On 23 September 2014, guests and staff of APFT and Lufthansa Technical Training gathered at the Hilton Kuala Lumpur to witness the signing of an agreement for a joint aviation training between APFT Maintenance Training Sdn Bhd and Lufthansa Technical Training GmbH (LTT). Present to witness the ceremony was Dato’ Azharuddin Abdul Rahman, the Director General of Civil Aviation Malaysia.

APFT was represented by Chairman Dato Faruk and LTT by Mr. Andreas Kaden, Lufthansa Technical Training GmbH Managing Director.
Chairman’s Message

The end of last year was a period of many sad happenings. Our Principal, Capt. Shahrin passed away due to cancer, on 24 December 2014. He was our pioneer staff and had been a dedicated member of our team. Starting as an instructor, he was eventually promoted to be the Principal of the school. May Allah bless his soul.

The state of Kelantan was inundated with a big flood submerging the town and destroying many villages. Fortunately, the school was on high ground and even though the Crew Residence was slightly affected by the flood, the villas were unaffected. Our staff quickly formed an emergency response team, which included our students as well. Supplies were organised and sent from KL and aid was distributed to the affected staff and other members of the public.

On the bright side, we signed an agreement with Lufthansa Technical Training (LTT) to set up a training program on Aircraft Maintenance Engineering, Part 66 EASA CAT A licence for certifying technician. The program will be jointly conducted by LTT and APFT Maintenance Training, in Subang.

For the past three years Maintenance Training Academy had been conducting Ground Handling - Ramp services course and short courses in Ground Handling, based on the Jabatan Pembangunan Kemahiran (JPK) program. We reached a milestone when the Ministry of Education chose to ‘buy’ places in our college for their students, whereby we conduct the Diploma Vokasional Malaysia (DVM) program, in Ground Handling. This is a recognition of our success in conducting the SKM course. We have been awarded the 5 star status of accredited service provider by the JPK.

We have also signed a new contract with BOMBA for their cadet pilots helicopter training. This is a testimony of the successful graduation of the earlier contract we have with BOMBA. We really value their support and will strive to deliver the best training for them.

We are happy to see our India Academy (APFTAL) starting to move forward, presently having 20 students undergoing training in the Ab-initio course. DCA Indonesia has now approved our school in Indonesia AOC 141. Now TAPAT can start their operations.

Dato' Faruk Othman

Principal of APFTSB

Capt Shahroul Nizam bin Jamal Husainey has been promoted as Principal for APFTSB on 1 April 2015. He started his flying career in 1991 when he joined the Royal Malaysian Air Force. He gained much experience and flying hours with the air force before leaving for the private sector.

PT Trans Asia Pacific Aviation Training (TAPAT)

Trans Asia Pacific Aviation Training (TAPAT) has obtained the approval, AOC 141 from Directorate of Civil Aviation Indonesia on 17 February 2015.

The Academy is a joint venture with a local Indonesian domestic airline Transnusa Air Services owned by PT Panca Global Investama and Asia Pacific Flight Training Sdn Bhd. TAPAT’s main campus is in Surabaya while its flight training is in Trunojaya airport on the island of Madura.


Before the ferry flight, DGCA Indonesia together with our engineer conducted the certificate of airworthiness inspection, technical records and physical inspection of the aircraft.

All the regulatory requirements were complied with and the aircraft received its approval for Indonesian registration - PK TIB.
Asia Pacific Flight Training Academy Limited (APFTAL)

Asia Pacific Flight Training Academy Limited (APFTAL) India has its main campus in Shamshabad International Airport, Hyderabad. APFTAL is a joint venture between Asia Pacific Flight Training Sdn Bhd and GMR Hyderabad International Airport Limited. DGCA India has approved the AOC141 and APFTAL has started operations.

Presently, it has 3 Diamond DA40 single engine aircraft, 1 DA42 Twin Engine aircraft and an Alsim DA42 Simulator.

We have experienced ground and flying instructors who have been trained and worked for Asia Pacific Flight Training Sdn Bhd in Kota Bharu. They have experience of training major airline cadets from Malaysia Airlines, AirAsia, Garuda, Nepal Airlines to name a few.

Recently, APFTAL was approved to operate out of Begumpet airport, which makes APFTAL the only training school in India able to train from two aerodromes. Most flying are out of Shamshabad International airport Hyderabad giving trainees an exposure to operations from a dense commercial airport, something which no other school offers in India.
For a bright future in aviation career, start with our APFT-Lufthansa Technical Training Program

Easa Cat A 1.1 Aircraft Maintenance Licence (AML)

We provide knowledge and skills for attaining competency in aviation services

Enrolment qualification requirements
SPM or equivalent with English, Maths and Science.

APFT-LUFTHANSA TECHNICAL TRAINING PART 66 EASA CAT A AIRCRAFT MAINTENANCE ENGINEERING COURSE

The EASA CAT A program is the first step towards becoming a licensed personnel in the Aircraft Maintenance sector of the industry. APFT partnered with Lufthansa Technical Training of Germany to deliver training to young Malaysians who aspire to become Licensed Technicians or Engineers.

The program is a six-month theory and practical training whereby students will take the Lufthansa EASA CAT A examination and then get placed in MRO to undergo a period of 3 years industrial training work. After all tasks have been completed, they will be able to apply for their EASA CAT A licence. They can then upgrade to be a Licensed Aircraft Engineer by taking the CAT B modules and adding another 2 years to the industrial training period.

We have started the course in our hangar at Subang Airport where we have the classrooms, workshop, mechanical room, avionics room, riveting room, tool room and CBT facilities.

DIPLOMA IN AIRCRAFT MAINTENANCE ENGINEERING

The Diploma course approved by the Malaysian Qualification Agency (MQA) consists of subjects in modular structure according to the requirements of Department of Civil Aviation Malaysia (DCAM). The course is conducted to allow the students to prepare for the DCAM modules Level 1 which is the level of CAT A. The 2½ year course will not only give them a Diploma but would also provide them the experience of having attempted the DCA examinations.

ADVANCED DIPLOMA IN AIRCRAFT MAINTENANCE ENGINEERING

The Advanced Diploma courses approved by the Malaysian Qualification Agency (MQA) consist of subjects in modular structure according to the requirements of Department of Civil Aviation Malaysia (DCAM) for modules in the CATEGORY B, Aircraft Maintenance Engineering. There are two majors, Mechanical (B1) and Avionics (B2). The courses are conducted to prepare for the students to sit for the DCAM modules required for Licensed Aircraft Engineer (LAE). At the end of the 1½ year, the student will not only get an Advanced Diploma but will also have attempted the DCA examinations.
APFT Maintenance Training Academy was chosen by Ministry of Education as one of the colleges where the ministry ‘buy’ places for their students to be trained in the chosen vocation. Since the education ministry does not have vocational colleges conducting Aviation courses they turn to industry service providers for the training.

Students for the Diploma Vocational Malaysia (DVM) course start from Form Four and they stay with us for four years until they graduate with a Diploma. This course is in Ground Operations, specifically Ground Handling-Ramp services.

GROUND HANDLING – RAMP SERVICES

APFT Maintenance Training Academy started operations when it was accredited by Jabatan Pembangunan Kemahiran (JPK) as ‘Tempat Bertauliah’ for the Sijil Kemahiran Malaysia (SKM) Courses in Ground Handling-Ramp Services.

To date, the academy has graduated more than 200 students in ground handling, Level One and Level Two. Modules in the course includes:

- Baggage handling
- Ramp safety
- Ground Communications
- Ground Support Equipment
- General ground handling

Ground Handling short courses are also available for those who choose not to go through the six month long SKM course.

DIPLOMA VOCATIONAL MALAYSIA

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PERHEBAT

APFT conducts a foundation and coaching course for PERHEBAT members to prepare them for sitting the DCAM Part 66 Aircraft Maintenance Engineering Licence.
In order to comply to the requirement of recurrent training on Human Factors, APFT Engineering have organised training for their post holders and personnel involved in maintenance.

Today, 80% of aircraft accidents and incidents are caused by human errors. Whether it is pilot error, maintenance error, ATC error or other ground related errors, ultimately, it is still considered as human error.

To minimize the errors, Human Factors training has been proven to be an effective countermeasure against human errors in the aviation industry. Since it is mandatory for all Part 145 Organizations, APFT Engineering complied with the requirements by conducting the Human Factors training on 28 February 2015. The course was conducted by Civil Aviation Technical Training Solutions Limited.

The topics delivered were human performance and limitations, hazard identification, risk assessment, error models, effective communications, safety culture and its management.

Series of human factor problems will form an ‘Error Chain’ that leads to the accident. If any one of the links in this ‘chain’ is broken by building measures which may have prevented a problem at one or more of these stages, the incidents may have been prevented.

The Swiss Cheese model is the concept of ‘defense’ against human error within an organization. When these defenses are weakened and breached, than human errors can result in incidents. Again, any holes of these layers had not been aligned; the incidents may have been prevented.

From the training course, we can conclude that, there are 3 main criteria that are highly needed in order to minimize or eliminate the chances of accident to happen; which is the ATTITUDE, SKILLS and KNOWLEDGE. With a Good Attitude, Good Skills and Good Knowledge on “know-how” and “know-why”, the EFFICIENCY of the operation will be improved; where we can have a better Quality, Safety and Performance.

**Human Factors Course**

**Bomba Signing**

APFT was awarded a new contract to train BOMBA’s cadets for helicopter CPL licence. This contract was awarded after APFT completed and graduated the first of a trial batch of BOMBA cadets. We appreciate the confidence that BOMBA has in us to train their cadets.

**Al-Fatihah**

Captain Mohd Shahrin bin Abu Hassan joined APFT in 2006 as an instructor and was eventually promoted to Principal in 2012. He passed away on 24 December 2014 due to cancer. Captain Shahrin, 45 years old, leaves behind a wife, Puan Suriati bte Ab Lah and 3 children.
The monsoon floods

South East Asia is no stranger to the force and power of the monsoon season every year. Floods has been an expected natural disaster in various parts of Malaysia. However in Malaysia, every 30 years or so, the flood would be big due to an astronomical phenomena, involving the position of the earth in relation to the moon.

The nightmare for many began on 15 December 2014 where the northern and eastern states of Kelantan, Terengganu, Pahang, Perak and Perlis were battered by the worst monsoon floods in decades. By 28 December 2014 over 200,000 people were displaced with Kelantan having the most evacuees.

Quick relief efforts were mobilised by APFT Mercy Team to help the affected areas and homes, concentrating on the homes of APFT staff.

Lorries were rented to send boxes of food from Kuala Lumpur to Kota Bharu. Money and food were distributed to the affected staff.

APFT Mercy Team helped the victims throughout the period. The team continued their support to the victims even after the flood was over. They helped to clear the homes, schools and mosques in the area, of mud and debris.
Are Pilots The New Threat To Aviation Safety?

This was the question asked and the issue brought up in an article by Gregory Darrow, the Vice President of Pan Am International Flight Academy in America.

He quoted examples of incidences such as the Air France 447, lost over the South Atlantic ocean, Asiana Airlines 214 hitting the seawall on approach to San Francisco and Colgan Air 3407 crashing into a neighbourhood in New York. All these accidents have one thing in common, which is the lack of pilot flying skills as a contributing factor. He also mentioned the case of a first officer of a Boeing 737 - NG aircraft accidentally disengaging the automatic pilot system when the Captain left for the rest room. The aircraft went on a nosedive and the officer with fear, panic and lack of manual flight practice could not recover the aeroplane. Fortunately, the Captain manage to gain entry back into the locked cockpit to recover the aircraft from the nosedive.

The decline in pilot flying skills and proficiency is due to limited opportunity for pilots to maintain their flying proficiency by flying manually, as more and more pilot functions are automated. Today, automation and flight management systems are integrated into most aeroplanes, even the small aeroplanes. Most young pilots are therefore trained and brought up on automation. This can lead to the inability to respond and recover from the unexpected loss or malfunction of the aircraft’s automated system.

To address this issue of loss of flying skills and to increase the manual flying proficiency of airline pilots and to maintain the pilot’s instrument flying skills, the cooperation from operators, regulators and pilot associations are needed.

The problems associated with complacency and non-proficiency from overuse of automated systems can be alleviated by routine manual flight practice and training. Initial and recurrent training events should incorporate periods of reduced automation and hands-on flying.