APFT to set up academy in Indonesia with TransNusa
Chairman's Message

The signing of a Memorandum of Agreement between Asia Pacific Flight Training Sdn Bhd and PT Panca Global Investama to form a joint venture company to set up a flight school in Indonesia marks another milestone in APFT’s efforts to operate the premier flight training academy in Asia Pacific.

In the wake of the turbulence in the country’s aviation industry whereby recruitment of fresh pilot graduates was reduced, we have been looking regionally for placements of our graduates. Many have been placed in airlines in Indonesia and recently TransNusa, the subsidiary of PT Panca Global Investama recruited our cadets for their Fokker 50 fleet. I would like to thank TransNusa for choosing APFT cadets.

The first batch of MPL students from AirAsia enrolled in December and this batch is the first cadet pilots to be trained in the country on MPL. We were busy preparing the program with CAE prior to the intake. A new simulator was purchased and installed as required by the program. I would like to thank AirAsia and CAE for having the confidence in APFT to run this program.

I would also like to congratulate Capt. Mohd Shahrin Bin Abu Hassan on his promotion as Principal of the academy taking over from Capt. Dawek who has retired to return to Sarawak. Capt. Mohd Shahrin is one of the pioneer staff that joined APFT in 2006.

Dato’ Faruk Othman

On 26 February 2013 a Memorandum of Agreement was signed between Asia Pacific Flight Training Sdn Bhd and PT Panca Global Investama (PGI) to form a joint venture company to set up a flight school. The name of the company has been approved by the Indonesian Ministry of Law, which will be named “PT. Trans Asia Pacific Aviation Training (TAPAT).” PGI owns the majority stakes in PT TransNusa Aviation Mandiri, a domestic Indonesian Airline providing services in Bali and Nusa Tenggara Islands.

With the signing of this agreement, the JV company can now submit the application for the AOC141. APFT will deliver aircrafts, instructors and training modules whilst TransNusa will provide classrooms and maintenance facilities.

Directors from TransNusa visited our academy in Kota Bharu. They were welcomed by our Chairman Dato’ Faruk Othman, the Principal Capt. Mohd Shahrin and other senior management staff.

The Directors from TransNusa were Mr. Alain Niti Susanto, Mr. Bayu Sutanto and Mr. Andre Jodjana. They were briefed on the history of our academy, achievements, and the courses offered by the school. Accompanied by our senior management, they toured the academy to view the facilities available at the school including the simulators and aircraft.

The above cadets Mohd Izhwan and Muhammad Ammar passed the ground school training, which was conducted by TransNusa pilots at APFT hangar in Subang. The training was over a period of 21 days. The second phase of the training was at MAS Training Academy in Kelana Jaya. The simulator training on Fokker 50 takes 76 hours to complete and was also conducted by a TransNusa pilot. Upon completion, of the simulator training, they will be based in Kupang, Indonesia.
Currently Asia Pacific Flight Training (APFT) besides operating the main academy at Sultan Ismail Petra Airport, Pengkalan Chepa Kota Bharu Kelantan, also operates at 3 other Detachment bases namely Sultan Mahmud Airport, Kuala Terengganu, Sultan Abdul Aziz Shah Airport, Subang and at Sultan Azlan Shah Airport, Ipoh. The detachment in Sultan Mahmud Airport, Kuala Terengganu was the first detachment to commence operation in October 2009.

Capt. Abdul Razak Othman, the Kuala Terengganu Detachment Commander has been with APFT since 2006. Captain Abdul Razak, an experienced pilot was attached to Royal Malaysian Air Force for over 20 years. Currently there are 15 staff stationed in Kuala Terengganu Detachment, including 3 Flying Instructors and the Detachment Commander.

Starting with only one Piper PA-28 aircraft, 2 instructors and 6 students, the detachment has since grown with additional 4 aircraft, 3 instructors and more than 20 students.

The first CPL single engine phase based at the detachment was the Indonesian Garuda batch consisting of 20 students. Todate about 100 students have completed their CPL single engine phase at the detachment.

Accommodation is provided for the students. The cadets’ accommodations were first located about 6 kilometers from the base. The lodging consisted of three units of double storey terrace houses which were rented.

In order to provide for a more comfortable and conducive accommodation and study environment for the cadets, a new hostel has been built. The cadets are now housed in the newly completed hostel which is located within walking distance from the airport. It is a 3 storey building with 13 rooms, a kitchen and a living room and is able to accommodate a total of 36 occupants. En. Redzenan bin Wahab has been appointed as the hostel warden.

A four-wheel drive vehicle and a bowser are also provided at the base for transport and aircraft refueling respectively. A skid tank has also been built at the base for storing aircraft fuel.
The ICAO has been encouraging airlines to start training pilots using the MPL program. Training providers have started to develop their own program and carried out beta tests. One of the training providers ahead on this program is CAE that embarked on developing their program.

The advantage CAE has is that they manufacture simulators and are an established Type Rating Training Organization (TRTO). They conduct the second and third phase of the program whilst the first phase is done by the Ab Initio training academy.

The MPL program, although developed by a training provider needs to be implemented with specific airlines and the program will have to be customized to follow the airline requirements. In the case of CAE the first airline in Malaysia that they are customizing their program to, is AirAsia.

APFT has been chosen as the Ab Initio training academy to conduct the first phase and preparations for running this program included acquiring a new
simulator. The syllabus also has to be prepared and understood by all the instructors. A large part of the training will be on the simulator.

The Program
The MPL program comes in two parts whereby in the first 9½ months the training is in APFT and the remaining 6 months will be held in the Asian Aviation Centre of Excellence in Sepang. The program is different from the traditional training in that it is more competency based. The courseware is Internet based and the principle of SEE, PRACTICE and DO is the principle structure of the training. What they SEE in class will be PRACTISED in the simulator and finally will DO in the real aircraft.

Another area of difference is the Crew Resource Management (CRM) component. This has been an area, which was lacking in the traditional training and first officers recruited before do not possess the core CRM values. The ultimate goal of the MPL program is to train the cadet to become a competent first officer, familiar with the sponsoring airlines’ Standard Operating Procedures (SOPs) and multi crew operations.

The program will ensure the cadets have a smooth transition to real-time airline operations.
Motivational Talks

Airspace Management Lecture

Encik Su‘aidi bin Yusuff the Manager of DCA Kota Bharu gave a talk on Air Space Management on 28th November 2012 at the Crew Residence. The large turnout showed a great interest on the subject.

Encik Su‘aidi introduced the subject by presenting the history of aviation in Malaysia citing interesting facts for example, the first recorded aircraft that landed in Malaya was the Antoinette Monoplane in 1911. It was flown by a Mr. GP Fuller who landed his monoplane at Jalan Ampang Kuala Lumpur (where the KLCC Twin Tower is now located). Then in 1924 the first civilian passenger aircraft belonging to KLM, a Fokker FV 11 landed on a grass strip in Alor Setar Kedah. All these heralded the coming of the Aviation Industry into Malaysia.

Encik Su‘aidi also explained the DCA Malaysia’s organizational structure.

On the subject of Air Space Management, Encik Su‘aidi stressed that safety should never be compromised by any means. Being an active air traffic controller for more than two decades, Encik Su‘aidi is an expert in managing air traffic flow, and knows well the kind of assistance pilots require. He also stated that APFT has indirectly contributed to the rise of air traffic movement in Kota Bharu airport, thus elevating it to be one of the busiest airports in the region. Best service from air traffic controller has to begin right from start-up, taxi, take-off until landing. While accidents do happen in training, steps must be followed through to minimize any incidents, such as doing a thorough check on the radio, ensuring the correct volume is set for radio transmissions and receptions, because good communications needs clear transmission voice and correct standard phraseology.

Minimizing runway occupancy times is another matter close to his heart, considering the ever growing amount of traffic in Sultan Ismail Petra Airport. He advocated a close working relationship between the radio controllers and APFT. Get-togethers on a social level would foster closer ties. It is for the benefit of both DCA Kota Bharu and APFT to maintain operational efficiency at Sultan Ismail Petra Airport.

The talk concluded with a question and answer session with the audience. Principal, Capt Shahrin presented Encik Su‘aidi with a momento of appreciation from APFT. The cadets found the talk beneficial in understanding the Air Traffic environment in Kota Bharu and the important role that air traffic controllers play in ensuring the safety of every pilot.

Shanghai International Expo

On 29 and 30 August 2012, APFT in association with a local China government linked company participated in the Shanghai International Expo which was held at the Shanghai World Expo Exhibition and Convention Centre, Shanghai, China. APFT was represented by our Business Development Manager, Captain Dahalan and Muhammad Amirul Faiz from Subang detachment.

The expo was participated by both the Chinese local aviation companies as well as international aviation industries. The participants were companies dealing in aircrafts, simulators, aircraft instruments, and services such as cadet pilot courses, advanced / type rating / conversion courses. Among the notable international aviation companies participated in the expo were Jeppesen, CAE Canada, Falcon Air and many others.

APFT’s main aim of participating in the expo was to introduce our school to the Chinese market and to establish market presence in China. Leaflets printed in the Chinese (Mandarin) language were distributed to the visitors and videos of the facilities APFT has to offer were shown during the expo.

With the participation in the expo, it is hoped that it will be the first step for APFT towards making its market presence in China in particular and in East Asia in general and for APFT to be recognize as an international flight training school. It is reported that China is in the process of building more airports and establishing new airlines. As such, the demand for pilots will increase in the coming years. APFT is now planning and strategizing its operation to market for the expected increase in demand for new pilots in China. One of the strategies is making preparation for APFT to be recognize as a flight training school by the Chinese government.

Arising from the EXPO, a few local aviation establishments and agents have shown their interest to collaborate with APFT.
Preparing For Pilot Interview

How would you prepare for an interview to be an airline pilot? What would you need to prepare to succeed? If you are asking these questions please continue reading.

Initially, a candidate has to meet the minimum educational and medical qualifications and possess a valid Malaysian pilot licence. Most airlines would employ a rigorous and strict selection process. It could be a slew of difference between one to one interview, psycho-analytical personality tests, tea-party style interviews and further medical tests.

Just getting through even one of these tests would be an achievement in itself considering the sheer number of candidates that would apply. How do you make yourself stand out amongst the candidates?

First impression appearance is everything in the initial interview. The moment you step into the room, your every move will be scrutinized. The interviewer would by experience have in his or her mind, a mould of the perfect candidate. From the hairstyle to the dressing and mannerism, every point will make up that mould. Put yourself in the interviewers' shoes. If you were to meet an airline pilot for the first time what picture would come to mind. That's what you should be wearing to the interview.

Next is your ability to communicate. In PERFECT ENGLISH! That is what will impress the interviewer. There is no denying that English is the lingua franca of aviation. A candidate has to have a good command of English to succeed as a commercial pilot. In fact certain airlines will make candidates undergo an English proficiency evaluation as part of the selection process.

Knowing the language alone is not enough. The eloquence must be accompanied by knowledge. You must know your facts which would include a comprehensive general aviation knowledge. Read up on the company you are applying for and any recent news on it. Be conversant with the general technical specifications that the company employs on its route flying. A little effort could go a long way. The more knowledge you have, the more confident you will sound. It goes without saying, that airlines are looking into confident and knowledgeable people to man their million dollar equipment. The downside to this angle would be being overconfident and to a certain extent too cocky. So display a confident face and voice but retain a certain amount of humility which all interviewers will appreciate.

What if you do not know your facts? Be honest, as integrity is one of the most highly prized assets of an airline pilot. Integrity has always been the key marker to a pilot's attitude and professionalism.

The other stages of the selection process will be equally demanding. Be patient and persevere. Keep yourself healthy because coming in sick during any part of the selection process will look bad as pilots are expected to be at the top of their health at all times.

 Luck will always play a part in whatever you do. But you would still need to make the necessary preparations as would be normally expected of a professional airline pilot.

GOOD LUCK AND SAFE FLYING

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Principal

Capt Mohd Shahrin, 43, was appointed as the Principal of APFT on 1st June 2012. He was one of the pioneer employees of APFT, joining on inception of the school in 2006.

Sharin started his aviation career in 1990 as MAS cadet pilot and trained at the Civil Air Training Academy in New South Wales, Australia and then at Malaysian Flying Academy, Malacca. Whilst with MAS he flew Boeing 737-300, 737-400 and 737-500.

After leaving MAS, he worked in several local and foreign companies involved in aviation projects and international trade. In APFT he was instructing in Ground School as well as Simulator and then took over the responsibility as Quality Management Systems Manager. Capt Sharin is well equipped to lead the Academy.
Famous Ditching Incidence

US Airways A320 landing into Hudson River

The incidence on January 15, 2009, when an Airbus A320 jetliner was ditched into the frigid Hudson River in New York held the attention of the world. It became famous and the captain, Sullenberger has deservedly become a celebrity because he ensured the safety of the crew and passengers numbered 155 on board.

The plane collided with a flock of geese and some had been sucked into one of the plane’s engines. With both engines out, the cool-headed US Airways pilot manoeuvred his plane over New York City and set it down into the river. The pilot was trying to turn back to the airport but apparently decided that he could not keep the plane airborne long enough. As the plane slowly sank, flight crew evacuated the plane via life rafts that are being steered to nearby ferries, which have surrounded the plane. The entire crew of Flight 1549 was later awarded the Master's Medal of the Guild of Air Pilots and Air Navigators.

The above incidence is recent but is not the only ditching in which passengers survived. On October 16, 1956, the following happened.

Pan American Flight 6

Pan Am flight 6 was flying from Honolulu to San Francisco in a four-engine Pan Am’s Boeing 377 Stratocruiser. Number 1 engine began to overspeed after reaching an altitude of 21,000 ft. The captain then decided to cut off the oil supply to the engine. However, the propeller continued to windmill in the air stream, causing excessive parasite drag, which significantly increased fuel consumption. The crew calculated that they no longer had sufficient fuel remaining to reach San Francisco. The captain decided to ditch the plane in the ocean. One wing impacted a swell, causing the plane to rotate, inflicting damage to the nose section and breaking off the tail. Nevertheless, all 31 on board survived the ditching.

KBFC Events

Hot FM Live From KBFC
- May 2012

Kelantan Food Trail
- September 2012
Kelantan Food Trail was attended by 35 participants from the media organised by Tourism Malaysia Kelantan. Briefing was conducted and a tour of the facility was made and the climax of the program was the trial flight on the Piper PA28 aircraft.

Visit by USM
- September 2012
The visit by USM was attended by 10 participants including lecturers. Briefing and tour of the facility was conducted and a trial flight was organised on the Piper PA28 aircraft.

Pengakap Udara E Kelana Kuala Terengganu.
- July 2012

Young Pilot In School
- October 2012
A launching ceremony of Young Pilot In School (APIS) was held in SK. Dato' Hashim Pengkalan Chepa Kota Bahru. The ceremony was launched by the Vice President of KBFC En. Saiful Akram Khan and attended by the parents. The event was featured in Sinar Harian newspaper.