The Agenda was to approve the company's ordinary business and special business resolutions.

Dato' Azmi bin Abdullah
- Independent Non-Executive Director

Directors from left:
Tan Nyap Keong @ Tony Tan
- Independent Non-Executive Director
Dato' Faruk bin Othman
- Executive Chairman
Arif bin Faruk
- Executive Director
Nik Din bin Nik Sulaiman
- Independent Non-Executive Director

AGM APFT Bhd

APFT Bhd had its AGM on 23 April 2012 at the Renaissance Hotel, Kota Bharu. The Agenda was to approve the company's ordinary business and special business resolutions.
Chairman’s Message

As you may have noticed, the logo on the Aviator is now the logo of APFT Bhd. We have decided that since the Academy now is in the group APFT Bhd, the Aviator will represent the group, rather than just the academy. Most activities will involve all the subsidiaries of the group as well.

We had our AGM on 23rd April 2012 to approve the company’s ordinary business and special business resolutions.

APFT Sdn Bhd is now moving forward in flight training industry by collaborating with CAE of Canada on MPL training. Initially APFT has been chosen by CAE to train AirAsia cadets using the CAE MPL training program.

The preparations to start our Joint-venture school in India is ongoing and we have been busy arranging for 3 aircraft to be sent. Mr R.V. Kumar and 2 engineers from India came to go through the preparation.

We have continued with our CSR activities such as the sponsorship program with NST and donations to the needy. For the community in Kota Bharu, we have donated an aircraft monument, a PA28, placed in front of the Kota Bharu airport. The monument was handed over to the MAB manager recently.

Dato’ Faruk Othman

APFT and CAE signs MPL training agreement

On 3rd May 2012, APFT Sdn Bhd and CAE of Canada signed an agreement for the training of AirAsia cadets using the MPL program. APFT has been chosen to provide Phase I (Core Phase), and the Phase II (Basic Phase) of the MPL training program.

CAE has entered into an agreement with AirAsia whereby CAE has agreed to implement its MPL training program in Malaysia and to train 200 cadets based on AirAsia’s needs for a period of five years from 2012 until 2017.

The new training methodology, emphasizing competency-based training and advanced synthetic flight training, known as the Multi-crew Pilot License (MPL) has been approved by various aviation authorities.


Representing CAE for the occasion were Mr. Kevin Speed Vice President, Regional Business Leader, Asia and Mr. Al Contrino Senior Director, Sales & Business Development, Asia Region. Also present at the ceremony were the Directors of APFT Bhd., Nik Din bin Nik Sulaiman, Dato’ Azmi bin Abdullah and Arif bin Faruk as well as APFT Bhd. shareholders.
MPL (Multi-crew Pilot License)

The Multi-crew Pilot License (MPL) is the new flight crew licence created by the Flight Crew Licensing and Training Panel of International Civil Aviation Organisation (ICAO). The initiative was prompted by calls from industry for better ways to train co-pilots amid evidence that deficits in teamwork were major contributors to airline accidents.

Introduced in late 2006, MPL is a significant development in training professional pilots. It represents the first time in 30 years that ICAO has significantly reviewed the standards for the training of flight crew.

The first MPL pilots were employed by Sterling Airlines in Denmark, following their graduation in September 2007. Other countries with MPL initiatives include Germany, China, Canada, the Philippines, Singapore and Malaysia.

Highlights of MPL

The Multi-crew Pilot License programme can produce co-pilot in 240 hours, most of which are done in flight simulators. Split into several phases; core, intermediate and advance, the procedures put more emphasis on simulator training including the use of simulated air traffic control.

As a guideline, ICAO has issued a set of procedures for training its PANS-TRG (procedures for air navigation services – training) document, which shifts the focus from prescriptive flying hour requirements to competency-based training and assessment.

Competency Based Training

Traditional training methods emphasize independence and individual skills. While appropriate for single-pilot operations, they can impede the transfer to multi-crew operations. Pilots moving to work in airlines have needed bridging training. MPL on the contrary, is designed to develop the abilities needed to fly multi-crew airline aeroplanes.

MPL is based on “Competency Based Training”, more than on hours of experience, and aimed at on the job in a two-pilot concept. This means that the cadet pilots throughout their training has been focused on specific airline operations of a large transport aircraft, such B737 or A320, instead of small aircraft that only a few pilots fly after graduation.

Another emphasize of the MPL is that it also applies human factors and threat and error management in all phases of training.

Bomba Visit

A delegation from the Ministry of Housing and Local Government led by Datin Noriah binti Hashim, Timbalan Ketua Setiausaha Pengurusan, together with Dato’ Mahadi bin Md Ali, Timbalan Ketua Pengarah of Bomba Malaysia, visited the APFT Academy.

Bomba Malaysia is a Department under the Ministry of Housing and Local Government and they have arranged to send their cadet pilots for helicopter training in APFT. The visit was to view the facilities that APFT has to offer for the training.

A briefing was given, also attended by the Robinson representative in Malaysia. The aircraft to be used for training is the Diamond DA40 for fixed wing and Robinson R44 for piston and R66 for turbine helicopters.

APFT to Train Bomba Cadets

APFT has been contracted by the Fire and Rescue Department Malaysia (BOMBA) to train their trainee pilots to obtain the Commercial Pilot Licence-Helicopter. The agreement between the Government of Malaysia and APFT was signed on 31 May 2012. For APFT, getting the Bomba to send their cadets to train with the academy is a show of confidence in the academy’s reputation for consistency in delivering quality training for pilots. Bomba, in training their cadet pilots at APFT, keeps the training within the country, thus saving the outflow of funds for the country.

Principal welcoming Bomba cadets on the day they reported for enrolment
Twenty one members of Sarawak Women’s Institute Kuching flew to Kelantan for a study tour of its capital Kota Bharu. They also toured nearby Rantau Panjang and Pengkalan Kubur to see how their counterpart carried out their businesses. While in Kota Bharu the group visited Asia Pacific Flight Training Academy to observe and learn how young cadets are trained, including the use of simulators in order to obtain a basic flying licence in their quest to become pilots. Members of the entourage were shown around the academy by the Principal Capt. Hj. Dawek Sabeli, who is also from Sarawak. After light refreshment they were brought to the hanger where they were shown to the aircraft used to train the cadets.

Ten schools in Kelantan each received five copies of the New Straits Times, sponsored by APFT. This is the third consecutive year APFT is participating in the NST School Sponsorship Programme. The sponsorship was one of APFT’s initiatives to contribute to the community. “Most students are weak in English. We hope that our initiative will help improve the standard of English in schools,” Arif Faruk said after presenting a mock cheque to NST group editor Datuk Syed Nadzri Syed Harun at Balai Berita.

PUSPA or the Persatuan Kemajuan Wanita Kelantan di Kuala Lumpur dan Selangor have adopted Sekolah Kebangsaan Pulau Beluru to be under their education program. They organized a trip to Pulau Beluru to donate some daily necessities to the families of the poor students. PUSPA together with APFT visited the island where the families are staying. APFT donated household needs such as cooking oil, sugar and milk to the families.

Light aircraft monument in KB airport

April 23 - APFT handed over a monument of a light aircraft to the Manager, MAB Kota Bharu, En. Jefry Ramli. The aircraft, a Piper 28-150 Cherokee Cruiser, is positioned in the front of the airport building. The company came up with the idea in order to give the public a chance of getting up close to the light aircraft. Normally, to view the aircraft one would have to enter the airside of the airport, which would require a permit or security pass.

Plane watching is a favourite past time of Kota Bharu folks and late afternoons will see crowds along the airport runway perimeter fencing, watching the aircraft taking off and landing.
Abridged Students

Indications of problems brewing in certain flight schools were evident when there was an influx of student cadets approaching APFT academy to help them continue training and obtain their licence. In order to help these cadet pilots but ensuring that APFT Academy’s own training program is not disrupted, planning was done to ensure that these students could finish their training in reasonable time.

The academy leased a couple of Piper aircraft, dedicated to train the abridged students who are in various stages of flying phase of their training.

The first batch of abridged students have graduated and some are already flying with airlines after joining the interviews that we arranged for our students with airlines.

Donation To Cadet Izwan

One of APFT’s cadet pilot, Ahmad Izwan Bin Yaacob from Batch 29 was a victim of a house fire. APFT launched a donation drive and an amount of RM1000 was given to the cadet.

Sending Aircraft to India

Three single engine Diamond aircraft were dismantled and packed to be sent to APFT joint-venture company in Hyderabad, India, to start the school there. Our team of engineers, technicians and ground handlers, worked hard to prepare the aircraft to be safely installed in the containers for shipment to India, as can be seen in the pictures.
Talk by Dato’ Azharuddin of DCA

Director General of Civil Aviation (DGCA) Dato’ Azharuddin Abdul Rahman, visited APFT and gave a talk to the cadets on 15 April 2012.

His talk touched on various aspects of aviation, including the history of aviation, the future of Malaysian aviation, aviation safety, and careers in aviation.

Our Malaysian aviation history started 100 years ago when an Englishmen, GP Fuller, landed his Antoinette monoplane on the grassy racetrack of the old Selangor Turf Club (where the Twin Towers now stand). It was the first ever landing on Malaysian soil in 1911.

Dato’ Azharuddin also gave an in-depth accident analysis and practical aviation practices for cadets on how to develop good judgment in the air in order to be safe. Statistics on aviation incidences were also shown to the cadets. Malaysia has a good aviation safety record which was one of the reasons that Malaysia was elected to be a member of the ICAO Council since 2007.

Dato’ Azharuddin also briefed the cadets about challenges in the aviation industry as the nation embark on a new century of air travel. As airports grow larger, aircraft become more sophisticated, cadets must acquire as much knowledge as possible in order to ensure acceptable levels of safety. Accidents and incidents will continue to occur from time to time, so the principal challenge for cadets and instructors, therefore, will be to sharpen their flying skill to ensure safety.

Talk by Nazaruddin Mohd

A talk was held at the Crew Residence after dinner to enhance the cadets’ knowledge on the aviation industry.

The QAM Nazaruddin Mohd gave an overview of the Categories of Licences/Approvals for personnel in Engineering Dept. based on the DCA part 66 requirements.

1. **Category A for Aircraft Maintenance Technician** – limited approvals/authorisation granted to the approved organisation to allow the technicians to exercise certain privileges under their approval/authorisation system.

2. **Category B1 for Aircraft Maintenance Engineer (Mechanical)** – licences/approvals granted to Engineers to exercise their certifying privileges under the DCA Airworthiness Notices 3 and 10.

3. **Category B2 for Aircraft Maintenance Engineer (Avionics)** – Category B2 aircraft maintenance licence shall permit the holder to issue certificates following maintenance on avionic and electrical systems. Category B2 holders are required to obtain Category A maintenance licence to qualify for Category A certification privileges.

The QAM related some of the interface between pilots and engineers during transits and night stops when defects were made in the aircraft Technical Log. He emphasised the need for correct and objective reporting by flight crew to assist the engineers during the defect rectification and to set aside emotions when working under a stressful environment.
Ipoh Detachment Commander

My flying life began after I completed my degree in mechanical engineering. It was my childhood dream to become a pilot. I started to pursue my dream to become a pilot by joining APFT in March 2007 as a private cadet. During the training in Kota Bharu, I found out that the training is not as easy as I thought. There are numerous theoretical subjects to study in a very limited time. I studied day and night everyday without having time to enjoy my life. With all the hard work and sacrifice, I managed to pass all the subjects in one attempt. During the beginning stage of my practical flying training, I had some difficulty in handling the aircraft due to lack of confidence in decision-making. It caused me to become the last person in my batch to clear the first solo. Luckily I had good and experienced instructors to coach me and give me useful advice. I managed to overcome my weakness.

In December 2008, I completed my flying course and graduated with CPL/IR with Frozen ATPL. After graduating from APFT, I started to apply for jobs. That was during the recession period and many airlines in the world are downsizing. For almost one and a half years, I did not get a job. Then APFT started the assistant flying instructor (AFI) course and I was immediately applied for it and was offered. I felt so lucky and happy to get a job with APFT. It took me 3 months to complete the AFI course and I started my flying career as an Assistance Flying Instructor in September 2010. As an AFI, I was only allowed to teach Pre PPL students. At the beginning, the few months working as an AFI were not easy. I was given all kinds of students with different attitudes to teach.

After 10 months working as an Assistance Flying Instructor, I was promoted to a Flying Instructor (FI). At the same time, APFT started a new detachment base in Ipoh and the management decided to give me chance to work in my hometown. I am very grateful to APFT for posting me in my hometown as it gives me more time to spend with my parents. As a FI, I have the authority to clear students’ first solo flying. Each time I clear a student’s first solo, I get a feeling of self-satisfaction for being able to help people achieve flying. First solo flying is one of most memorable flight for all pilots, as it is a big achievement for them in life to be able to fly an aircraft all by their own.

In March 2012, I was promoted to become the Detachment Commander of APFT Ipoh base to replace the Detachment Commander Captain Myo who was returning to his own country, Myanmar. As a Detachment Commander in Ipoh, I have to take care of 30 students, 3 aircraft and 5 staff. It is quite a challenge for me to ensure all the students in Ipoh progress well and have good quality flying skills and knowledge before allowing them to pass PPL and CPL single engine flying.

Dreams can come true

Way before I was studying electrical and electronic engineering, I’ve been having this constant itch to soar across the great blue skies. In other words, becoming an aviator has been a dream of mine for quite some time now. Like most success stories (as well as countless blockbuster films), no happy ending happens without going through the perilous climb to the top. Despite numerous applications to airlines for scholarships and loans, the good news did not arrive.

Last year, like a ray of sunshine through a dark cumulonimbus cloud, my prayers were answered in the form of a scholarship from APFT. The day it happened will always remain a memory in a corner of my mind – I was having a late lunch on a sunny Thursday afternoon when I received the phone call from an APFT representative. I was so ecstatic that I left my half eaten plate of nasi goreng ayam and rushed to prepare the required documents.

I knew my dreams will be coming true. Not only was I given the opportunity to further my studies in aviation, I also secured a job in a time when the job availability in aviation is at a low point. I re-evaluated my career plans and figured that I have found a job more satisfying than flying from point A to point B. As an AFI (assistant flying instructor), I will be the one molding future pilots, not only for airline companies but also the aviation industry as a whole. I saw myself driving around in my dream car and coming home to my dream house. The feeling is just too much for words to describe.

Fast forward to a few months later, I found myself in Kelantan doing a challenging aviation course. The crew residence is a very pleasant place to be, with comrades who are going through pretty much the same challenges I am. The ground school papers were not as easy as I imagined, but my motivation was at an all time high seeing that I was well on my way to living an aviator’s life. My hard work paid off a few months later as I passed all my subjects in one go.

Now in the flying phase, my batch mates and I are close to completing our PPL licence and I really have to say, it is definitely no walk in the park. Nevertheless, we are all ready for whatever the aviation world has to throw at us because we believe in one thing - in the end, it will all be worth it.
Safety Concepts
Safety has always been a critical consideration in all aviation activities. While the elimination of accidents and/or serious incidents is desirable, a one hundred percent safety rate is an unachievable goal in open and dynamic operational contexts. Hazards are integral components of all aviation operations. Failures and operational errors will occur, in spite of the best efforts to prevent them. No human activity or human-made system can be guaranteed to be absolutely free from hazards and operational errors. The key issue resides in control. As long as safety risks and operational errors are kept under a reasonable degree of control, a system as open and dynamic as commercial civil aviation is considered to be safe.

Safety should therefore be viewed as the outcome of the management of certain organizational processes, which have the objective of keeping safety risks under organizational control. Thus, in aviation safety management context, safety is considered to have the meaning as: ‘The state in which the possibility of harm to persons or of property damage is reduced to, and maintained at or below, an acceptable level through a continuing process of hazard identification and safety risk management.’

Evolved Safety Management System (SMS)
SMS was evolved as a management system used to manage and enhance the organizational approach to manage a safe and successful aviation operation. It provides a systematic way to identify hazards and control risks while maintaining assurance that these risk controls are effective. A SMS should be woven into the fabric of an organization. It should become part of the culture, the way people do their jobs.

Eight basic building blocks and four components underlie the process of managing safety. These include emphasize on senior management’s commitment, safety training, effective implementation of SOPs, best practices, hazard identification and risk management, continuous monitoring and improvement, safety assurance and safety promotion. Details on these are described in Doc 9859; Safety Management Manual (SMM) published by ICAO.

SMS Implementation in AFTOs in Malaysia
In November 2010, DCA Malaysia has made it a requirement that all AFTO’s shall establish a SMS. To comply with this requirement, APFT has expanded its Quality Management System’s (QMS) department scope of responsibility to include Safety Management System (SMS) as well. As the first step in implementing SMS, APFT QMS department has produced the APFT Safety Management System Manual (APFT-SMSM). ICAO recommended implementation of SMS in phases. The phases which will ideally take between one to four years to complete are the Planning Phase, Reactive Safety Management Phase, Proactive and Predictive Safety Management Phase and Operational Safety Assurance Phase. Phased approach provides manageable series of steps to be followed in implementing an SMS, including allocation of resources and to allow effective management of the workload.

Without proper implementation planning, the resulting SMS, although complete and compliant on paper, would be nothing more than an empty shell. By providing a series of small, incremental and, most importantly, measurable steps, ‘cosmetic compliance’ is discouraged.

The evolution of safety thinking

Investigation of major breakdowns — Once in a million flights