APFT Engineering obtains the DCAM Part 145 Maintenance Approval

APFT Engineering Sdn Bhd obtained the DCAM Part 145 Approval on 8th April, 2013. By having this Part 145 Approval, APFT is recognized by DCA and being entrusted as an Approved Organization to carry out the following:

1) To ensure that all aircraft/components Maintenance activities are carried out as per DCA regulatory requirements.
2) To carry out our own Quality process of Aircraft C of A renewal annually.
3) To conduct our own In-House Training for maintenance and also Mandatory Regulatory courses for Internal or Third Parties.
4) To provide Basic or Type Aircraft OJT Base Training for internal or Third Parties.
5) To conduct / organize Type Course.
6) To maintain Third Party aircraft of the same Type belonging to other operators.
7) To provide service to other operators to maintain their aircraft or to manage their maintenance / documentation requirements either in-base or out-base.
8) Enable APFT to initiate own Internal Quality Approval System either for Aircraft Certification or In-house Capability Upgrade.
Chairman’s Message

Asia Pacific Flight Training Sdn Bhd had its 10th Graduation Ceremony in April and this year’s celebration was in conjunction with the first APFT Air Carnival. I would like to congratulate graduates who have succeeded to complete the course and parents as well as sponsors.

We are honored to have as our guests for the occasion, Dato’ Dr. Sheikh Muszaphar Shukor Al Masrie Bin Sheikh Mustapha Malaysia’s first astronaut as well as Tuan Haji Idros Abd Rahman from the DCA Airworthiness Division. Graduates and parents alike were treated to the inspirational words about a journey into space from Dato’ Dr. Sheikh Muszaphar, together with the exciting spirals and loops of Malaysia’s famous Krisakti aerobatic team leader Major (R) Dato’ Halim Othman.

A host of other aviation activities also took place during the 3 day event including numerous stalls selling simulator time to cupcakes, while the long queue for the joyride flights showed the true passion in our aviators as some of the graduates took their parents to the skies.

Excitement of the graduation was matched by the recognition of APFT Engineering Sdn Bhd by DCA Malaysia in honoring it with a Part 145 Maintenance Approval.

APFT Maintenance Sdn Bhd has also been awarded an Accredited Centre / Pusat Bertauliah by the Ministry of Human Resources enabling it to conduct 3 new courses in aviation ground handling.

The group held its Third Annual General Meeting on the 26th June at the Renaissance Hotel Kota Bharu immediately followed by an EGM for the purpose of issuing bonus warrants to its shareholders.

Dato’ Faruk Othman

APFT AGM & EGM

APFT Berhad’s Third Annual General Meeting (AGM) was held at Merpati Room, Renaissance Kota Bharu Hotel on Wednesday, 26 June 2013. The following proposed resolutions were passed: the approval of Director’s Fees, to re-elect En. Arif Faruk and Dato’ Azmi Abdullah as Directors, to re-appoint Messrs SJ Grant Thornton as Auditors, an Ordinary Resolution to grant Directors to allot and issue shares, and a Special Resolution of proposed amendments to the Company’s Articles of Association.

The Extraordinary General Meeting (EGM) was held immediately after the AGM for the purpose of passing the Ordinary Resolution of the proposed bonus issue 78,000,000 warrants in APFT Berhad on the basis of 1 warrant for every 2 ordinary shares.
On 20th April 2013 168 graduates, consisting of 111 APFT cadets and 57 abridged cadets, had their dreams realized. Asia Pacific Flight Training held its 10th graduation ceremony in its hangar complex in conjunction with the air carnival and joyride.

The event kicked off at 8.15 a.m. with the arrivals of cadets, families and guests. The Guest of Honour Dato’ Dr. Sheikh Muszaphar Shukor Al Masrie bin Sheikh Mustapha, the first Malaysian who went into space was ferried by APFT’s Robinson R-44 helicopter onto the apron. To welcome him was APFT Chairman, Dato’ Faruk Othman. AirAsia also sent their representatives, Captain Chester Woo and Captain Mazli for the graduation ceremony.

The ceremony began with Na’agraka national anthem and APFT’s Dreams are Realised song. The school song was sung by our academy choir led by cadet Athirah binti Abdul Rahim. CGI Captain Mua’azam bin Mohamad then led the Muslims in the ‘Doa Selamat’. APFT Principal, Captain Mohd Shahrin bin Abu Hassan gave his speech welcoming all to the ceremony and congratulating the cadets and families for their success. He also touched on the academy’s journey towards its achievements. Dato’ Dr. Sheikh Muszaphar was invited to talk about his experience in space before officially launching the awards ceremony.

The graduation award ceremony started with Batch 31 receiving their wings and Diploma in Aviation certificates from Dato’ Dr. Sheikh
Muszaphar. For every batch there are three high achiever awards; Top Gun, Academic and Piloting Gold medallists. There are a total of 11 batches who graduated this year (Batch 31, 32, 33, 35, 37, 38, 39, 41, 42, 44, and 50A) which also include the abridged cadets who have completed their course.

When the ceremony ended, cadets and their families and also the guests had photoshoots with APFT’s fleet of aircraft parked on the tarmac as the backdrop. Dato’ Dr. Sheikh Muszaphar kindly obliged to participate in group photo sessions.

A talk on type rating training was organized and conducted by ETOPS Head of Training Capt. Kenneth. The talk is to enlighten the graduates on training provided by ETOPS and potential future career path after the cadets leave APFT.

Major (R) Dato’ Halim Othman from Krisakti flew solo aerobatic aerial displays on his Extra 300L aircraft. A ‘Giles 202’ piloted by Walter Markus who flew in from Penang also gave his breath-taking solo performance later that day. Also flying in to Kota Bharu
is a group of flying enthusiasts ‘Wings Over Asia’.
Throughout the three days celebration, there were public displays of our aircraft, joyrides which include a trip to Pulau Perhentian, and an airplane simulator booth. Vendors such as Burger King, Celcom, RHB, Perodua and others were also there to promote their products.

Cadets and their families went back home tired but happy. It was a successful event held by APFT and we will definitely look forward to the graduation ceremony next year.
In order to give exposure to graduates on their career path, APFT arranged for a talk by ETOPS. The talk is one of the events being organized for APFT graduates in conjunction with their 10th Graduation Ceremony. The aim of the talk is to introduce ETOPS and training services provided by them. This is also one of the efforts by APFT to provide training options to cadets planning to undergo type rating training prior to pursuing their airline career.

The venue of the talk was at APFT hangar briefing room. The talk was opened to all APFT graduates and cadets. Three personnel from ETOPS were present at the talk. They were, Capt. Kenneth, the Head of Training, Nalines Puthiran who is the Administrative and Commercial Manager of ETOPS Asia as well as ETOPS personnel from France.

ETOPS is the acronym for Enhanced Training & Flight Operations. Capt. Kenneth mentioned that ETOPS is an EASA approved Training Organization. It develops and delivers tailored training programmes to both airlines and self-sponsored trainees. For example, ETOPS offers training from Type rating to Instructors courses and ETOPS has a pool of experts with strong Aircraft type background experience.

He went on to say that for the Type Rating courses. ETOPS offers to airlines and self-sponsored pilots Type Rating on Airbus, ATR and 737 aircraft. ETOPS courses combine a two phase ground-school, covering aircraft systems and operational procedures and a simulator phase mostly utilising full flight simulators. The classrooms are equipped with all devices necessary for professional instruction. This includes Computer Based Training (CBT) equipment, cockpit panels and a Virtual Procedure Trainer (VPT) which combines courseware with simulation to actively engage students in the learning process.

Theory practice, technical details, operational issues and human factors are brought together in a realistic environment.

The prerequisites for the course are as follow:
- Frozen ATPL
- Valid CPL
- Valid IR/ME
- 70 hours as pilot in command
- Valid class 1 Medical Certificate
- ICAO English Level 4 minimum

Finally, he ended his talk by emphasizing that ETOPS is one of the leading EASA Approved Training Organization in Europe.

Registration Form and pamphlets were distributed to the Graduates.

**APFT Maintenance Training Academy**

APFT Maintenance Training Academy was awarded the “Accredited Centre” status, or “Pusat Betauliah” for skilled training in aviation namely the Ground Handling - Ramp Services program by the Jabatan Pembangunan Kemahiran (JPK), Ministry of Human Resource.

The Ground Handling – Ramp Services have 5 levels of skills training, like all skills training under the JPK program. Currently only 3 levels of the National Occupational Skills Standards (NOSS) have been built up and the Academy conducts all three levels.

The students spend their practical part of the training with airlines and Ground Handling service companies. Majority of our students have found job placements, usually with the company that provided the practical training.

**Aircraft Maintenance Engineering courses**

The Academy also offers structured OJT and coaching for graduates of AME from colleges that have conducted Diploma or Degree in AME. APFT Engineering being a part 145 MRO can now conduct the basic industrial training for interested students.

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**Motivational Talks**

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**ETOPS Talk**

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**APFT Maintenance Training Academy**

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**Aircraft Maintenance Engineering courses**

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ATM Intensive Refresher Course

APFT started an intensive refresher course in Aircraft Maintenance Engineering (AME) for the members of the Angkatan Tentera Malaysia (ATM) in March this year. This programme is to prepare the retiring ATM engineers and technicians for a professional career as civilian aviation engineers and technicians. The programme is to help them sit for the DCAM part 66 basic papers.

The programme was launched by Y. Bhg Lieutenant General Datuk Abdul Aziz bin Ibrahim on 4th March 2013.

CSR Report

To inculcate the qualities of social responsibility and community awareness amongst its staff, APFT has embarked on various activities that include attending to school children visiting the academy and providing joyrides to the orphans. Thus during the APFT Air Carnival and in conjunction with its 10th graduation ceremony 12 orphans were given the opportunity to feel the experience of flying.

The orphans from Yayasan Kebajikan Anak Yatim Kelantan which is located at Taman Sabariah Pengkalan Chepa were chosen. The Chief Executive of the orphanage Tn. Hj. Mohamad bin Yaakob was delighted by our offer to fly his wards.

The joyrides were held on Sunday, 21 April. 12 orphans (6 boys and 6 girls) participated in the event. Three sorties were involved using Diamond DA40 flown by Capt. Jackie Thian Yung Lung.
Approach And Landing

Most aviation accidents occur in the last phase of a flight when the flight crew is in the midst of approaching an airport whilst attempting to align the aircraft with the centre axis of the runway, performing the final descent and landing. This phase of flight is considered to be the most complicated as it requires preparation for landing procedures and greatest attention to details, concentration and professionalism.

Approaching to land pilots must make a critical decision based on all carefully monitored aircraft parameters, every second delayed and any other negative factors may result in a catastrophe and matters can be more complicated if the weather conditions are unfavourable. Adherence to SOPs and use of checklist are essential in preventing approach and landing accidents.

Handling of single or multi engine aircraft in the training environment is slightly different from handling of big aircraft which is mostly flown and managed by an “automated system”.

The handling of the light trainer, besides the adherence to procedures, needs more focus on the correct techniques and good skill from the individual pilot for safe approach and landing. This can be achieved through proper training, constant practices and close supervision.

Approach and landing normally begins when an aircraft is established on the final leg for the runway to land. The pilots have to ensure that they have achieved all the criteria needed for a stabilised approach before they can continue on the final leg to land otherwise go-around is mandatory.

Report From AAIB - Incident/Accident on Light Aircraft

The UK Air Accidents Investigation Branch (AAIB) is part of the Department for Transport and is responsible for the investigation of civil aircraft accidents and serious incidents. It was set up to improve aviation safety by determining the causes of air accidents and serious incidents and making safety recommendations intended to prevent recurrence within the UK and its overseas territories. The Aviator publishes these reports as case studies for the benefit and reference of APFT cadets.

Aircraft Type : Piper PA-28R-200
Date & Time (UTC) : 2 March 2013 at 1710 hrs
Commander Experience : 275 hours
(of which 28 were on type)

The aircraft was being flown from Biggin Hill to Sibson as part of a multiple-leg flight from its home base near Cambridge. The weather was fine, with a calm or very light surface wind. The pilot flew a normal approach to Runway 15 at Sibson but made a heavy landing, resulting in the nose landing gear collapsing. There had been no unusual landing gear indications or warnings prior to the accident. The pilot attributed the hard landing to handling error.

Aircraft Type : Piper PA-28-180
Cherokee
Date & Time (UTC) : 12 March 2013
Commander Experience : 106 hours
(of which 73 were on type)

The pilot was carrying out a VFR flight from Southend Airport to Exeter Airport. He had downloaded the weather from the internet which indicated good visibility and a high, scattered cloud base with strong, blustery winds from the north-east. The transit to Exeter was uneventful with occasional turbulence and the aircraft was established on the final approach at about 70 kt IAS for Runway 08, with full flap selected. The 1320 hrs METAR gave the surface wind as 030°/18 gusting 28 kt. The pilot rounded out normally and the main wheels touched down but as the nosewheel touched down, the aircraft bounced several times and the nose landing gear collapsed. The aircraft veered to the right and departed the runway, coming to rest on the grass. The pilot isolated the fuel and the electrical system before exiting through the normal door.

The pilot considered that he had probably been a little fast on the approach which led to a fast touchdown. As the aircraft bounced, he had allowed a Pilot Induced Oscillation (PIO) to develop, which had caused the damage to the nose landing gear. He felt he should have initiated a go-around when the aircraft first bounced.