

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 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 for Composite Technology Research to maintain Eagle 150B aircraft and it lasted for 6 month before working at UniKL MIAT 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 for B1 and B2. In CHAMP he is appointed as Instructor, Examiner and Assessor.