

THE AVIATOR®



Issue 14/13
For internal circulation only



MAS Briefing to APFT Cadets



The last two to three years have been very challenging for the aviation industry. There was a slowdown in the recruitment of personnel especially the pilots resulting in many cadets graduating without a job to go to. However we believe that the worst is over and there has been indication that recruitment of pilots has started.

On the 13 January 2014, Malaysia Airlines personnel came to APFT to give a briefing on the airlines requirements and the criteria in selection of pilots. Arrangements were made for the APFT graduates who have not obtained employment yet to attend this briefing, apart from the current students who will be graduating soon.

Graduates were guided on the application process and those who brought their resume with them submitted their applications. MAS will be arranging to put them through the selection process.

The following MAS personnel were present at the briefing:

Capt. Nasaruddin Bakar
Senior Instructor Pilot B737

Capt. Wan Muzairul Wan Mahazir
Assistant Fleet Manager B737

En. Kamal Azran Adam
Senior Vice President Human Resource

En. Abd Mohsin Abd Aziz
Flight Operation Manager (Flight Crew Training)



Chairman's Message

As we celebrate the end of an eventful year and welcome the start of a brand new year, we are delighted to share with you recent news of our activities. Personnel from Malaysia Airlines came to the school to meet our cadets and gave a briefing on MAS Pilot recruitment. The response from our cadets was encouraging and we look forward to seeing our cadets employed by MAS. APFT have been arranging for airlines to come and meet our students and brief on job opportunities. We will continue to bring more airlines to meet our students for job placements.

On the training side, Timor Leste trainees enrolled into APFT to complete their CPL-Helicopter. These cadets did their basic training in Australia and will continue to do the academic papers before they qualify for their CPL-Helicopter License. All seven cadets from Bomba completed their training in APFT for their CPL-Helicopter. They completed their training satisfactorily and we look forward to receiving more cadets from JBPM this year.

Bupati from Sumenep, Busro Abdul Karim together with a team of eight members including the Airport Manager of Sumenep visited the school. An MOU was signed between TAPAT and Bupati Sumenep, witnessed by Menteri Besar Kelantan, YAB Ustaz Dato' Hj Ahmad Yakob. Later, the entourage visited the ground school, the simulator centre and the hangar.

KBFC members went on their long distance flight stopping in Terengganu, Pahang and Johor. On their trip along the coastal route they sighted marine mammals. I hope members will organize more of such event in the future.

Dato' Faruk Othman



A total of 150 cadets attended the briefing. Capt. Nasaruddin presented the career opportunities for pilots in Malaysia Airlines. He emphasized on the different stages in the recruitment procedures and the criteria for selection for a MAS pilot. Capt. Wan Muzairul gave a comprehensive description of MAS fleet.

En. Kamal Azran talked about the current and future pilot requirements in MAS. He also elaborated on the demand for pilots in the aviation industry especially in the Asia Pacific region, and specifically in South East Asia where the growth is due to increase in aircraft procurement by airlines.

En. Mohsin showed the way to prepare and submit resume to the relevant department in MAS.

There was good response from the cadets and the briefing was definitely well received. More than 50 applications were submitted to MAS during the event.



Commercial Pilot License Helicopter – CPL (H) For Officers From Jabatan Bomba Dan Penyelamat Malaysia (JBPM)



Two batches of officers from JBPM have completed their basic helicopter training at Asia Pacific Flight Training. First Batch consist of four JBPM officers namely Aswan Bin Khamis, Mohammad Muizz Bin Md Pisar, Khirulnizam Bin Jamaludin and Shahrizal Bin Sahari. Second batch consist of three JBPM officers namely Mohd Fadhlán Bin Mohd Pauzie, Safri Bin Rambli and Josehua Anak Mathews.

Their training was on Diamond DA40 for fixed wing, basic helicopter on Robinson R44 and advance training on EC120B. A total of 150 hours of flying and passing 14 EASA papers qualify them for the issuance of Commercial Pilot License, CPL(H) from DCA Malaysia.

Flying training was conducted at Sultan Azlan Shah Airport, Ipoh, Perak, while the ground school was conducted

at the APFT main campus situated at Sultan Ismail Petra airport Kota Bharu, Kelantan. First batch completed in July 2013 and the second batch completed in October 2013.

All the seven officers are already back in their operational bases undergoing the conversion training onto the JBPM helicopters .

APFT welcomes Timor Leste Trainee Pilots

Three Timor Leste trainee pilots joined Asia Pacific Flight Training in August 2013. Their training at APFT was sponsored by GAP – MHS Timor Leste. They were sent for helicopter training and APFT was given the mandate to train them to obtain the Commercial Pilot License- Helicopter. They are in APFT to complete their EASA papers which are required for the issuance of CPL (H). The three trainee pilots are:

1. Fredelino Ole
2. Julio Talo Meta Gomes Maia
3. Pedro de Jesus Ximenes Belo

The cadets had already done their basic training in Australia. Having chosen APFT Academy to further their helicopter training indicates a

show of confidence in the academy's reputation for consistency in delivering quality training for pilots.



Fredelino Ole



**Julio Talo Meta
Gomes Maia**



**Pedro de Jesus
Ximenes Belo**

Head of Helicopter Training - Idris Bin Ismail

Captain Idris bin Ismail joined APFT as the head of helicopter training in Nov 2013. He has vast experience with more than 4000 hours of flying in the 23 years of service. He was from Polis Di Raja Malaysia (PDRM).

Starting with helicopter training in 1990 with the Malaysian Royal Air Force, Idris joined the Malaysian Royal Police Air Wing Unit and in 1996

took the instructor course. He was then responsible for the helicopter training for the unit.

In year 2000 he headed the helicopter division of the PDRM Air Wing Unit. His last posting was in operations where he was responsible for all aircraft of the Malaysian Royal Police Force.



Aircraft Maintenance Engineering courses with Aviation Australia

Asia Pacific Flight Training Sdn Bhd and Aviation Australia Pty Ltd signed an agreement to conduct EASA Part 147 Basic Aircraft Maintenance Engineering courses with a twinning concept delivery in Malaysia and Australia. APFT will conduct the initial nine core theory modules in Malaysia at APFT facilities in Kota Bahru. After the six months of theory classes for the nine modules the candidates will transfer to Aviation Australia's facilities

in Brisbane for the remaining intensive theory and practical training modules. The program will enable students to complete the EASA program with a reduced period of living in Australia, hence reducing the cost of living. The programs offered to the students are either an EASA B1.1 Mechanical or an EASA B2 Avionics Diploma. They can also opt for a dual B1/B2 course at an additional cost.



APFT signs MOU with Nimvale Pty Ltd



Asia Pacific Flight Training Sdn Bhd signed an MOU with Nimvale Pty Ltd T/A Airways Aviation to collaborate on helicopter training. Airways Aviation, Australia a member of the aviation

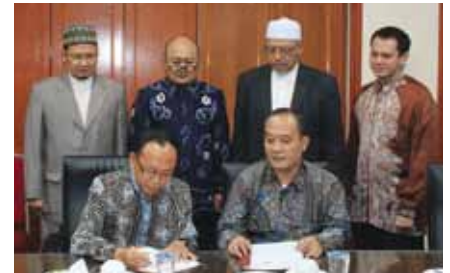
group of companies which includes Chopperline Flight Training is a leader in helicopter and fixed wing flight training for the past 33 years.

Airways Aviation proposes to make

available to Asia Pacific Flight Training aircraft and flight instructors as required to carry out the training of enrolled students.

Airways Aviation also proposes to assist Asia Pacific Flight Training by offering course enrollment positions (in accordance with standard course entry requirements and fee schedules) into rotary-wing Certificate IV and Diploma courses being conducted at Airways Aviation's Australian campus.

Bupati Sumenep Visit



On 20 January 2014, Bupati Sumenep entourage consisting of eight members flew to Kota Bharu for a visit to APFT. They were met at the airport by the Airport Manager Kota Bharu and APFT management team.

After the formal greetings the entourage was ushered to their accommodation at Renaissance Hotel, Kota Bharu. Later in the evening they attended dinner hosted by APFT at Dynasty Chinese restaurant

A hectic itinerary awaited them the next day. A presentation was given by the Principal Capt. Mohd Shahrin at a breakfast meeting before the entourage proceeds to Kota Darul Naim to meet the Menteri Besar of Kelantan, YAB

Ustaz Dato' Hj Ahmad Yakob. The MB witnessed the signing of MOU between Sumenep and TAPAT (Trans Asia Pacific Aviation Training) a JV company between APFT and TransNusa. Later in the afternoon the entourage had lunch at Crew Residence together with the Principal and Executive Director. After lunch they visited the Ground School. Bupati Busro Abdul Karim inspected a parade of APFT cadets and instructors. The entourage was shown around the academy by the Chief Ground Instructor, Capt. Mua'azam. In the simulator centre, he was given a briefing on the function and various aspects of simulator flight training by Chief Simulator Instructor Capt. VK

Goyal. Bupati Busro Abdul Karim then tried his hand on the DA42 simulator with the assistance of Capt. Hazri Satriawan. Later they visited the hangar where they were shown the aircraft used to train APFT cadets. Chief Instructor Capt. Shahroul Nizam, briefed them during their tour at the hangar and the operation centre. Bupati Busro Abdul Karim and his wife then took to the sky for a short trip on DA42 with Capt. Shahroul as his pilot. The entourage went sight seeing around Kota Bharu, then to Pengkalan Kubor - a free trade zone area in Tumpat, before leaving for Kuala Lumpur.



Motivational Talks

DCA Talk



For the motivational talks that APFT regularly organizes in order to give knowledge to students and prepare them for work in industry, we invited DCA officials, Capt. Philip Joseph Selvaraju, and Capt. Zulkifli Abdul

Hadi. The talk was conducted at the Crew Residence.

Capt Phillip is Assistant Director, Flight Operations Sector and he is also Asia Pacific Flight Training Desk Officer. He oversees the operations of the AFTO on their conduct of training cadet pilots. He has been instrumental in advising and guiding us in our conduct of training.

Capt Zulkifli Abdul Hadi is Assistant Director, Flight Operations Sector. He was APFT Desk Officer previously.

Capt. Phillip gave an overview of the "Professional Pilot" ethics. To be a professional pilot, one has to have the right attitude and be highly disciplined. Being disciplined meant that being punctual, skilful and knowledgeable. Discipline starts

from training, being focused on obtaining as much knowledge and skill as possible to reach the status of a "Professional Pilot". On attitude, Capt. Philip reminded the students to remember their roots and be humble and moderate even when having reached the status of a Captain, flying thousands of miles on big birds. "However high you have flown, always have your feet firmly on the ground" he says.

Capt. Zulkifli discussed the Multicrew Pilot Licence (MPL) giving the advantages and disadvantages of the system of training. He also elaborated on the differences of the MPL and the traditional method of training.

A Visit by GMR COO

Mr. G.U.G Sastry, the Chief Operating Officer of GMR Hyderabad International Airport Limited visited APFT on 19 February 2014. GMR Hyderabad International Airport Limited is in partnership with Asia Pacific Flight Training in setting up and operating the flight academy in Hyderabad. Mr. Sastry's visit is to have an overview of our operations of

the flight academy and to share in our experiences

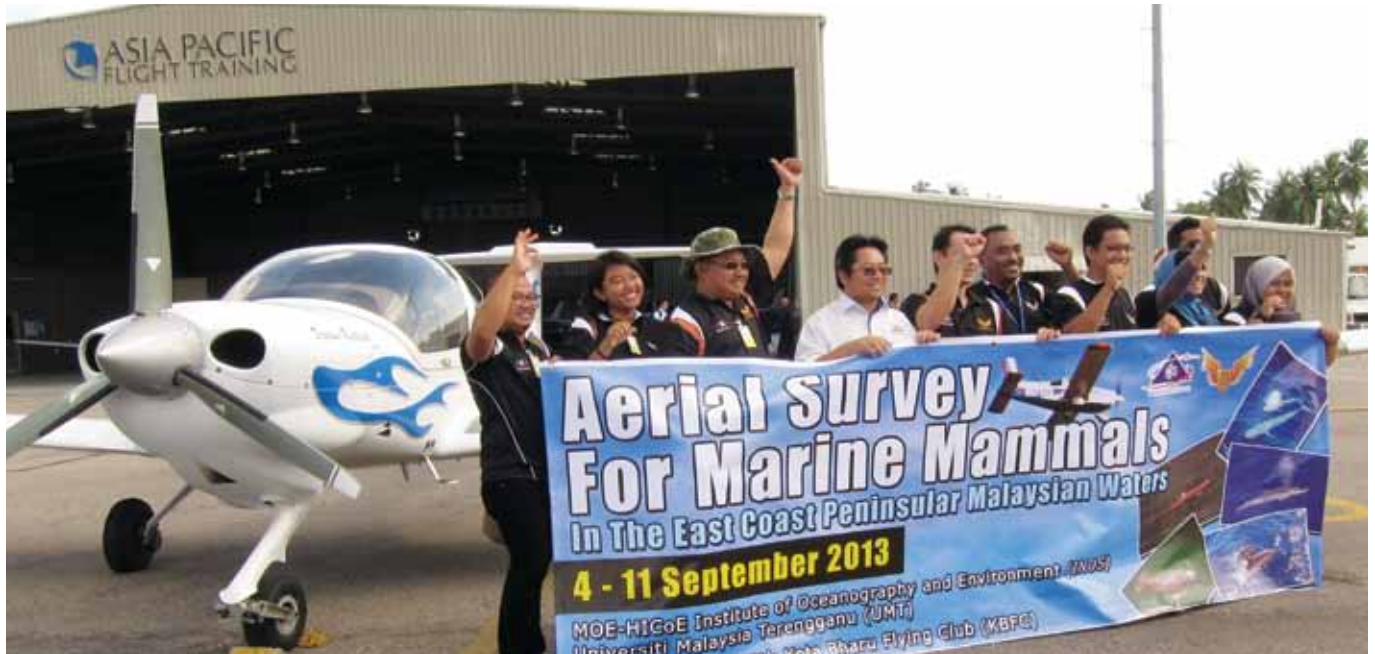
Principal Capt. Mohd Shahrin welcomed the guest and introduced him to the instructors. A briefing on APFT was done before the guest was taken on a tour of Ground School by Capt. Mua'azam..

In the simulator centre a briefing was given by Capt. V. K. Goyal, after

which the guest proceeded to the hangar. The engineers showed the guest around the hangar and briefed him on the activities. For lunch, our visitor had a taste of the food served in the Crew Residence. With that he ended his day trip to APFT and took the flight back to KL in the late afternoon.



KBFC Activities - Coastal flight



Members of Kota Bharu Flying Club (KBFC) from University Malaysia Terengganu and APFT had an event flying over the coastal area of the South China Sea to sight marine mammals in the waters of the East Coast of Peninsular Malaysia. The members used the club's aircraft PIPER 28, 9M-NRS.

The event went on from the 4th until 11th October 2013. The 'Flag-off' event took place at APFT hangar. Prof. Madya Dr. Aidy@Mohamed Shawal M. Muslim, Timbalan Pengarah HiCoE, INOS-UMT was present at the flag off ceremony. En. Arif Faruk, who is KBFC President together with Prof. Madya Dr. Aidy officiated the event.

This is the first flying event by members, flying over long stretches to sight objects. The team made stops in Kuala Terengganu, Kuantan and Johore



Bharu for refuelling.

Members were on the lookout for mammals such as Dolphins, Mysticeti (paus balen), Sirenian (dugong), in the waters of East Coast of Peninsula

Malaysia. They were excited to see signs of marine mammal presence during their trip.



IHST Knows Why Helicopter Accident are Happening; It's Now Trying to Stop Them

In its quest to bring the global helicopter accident rate to zero, the International Helicopter Safety Team (IHST) has analyzed more than 1,000 U.S. civil helicopter accidents and their causes. Having done so, the IHST's investigators have come to two clear conclusions: (1) Helicopter accidents are ultimately caused by incorrect human decisions, and (2) the evidence shows that reducing the accident rate to zero is actually possible.

According to the U.S. data from the calendar years, 2000, 2001, and 2006, the majority of helicopter accidents occur in the Personal/Private (18.5%) and Instructional (17.6%) categories, followed by Aerial Applications (10.3%) and Evacuation Medical Services (7.6%).

The analysis of the accidents revealed that a majority of them had a standard problem with pilot judgment and action. Thus, the initiating event in the accident sequence was the absence of adequate preparation or planning by the pilot, or in some cases incorrect judgment in reaction to the situation or event.

Some helicopter instructors have been taking student pilots to 700 feet and then having the students try to auto-rotate to landing, which is dangerous and unnecessary.

The IHST has identified other human-controlled factors that contribute to helicopter accidents. They include not having a Safety Management System (SMS) in place, and not installing and/or paying attention to Health & Usage Monitoring Systems (HUMS) and Flight Data Monitoring (FDM).

By using Flight Data Monitoring



information, we were able to show pilots what kinds of manoeuvres went outside our operating envelopes.

The problem is that taking shortcuts always comes back to haunt you, sooner or later, simply because the ability of the aircraft and/or pilot to cope with normal flying changes has been compromised. The second cultural issue is the "mission first" attitude for which helicopter pilots are renowned. Chances are he will make the flight, because a life-saving mission comes first – even if the pilot is not capable of flying safely in such conditions.

Having compiled all this information about helicopter accidents, the IHST is doing whatever it can to communicate its findings and solutions to helicopter

operators, owners, and pilots.

IHST's have changed this goal, to aim for the zero accident goal on an ongoing basis. The problem with the 80% goal is that – although accident rates have indeed fallen since IHST was formed – there is an absence of reliable global information on helicopter hours and usage. As well, the 80% reduction implies that the remaining 20% of accidents are acceptable, which of course they are not. In all its efforts, the IHST will continue to hammer home the concept that helicopter accidents are indeed avoidable, through a combination of proper preparation and training, flight planning, onboard systems and flight monitoring, and compliance with regular maintenance schedules and manufacturer advisories.

Source: <https://www.jsthelicopters.com/HELIARTICLES/tabid/433/ID/15462/IHST-Knows-Why-Helicopter-Accidents-are-Happening-Its-Now-Trying-to-Stop-Them.aspx>

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