergraduate and graduate programmes.
Chairman's Message

The first half of this year saw Asia Pacific Flight Training signing agreements with University Tun Hussein Onn, University Putra Malaysia, Embry-Riddle Aeronautical University, USA and Temasek Polytechnic, Singapore. In January we signed the Memorandum of Understanding with GMR Hyderabad International Airport Limited of India (GHIAL) to collaborate and establish a flight school in Hyderabad. The signing was witnessed by the Prime Minister of Malaysia, YAB Dato' Seri Najib Tun Razak.

Also during this period, we received visitors at the school notably from Riau Air, Indonesia, and delegates from University Tun Hussein Onn led by the Vice Chancellor, Dato’ Dr. Mohd Noh Dalimin. The Malaysia Airlines (MAS) team came for their annual audit, accompanied by Capt. Mohamed Azharuddin bin Osman, Director of Operations. We are delighted to have Capt. Mohamed Azharuddin bin Osman to visit the school and to meet the MAS cadets presently with us.

APFT was awarded with the Global Award of excellent achievement. The Productivity Award 2009 was also awarded to APFT in recognition of excellence and quality enhancement within its organization. This award was given by Malaysian Productivity Counsel (MPC). APFT’s ISO Certification has also been upgraded and certified to the latest version ISO 9001:2008 by SIRIM.

The academy has been expanding and in order to have better internal control we have established two new departments - Pilot Training department and Quality Management System Department. The Manager Pilot Training is to ensure that the transitions from Ground School to Flying will be seamless to ensure the Integrated Course is adhered to. Manager Quality Management System will ensure that the standard of operations and instructions in the Academy are in place.

APFT is proud to be associated with the Youth Pilot Association and Kota Bharu Flying Club, which were recently established and we will support these organizations for their success.

I would like to thank all Staff for all the hard work and dedication, making it possible for us to be awarded those awards mentioned above.

Dato’ Faruk Othman

Visitors

During this quarter, we were pleased to host visitors coming to visit the academy. RIAU Airlines officers came in May to inspect the facilities of the school as they intend to send their cadets for the training program.

University Tun Hussein Onn, Vice Chancellor, Professor Dato’ Dr. Mohd Noh Dalimin and his team of Professors and Administrators came as the University has started the intake for students in Bachelor of Aeronautical Engineering Technology (Professional Piloting) with Hons. They will be doing the integrated pilot training program in APFT.

We also welcomed the Director of Operations, MAS, Capt. Mohamed Azharuddin bin Osman who visited us together with the MAS Auditors when they did their audit on the academy.

AFI COURSE

APFT have started the AFI training since February 2008 but only for in-house instructors. In April 2010, a batch of newly graduated cadet pilots joined the class of 6. The AFIs were absorbed into the Academy team of instructors. Another class of 4 new graduates were enrolled in June.

The 1st batch of AFI from an external organisation to be trained by APFT came from Sriwijaya Airlines, Indonesia.

Discipline Standards At Asia Pacific Flight Training

By MEJAR (RTD) DATO’ MOHD KHALID ALI - Principal

The word ‘discipline’ means to ‘behave in accordance with rules of conduct and order maintained by training and control’.

Strict discipline is practiced at Asia Pacific Flight Training (APFT) in order to produce pilots of high esteem, who in the future, would be responsible to look after the public interest. Discipline is the very backbone of a pilot’s life, and should be incorporated as part of his lifestyle if that individual wishes to be successful pilot.

‘Discipline is the instant willingness and obedience to all orders, respect for authority, self-reliance and teamwork. The ability to do the right thing even when no one is watching or suffer the consequences of guilt which produces pain in our bodies, through pain comes discipline.’ – United States Marine Corps.

Among the various methods required to achieve and maintain high discipline standards at the academy instituted regular and random drug tests. This ensures that the cadets avoid associating themselves with immoral and unhealthy lifestyles that will ultimately lead them towards the path of their own destruction. The checks will also enable the academy to identify those cadets that are unsuitable to be pilots and to remove them to avoid any negative influence on others. Being a pilot requires an individual to be healthy and morally upright.

The wearing of uniforms is also mandatory in order to portray a professional image. Cadets dressed in uniform will look smart, efficient and bold – all of which are qualities associated to a pilot’s image. Airline passengers would undoubtedly want pilots to be properly and neatly dressed, as a sign of their responsibility, maturity and ability as leaders.

At the Crew Residence, cadets should always practice keeping a safe and clean environment for their own comfort. The level of discipline a cadet has at the Residence should not differ from that which he practices at Ground School. Cadets should maintain a conducive environment where each individual will be able to study and concentrate on his homework or assignment. Cadets must also practice good table manners whenever they are dining at the hall. How a pilot conducts himself at home will certainly show when he begins working for an airline in the future. A wise saying goes, ‘A true measure of a man is what he does when he thinks no one is looking.’

The guideline of the do’s and don’t are published on the Hostel notice board. A duty House Master is available in the office for any required advice or guidance for the cadets.

In the examination hall, the environment has been tightened to prevent any cases of cheating. Mobile phones and any other gadgets that allow communication amongst cadets are banned from the hall. This will ensure that all exams are taken and answered honestly without the aid or help from fellow classmates. Exam invigilators will be vigilant towards their surrounding and will always be on the lookout for any kind of suspicious behaviour amongst candidates. There will be no compromise in the event of a cadet being caught cheating red-handedly in the exam. DCA has strict punishment for those caught cheating. Pilots should always be trustworthy and honest as hundreds of lives of passengers are placed in his hands when a pilot operates an aircraft.

The academy strives to train cadets instilled with integrity, honesty and trustworthy. It should be able to have the confidence that cadets in the academy will not cheat in exams and those who do should not find a place in this career.

The discipline instilled here at APFT will undoubtedly produce graduates who will be good pilots, who can become commanders of their own fleet. APFT also ensures that each individual leaves the school a man, with important inbred principles and insight into the unforgiving world. In the aviation world, the best way to be a perfectionist is to read and listen to make oneself current and marketable and also to learn from others’ mistakes, because you may never live to learn from your own.
The launch of APFT’s flight safety programme for the year 2010 was done at APFT’s hangar at Pengkalan Chepa on the 8th of February 2010. Present at the event was APFT’s Chairman Dato’ Faruk Othman, APFT’s Principal Mejar (Rtd) Dato’ Mohd Khalid Ali, flying and ground instructors, engineering staff and also cadets. Mejar (Rtd) Dato’ Mohd Khalid Ali officiated the launch and in his speech stressed the importance of flight safety. The following activities will be held this year and organised by the Safety Officer.

- Daily safety briefs. The duty cadet for the morning brief will read out an incident and this will be discussed and commented with the guidance of the duty instructor.
- Weekly safety video shows. A title will be chosen and viewed with the idea to learn from the incident.
- Monthly activities like quizzes, debates, poster drawing and photography is to be held.
- Quarterly lectures on safety by instructors. This will be done by senior instructors who have had vast experience in safety.

THE IMPORTANCE OF FLIGHT SAFETY

The requirement for a safe environment in the aviation field is vital. However it becomes more crucial to AFTO as it is here that the knowledge of safety is nurtured and it is also here that safety conscience is instilled to future pilots who will be responsible for the lives of hundreds of passengers under his care. Flight safety does not involve the safety and good servicing of an aircraft only but in a wider scope relates to a vast number of departments and personnel.

In APFT, the Campaign for Safety Awareness was introduced to instill a culture and a way of daily life following existing Safety Programme. Students are trained to be safety orientated. Working as a team is a requirement in every safety aspect and emphasis is given on awareness of the chain of events that could lead to a potential accident.

The program’s main objective is to educate not just the student but entire staff of APFT regarding the importance of Safety. From picking up a foreign object that can cause damage (FOD) to a serious life-threatening situation, each and every citizen of APFT must be aware of the implications. Student’s graduating from APFT must not just be disciplined, good but more importantly a safe pilot. Having ample knowledge in safety helps them to deal with critical situations better.

With the formation of Flight Safety Council among the cadets, this will enhance the pre-requisite of the safety awareness amongst the students and staff.

The Role and Responsibilities of the Safety Officer includes all aspects of flight safety. He is to plan, implement and monitor all flight safety activities in accordance with the DCA and APFT flight safety policy.

He conducts regular flight safety meetings and carries out regular survey and audit in order that the flight safety is always at highest standard required by DCA and APFT.

He is to make available, maintain, update and process all documents and manuals related to flight safety and ensure flight safety reports are processed and monitored.

He also ensures that the Mandatory Occurrence Report Scheme (MOR) is strictly followed and complied.

The Productivity Award

This award was introduced by Malaysia Productivity Corporation (MPC) and is open to all companies. The main focus for this award is productivity improvement and it is to recognise organisations with excellence in productivity management practices and continuous improvement initiatives. APFT was awarded with the Special Award in the Open Category.

Flight Safety Program for the Year 2010

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The Global Award 2010

The Global awards were created with the objective to encourage companies to follow the strategy of ISO, Branding and Achievement. The award is open to all companies, big and small. Amongst the criteria to win the award, a company should be in a steady business growth with concrete future plans. APFT was awarded the Diamond winner in the Distinction category.

AAIB REPORTS

Aircraft Type: Robin R21601  
Date & Time: September 19, 2009 at 1310hrs
The student pilot had completed two satisfactory dual circuits with his instructor to Runway 36, in good weather conditions and light winds. The instructor then briefed him to fly two more circuits on what would be his second solo flight. The first circuit was uneventful but during the landing after the second circuit the student flared too early and levelled the aircraft several feet above the runway. The subsequent landing was hard and the aircraft bounced back into the air. The aircraft bounced twice more before finally touching down and departing the runway, coming to rest on the grass to the left of the paved surface. The student pilot was unhurt and was initially unaware that the aircraft had suffered any damage. On instructions from the fire crew who attended the scene, he shut the aircraft down and vacated it normally. The nose landing gear and propeller had been damaged and the engine had been shock-loaded. There was no fire.

Aircraft Type: Piper PA-28-180  
Date & Time: July 31, 2009 at 1325hrs
The pilot reported that the weather was good but that the wind was variable in direction. She had departed from Runway 09 at Andrewsfield and on her return to the airfield the wind favoured Runway 27. During the landing on Runway 27 (grass) the aircraft bounced and the left wing rose. The left wing then dropped and the left wing tip struck the ground. The nose wheel also struck the ground, heavily, before the aircraft came to rest. The pilot assessed that the accident had been caused by a sudden gust of wind. She noted that a line of trees running along the south side of the runway was locally known for causing the wind to change direction. The wind at the airfield was recorded to be from 210° at 8 kts, 35 minutes before the accident, and from 170° at 7 kts, 25 minutes after the accident.

Aircraft Type: Piper PA-38-112 Tomahawk  
Date & Time: September 24, 2009 at 1052hrs
Whilst flying a consolidation solo circuit, the student pilot had to execute an 'S-turn' on final to maintain separation from the aircraft ahead. This destabilised her approach, resulting in her aircraft being higher than planned as she neared the runway. The pilot reduced power to achieve a steeper glide angle, but she considered that the aircraft was still too high as she passed over the runway threshold. The aircraft then touched down heavily on the runway and bounced. The pilot applied power again, but this failed to prevent a further heavy bounce. As the aircraft touched down for a third time, the nosewheel collapsed and the aircraft skidded to a halt at the edge of the runway. The pilot felt, in retrospect, that she had not applied sufficient power to recover the landing following the initial bounce.
On the 2nd of June 2010, our guest speaker, Encik Wan Muahimin Wan Jamil, Manager Department of Civil Aviation, Sultan Ismail Petra Airport gave a talk at the Crew Residence.

En. Muahimin presented a brief history of how Air Traffic Controllers come about after World War I, when air travel and air traffic started to pick up. It was done so as to manage air traffic and to obtain an orderly and safe flow of flights. Since then, Air Traffic Controllers have become an important part of the Aviation World to such an extent that we can consider them like the 3rd person in a modern airliner cockpit. Their job is to ensure the safe conduct of flight through their airspace. To do this, they have to think like aviators. As aviators they must rely on their training, attitude, skills and experience to get flights safely from its departure point to its destination.

An Air Traffic Controller on the other hand will use all those abilities to make predictions about situations or conditions the aircraft may encounter along its flight path and the possibility of avoiding unwanted air accident.

Air Traffic Controllers like all aviation organisations, have to conform to an international standards set by the International Civil Aviation Organization, ICAO.

The function of an ATC is based on the different services provided by them. The Ground Control controls ground movement of the aircraft on the apron. Aerodrome Control or Tower Control controls traffic landing, taking off or any traffic within the aerodrome area. Approach and also Radar Approach Control will ensure adequate separation between all aircraft. The controls are to enforce all Air Laws that are in place. Quote: “Everything has a procedure & there is a procedure for everything.” This means that in whatever we do, there is a certain way to do it and also before we do anything, be on the ground or in the air, we have to obtain the relevant clearance from the relevant Controller, so as to inform them of what you intend to do. When it comes to student pilots and also maybe some experienced pilot, Air Traffic Controllers fear the Unpredictable Maneuver. This event usually occurs due to a lack of understanding of a clearance given by the ATC in Standard English Phraseology. Therefore it is important that not only ATC personnel understand this form of communication but also the pilots in the air because it is the standard form of communication as set by the ICAO.

An ATC communicates with the pilot, providing weather and aerodrome equipment serviceability when he/she is en-route to that airport. Among the information that is passed to the en-route aircraft is the runway visibility. This will help pilots plan whether they are going to do Instrument Landing or if the conditions and equipment are unsuitable, divert to another airport.

The ATC also has to ensure that when
the aircraft lands there are the dock service ready to receive the passenger and also that the Fire & Rescue Service is operational and on standby for any emergency that could occur. Another important task is sequencing of aircraft landing at the airport. This is done altering the speed and / or the direction of approach of the aircraft as it makes its way to land. At major airports, they employ a method known as Flow Control, a long distance form of sequencing. In Kota Bharu, the separation distance is 15 miles due as the landing aircraft have to backtrack along the runway to get to their appropriate taxiway exit. In terms of priority, here at Kota Bharu, Airliners have the highest priority, followed by helicopters and finally APFT Cadets. However if cadets are doing their First Solo Flight, they are given high priority for fear of the Unpredictable Maneuver situation. Another important function provided by the ATC is the SAR service or Search & Rescue Service. The Search & Rescue for lost or downed aircraft begins with the last known reporting point of the aircraft. From there based on the information passed by the pilot to the ATC, a search radius will be established and the SAR Team will head out looking for the aircraft, passengers and crew.

like Performance and Loading should not be neglected as well. Skills in instrument flying and chart reading are very much required and important. In terms of the practical aspect, he advised to grasp as much knowledge and skills in twin engine operations while still on training in flying school. He advised to read at least a page a day on all the ground school subjects maintained at all times. As for further preparation he recommended to read the Ace Pilot Interview book as almost 70% of the book is very useful during the interviews.

After a successful interview and being given the offer to work with the airlines, En. Fadhly underwent various stages of intensive training that would take up to 5-6 months to complete before being a fully operational pilot. We thank him and wish him a successful career as an airline pilot!

My First Impressions
By RAJIV JEYAPRAHASAM - Batch 31/10

My name is Rajiv Jeyaprahassam, 26 years of age, hailing from a township that houses the only other leaning tower in the world, Teluk Intan. My life has so far been quite an interesting one. From completing high school in Teluk Intan, moving to Kuala Lumpur, the capital metropolitan city to pursue and complete my diploma in accounting, and being in London, the ever-changing education capital of the world.

Never once before in my life, had I imagined that I would be pursuing a career in aviation, to feed my hunger for travel, although I always wanted to be a pilot, or a cheaper option, a traveling gypsy. I never thought my parents would agree to such a career, piloting of course, considering the fact that my entire family has a total of 13, yes 13 doctors in various field of specialties. I had asked my parents just over dinner, over the possibility of applying for a cadet pilot program, and to my surprise, they went along with it. And so began my journey into the unknown...

Scouting and investigations were done, into the various options available, and upon considering the conducive and serene environment in Kota Bharu, Kelantan, very much similar to home, various positive feedbacks by previous cadets and instructors; I decided that the best place to come to achieve my ambition, was definitely, and surely, the prestigious Asia Pacific Flight Training School. Getting the medicals and all the forms submitted was not much of a hassle. My letter of acceptance was received within 4 weeks of my initial application. To be very honest, the excitement and anticipation, was something very new, kindergarden-like. Here’s just a little insight into the first week.

4th of April was the date I was due to report. As planned, my parents and I arrived on the day before, after a 6 hour drive. On the morning of the 4th, we gathered at the Kota Bharu Airport terminal together with the rest of my batch mates, Batch 31. 21 of us, equally eager to start this new path, with undoubtedly lost faces, not knowing what to expect. Once everyone had been accounted for, we boarded the school bus to the crew residence, where we will be residing for the rest of our scheduled 18 months. After a quick briefing and registration of documents, we were shown our villa’s, consisting 6 rooms.

The rooms itself were quite cozy and chalet-like, with basic amenities consisting a fridge, heater-equipped bathrooms for common use, a bed, cupboard and a desk for basic needs of an individual personally. Cleanliness, which is an essential living condition for my self, was up to mark. The living quarters, named after the various airports in Malaysia, are well-arranged and spacious. After settling down and moving in all my boxes into my newly-designated comfort zone, all of us cadets had to be measured for uniforms and peak caps, which would be our daily outfits during our tenure here.

We were also introduced to our housemaster, En. Saiful and his crew of men, whom we found out later at lunch, were very capable of cooking healthy and delicious meal, which again, would be our staple food during our stay here. Kudos to them. En. Saiful was also kind enough to organize transport for us to the nearest hypermart, to purchase our needful basics, ie; brooms, buckets, rugs, hangars, etc. The purchases were coordinated easily since I was living in with another 6 newbies as well. The first day flew by quite quickly. Before we knew it, it was time to tuck in, and prepare for the next day.

Day 2 was the first day we stepped into the ground school. We were all ushered into our permanent ground school classroom and were briefed by the registrar on the basics of daily life and education provided and expected of us.

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It was back to school again for me after such a long time. Books were distributed and various instructors had visited us for brief introductions. No studying, was a luxury we only would enjoy on this day.

Back at the crew residence later that night, all the senior cadets had gathered to give us a warm welcome to the APFT family. Each and every one of us, had to step up and introduce ourselves to the rest of the guys, who were very much more friendly than expected. From that day onwards, many of the seniors were always at hand to assist with any personal or education-related worries that anyone of us came across. It was a nice feeling to belong to such a big wholesome family.

Day 3 started, with classes in all the basic subject of aviation, ranging from principles of flight, basically how any single object can float in the air, to navigation, on how to find your bearings and reach safely at the desired destination, which is quite essential for an airline pilot. The first few lessons into most of the subjects were very enlightening. I never knew so much detail went into flying, in the eyes of an admirer, a fine art of wonderful proportions…

Since day 3, life has not changed much. Its school from 0715 hours to 1545 hours daily, Sunday to Thursday. Every day, each and every instructor assigned would impart onto us, ample knowledge, unselfishly, continuing the magical cycle of flying, maintaining the continuity of this truly amazing art. The wonderful instructors here, i have to say, are such amazing masters of their craft.

I have started on this journey, and in short, would very much hope to excel and make my school, instructors and of course, parents, proud of future endeavors and achievements. I would very much intend to complete my apprenticeship, in this wonderful eden of knowledge, and follow in the footsteps of previous masters, to match and maybe exceed expectations, to grow wings and fly proudly with the other winged angels of the sky. I have taken this step to realize my dream, when will be yours…

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**Malaysia Youth Pilot Association**

Batch 28 Tuan Ahmad Humaizl bin Tuan Muhd Kamal had an idea of organizing a pilot association called Malaysian Youth Pilot Association (MYP). The objectives of MYP are to give the youth in Malaysia regardless of their age a better understanding of the career as a pilot. This will be the first youth pilot association ever set up in Malaysia. Tuan Ahmad Humaizl wrote an official letter to YBhg. Dato’ Dr. Junaidy Abdul Wahad, Political Secretary to the Minister of Youth and Sport Malaysia to invite him to attend the opening ceremony of the Malaysian Youth Pilot Association. The application was a success and every cadet of APFT was looking forward for the day.

On 1st June 2010, YBhg. Dato’ Dr Junaidy visited the academy, had lunch with the instructors before the opening ceremony. In his speech, he hoped that the committee of MYP do their best and not disappoint the youth.

Futsal Match between YBhg. Dato’ Dr Junaidy and Batch 28 cadets together with the instructors was held at Massa Futsal court.

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**Kota Bharu Flying Club**

The Kota Bharu Flying Club was established in December 2009 in collaboration with APFT. The club was set up to bring people of all walks of life to come together and share their passion for flying.

The protem committee of the Club are as follows:

**President:** EN. Arif bin Faruk  
**Secretary:** EN. Saiful Akram Khan bin Saidullah Khan  
**Treasurer:** Pn. Rosyuahaidah bt. Mustapa  
**Committee Members:**  
Maj(R) Dato’ Mohd Khalid bin Ali  
Capt Mokhiyiddin bin Abu Bakar  
Capt Maniselvam Thirumalai

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**Flight Training Centre**  
Old Terminal Building, Sultan Ismail Petra Airport, Pengkalan Chepa, 16100 Kota Bharu, Kelantan. 
Tel: 609-773 8722  
Website: www.apft.edu.my  
Email: registrar@apft.edu.my

**Administrative Centre**  
Suite 50-5-5, 5th Floor, Wisma UOA Damansara, 50 Jalan Dungun, Damansara Heights, 50490 Kuala Lumpur.  
Tel: 603-2092 3177  
Website: www.apft.edu.my  
Email: registrar@apft.edu.my