# Basic Aircraft Instrument 2

**Course Description**

Those who requires getting a license from Civil Aviation Authority Malaysia are required to understand this topic because it is part of the topic in module 11 and 12. For module 11 it is in 11.5.1 Instruments System and module 12 it is in 12.7.1 Instruments System.

**Course Learning Outcomes**

The participants will be able to understand the basic aircraft instruments system and be able to answer question for majority of CAAM B1 examination on M12.7.1 topic.

**Course Structure**

It is 3 days courses including a workshop visit at the end of the sessions;

- **Day 1:**
  - Pitot Static System:- Altimeter, Air Speed Indicator and Vertical speed Indicator.
  - Gyroscopic Instruments:- Artificial Horizon, Attitude Director, Direction Indicator, Horizontal Situation Indicator, Turn & slip indicator and Turn Coordinator.

- **Day 2:**
  - Aircraft Compasses:- Direct Reading and Remote Reading.
  - Vibration Indicating systems:- HUMS

- **Day 3:**
  - Glass cockpit.
  - Other aircraft system indication.

**Course Duration**

- Full time: 3 days
- Time: 0900-1630

**Certificate Awarded**

UniKL MIAT Certificate

## Course Delivery Methodology

Lecture, Classroom discussions and Workshop visit.

**Contact Person**

Please contact

- En Md Hafis Khairuddin, Head of Section (HOS), ACE at email: hafis@unikl.edu.my and phone or whatsapp at 0192985707 or
- Siri Famiza Mazlan, Administrative Officer, ACE UniKL MIAT at email: sitifamizam@unikl.edu.my and phone or whatsapp 00123092494.

**Trainer Profile**

Halim Bin Bujang. He spends his 35 years of his career in aviation. Most of his working experience is in the Royal Malaysian Airforce. Starting his career, in 1982 until 1983 he attended an aircraft instrument mechanic course then 1983 until 1986 we was transferred and work on Alouette IIIB and Nuri S61A helicopter instrument systems doing maintenance, servicing and rectification. He then attended his aircraft instrument technician course where after completion, he was sent to work as a technician on F5E/F5F/RF5E fighter aircraft from 1987 until 1994 because this fighter aircraft uses liquid oxygen which is converted to gas for pilot breathing he was sent for a course on liquid oxygen handling in MOX Petaling Jaya, liquid oxygen/nitrogen generating plant in RMAF Kuantan and liquid oxygen dry breathing quality assurance course in Amberly Australia.

When RMAF bought a new fighter trainer aircraft Hawk 108/208, he was sent to England for 3 month training on this aircraft system which are Flight System Bay Specialist at British Aerospace Lanchire, CNI/CDU and Data Transfer Unit at GEC-Marconi Avionic Kent, Navigation and Attack System at Smiths Industried ADS Glochester and Stores Management System at Computing Devices Sussex.

Finishing his training he was attach to an instrument workshop as a workshop supervisor from 1994 until 2000. In the workshop his responsibility is to service aircraft instrument system for A4 Skyhawk, Mig29 and Hawk 108/208. The Instrument workshop is also responsible to maintain photo lab and oxygen/nitrogen generating plant. Here he also attended Laser Inertial Navigation System and 105H Laser Rangefinder course. His last tour in the RMAF from 2000 until 2003 is as an instrument examiner in the trade standard and test section. This section is responsible for RMAF promotion examination and selection of new recruits and pilots.

After retired from RMAF he work at Composite Technology Research to maintain Eagle 150B aircraft and it lasted for 6 month before working at UniKL MIAT as a specialist until today. In UniKL MIAT he manages to get his LWTR on X Instrument rating. He was also sent to Aerobildung in Germany for B2 familiarization course to become a qualified instructor. Now he is attach under CHAMP which teaches the EASA licensing program. In CHAMP he is appointed as Instructor, Examiner and Assessor.