



ANNUAL **REPORT** 2021

CIVIL AVIATION AUTHORITY OF MALAYSIA

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INTRODUCTION

The Civil Aviation Authority of Malaysia (CAAM) is pleased to present its Annual Report for 2021, a year marked by resilience, adaptability, and progress amid unprecedented challenges. As the aviation sector continued to recover from the profound impacts of the global COVID-19 pandemic, CAAM remained steadfast in its commitment to ensure the safety, security, and efficiency of Malaysia's civil aviation operations. This report highlights the industry's growth, air traffic movements and overview of our strategic initiatives, regulatory advancements, and collaborative efforts to support the industry's recovery while upholding the highest standards of compliance to safety and security. It also reflects our dedication to fostering sustainable growth in the aviation sector, aligning with national and global aspirations for a safe and secure aviation landscape.

“

**The key to
Aviation Safety is
do the right thing
even no one is
watching**



CEO'S MESSAGE



“

We are working towards implementing advanced data and technology solutions to optimise operations, reduce costs, and improve overall efficiency

As we reflect on 2021, it is clear that this year has continued to present both challenges and opportunities for the aviation industry. The global COVID-19 pandemic, now into its second year, has reshaped the aviation landscape and demanded resilience and adaptability. In spite of this, I am proud to say that the Civil Aviation Authority of Malaysia (CAAM) has risen to meet these challenges, prioritising safety, efficiency, and innovation as the pillars of our response.

In 2021, we focused on fortifying safety measures, as safeguarding the well-being of passengers, crew, and staff remains our utmost priority. We introduced updated guidelines and protocols in line with international standards, ensuring that Malaysian aviation remains synonymous with safety and reliability. This has included enhancing hygiene practices, introducing contactless solutions in airports, and closely monitoring operational compliance with health protocols.

To support the sector's recovery, CAAM has also prioritised the growth and development of our local aviation industry. Our collaborative efforts with airlines, airports, and industry partners have allowed us to take significant steps toward reviving travel and restoring passenger confidence. We are committed to supporting airlines and aviation businesses as they adapt and recover, implementing policies that encourage innovation and sustainability, which will define the future of aviation.

In 2021, we focused on fortifying safety measures, as safeguarding the well-being of passengers, crew, and staff remains our utmost priority.

Looking ahead, CAAM will be investing heavily in digital transformation. We are working towards implementing advanced data and technology solutions to optimise operations, reduce costs, and improve overall efficiency. This includes upgrading air traffic management systems, adopting green technologies, and implementing strategies to reduce aviation's environmental footprint.

I am deeply grateful for the dedication and hard work of the entire CAAM team, whose commitment has been instrumental in navigating this year's challenges. I also want to thank our partners, stakeholders, and the government for their continuous support and collaboration. Together, we are committed to ensuring that Malaysia's aviation sector not only recovers but also thrives in a safe, sustainable, and forward-looking manner.

As we move forward, CAAM remains steadfast in our mission to provide a safe, efficient, and sustainable airspace for Malaysia. We look forward to continuing our journey with you, guided by resilience, innovation, and the pursuit of excellence.

Thank you for your continued trust and support.



“

As we move forward, CAAM remains steadfast in our mission to provide a safe, efficient, and sustainable airspace for Malaysia.

CAPTAIN CHESTER VOO CHEE SOON
Chief Executive Officer

AUTHORITY MEMBERS



**TAN SRI MOHD. KHAIRUL ADIB
BIN ABD. RAHMAN**
Chairman



**CAPTAIN CHESTER VOO
CHEE SOON**
Chief Executive Officer



**DATUK ISHAM
BIN ISHAK**
Secretary General
Ministry of Transport
(Non-Independent & Non-Executive)



**ROKHOUN NAFSIAH
BINTI ABD RASHID**
Representative of the
Ministry of Finance
(Non-Independent & Non-Executive)



**TAN SRI IR. PROFESSOR DATO'
DR. CHUAH HEAN TEIK**
Authority Member
(Independent & Non-Executive)



**DATUK BEN CHAN
CHONG CHOON**
Authority Member
(Independent & Non-Executive)



**TAN SRI DATO' SRI
DR HALIM MOHAMMAD**
Authority Member
(Independent & Non-Executive)



**DATO' MOHAMED SHARIL
TARMIZI**
Authority Member
(Independent & Non-Executive)

CAAM AUTHORITY'S COMMITTEES

Technical and Licensing Committee

Chairman

- Datuk Ben Chan Chong Choon

Members

- Dato' Mohamed Sharil bin Mohamed Tarmizi
- Captain Chester Voo Chee Soon

Audit, Risk and Integrity Committee

Chairman

- Tan Sri Ir. Prof. Dato' Dr. Chuah Hean Teik

Members

- Tan Sri Dato' Seri Dr. Halim Mohammad
- Captain Chester Voo Chee Soon

Finance Committee

Chairman

- Rokhoun Nafsiah binti Abd Rashid

Members

- Mr Guna Arulalan David
- Captain Chester Voo Chee Soon

Nomination and Remuneration Committee

Chairman

- Dato' Mohamed Sharil bin Mohamed Tarmizi

Members

- Datuk Ben Chan Chong Coon
- Captain Chester Voo Chee Soon

Nomination and

Remuneration Committee

Chairman

- Datuk Isham bin Ishak

Members

- Tan Sri Ir. Prof. Dato' Dr. Chuah Hean Teik
- Captain Chester Voo Chee Soon

CAAM MANAGEMENT



**CAPTAIN
CHESTER VOO
CHEE SOON**
Chief Executive
Officer



**NOOR IZHAR BIN
BAHARIN**
Deputy CEO
(Operations)



**ZAINUL ABIDIN
BIN MASLAN**
Deputy CEO
(Regulatory)



**CAPTAIN MD. JANI
BIN MD. DOM**
Quality & Standards



**CAPTAIN
NORAZMAN BIN
MAHMUD**
Flight Operations



**COLLIN JOSHUA
MELLING**
Airworthiness



**DR. ZAINUL FUAD
BIN MD WAHI**
Aerodrome
Standards



**MOHAMMAD
HAFIZ BIN
SALLEH**
Aviation Security



**ROHDIZAD BIN
ARIFFIN**
Air Navigation
Services and Stan-
dards



**CAPTAIN
JAMALUDDIN BIN
TAMBYCHIK**
Flight Calibration



**DG. SITI NOOR
JEHAN BINTI AG.
MOHD SAUFI**
Management
Services



**MOHD FADHLI
BIN ABD. HADI**
Finance
Management



**SURESH
VB MENON**
CAAM KLIA



**HOOD BIN
MUSTAPHA**
KLATCC



JOHNLI BIN IDEK
CAAM Sabah



LING SWEE ING
CAAM Sarawak



**MOHD AZLI BIN
MAT DAUD**
CAAM Peninsular
Region



**KHAIRUL A'AMALI
BIN ISMAIL**
Malaysia Aviation
Academy (MAvA)



**AIDA NURDIANA
CHE
KAMARULZAMAN**
Legal Advisor



**NURILYA ANIS
BINTI AB RAHIM**
Corporate
Communications



**NUR FAZIRA
BINTI
SHAHARUDIN**
Integrity



**NUR RAISHAH
BINTI ABDO
RASHID**
Internal Audit

CAAM OVERVIEW



The incorporation of the Civil Aviation Authority of Malaysia (CAAM) is in line with the requirement of the International Civil Aviation Organization (ICAO) which has called upon contracting states to the Chicago Convention to establish an autonomous civil aviation authority to ensure efficient management of the safety and security of the civil aviation.

CAAM's main role is to contribute to the development of Malaysia's civil aviation technical sector and mandated to comply with ICAO's standards to keep aviation safe, secure, and efficient. Among CAAM's key functions are to regulate, facilitate and promote the nation's aviation/aerospace industry as well as to ensure that the national and international obligations of Malaysia in matters relating to civil aviation can be carried out, and the universal safety and security standards and requirements in civil aviation are implemented, complied with and well-maintained. The

“CAAM’s main role is to contribute to the development of Malaysia’s civil aviation technical sector and mandated to comply with ICAO’s standards to keep aviation safe, secure, and efficient”

establishment of CAAM is also to ensure affairs involving Malaysia’s civil aviation industry meet the safety standards and procedures recommended by ICAO.

CAAM establishes a comprehensive policy covering all key aspects of aviation, focusing on

growth areas, strategic development objectives, long-term strategies and transformational approaches. One of CAAM’s vital role is maintaining the country’s competitive edge within the global aviation sector. As a regulatory body, CAAM’s responsibilities as provided under Act 788 include:

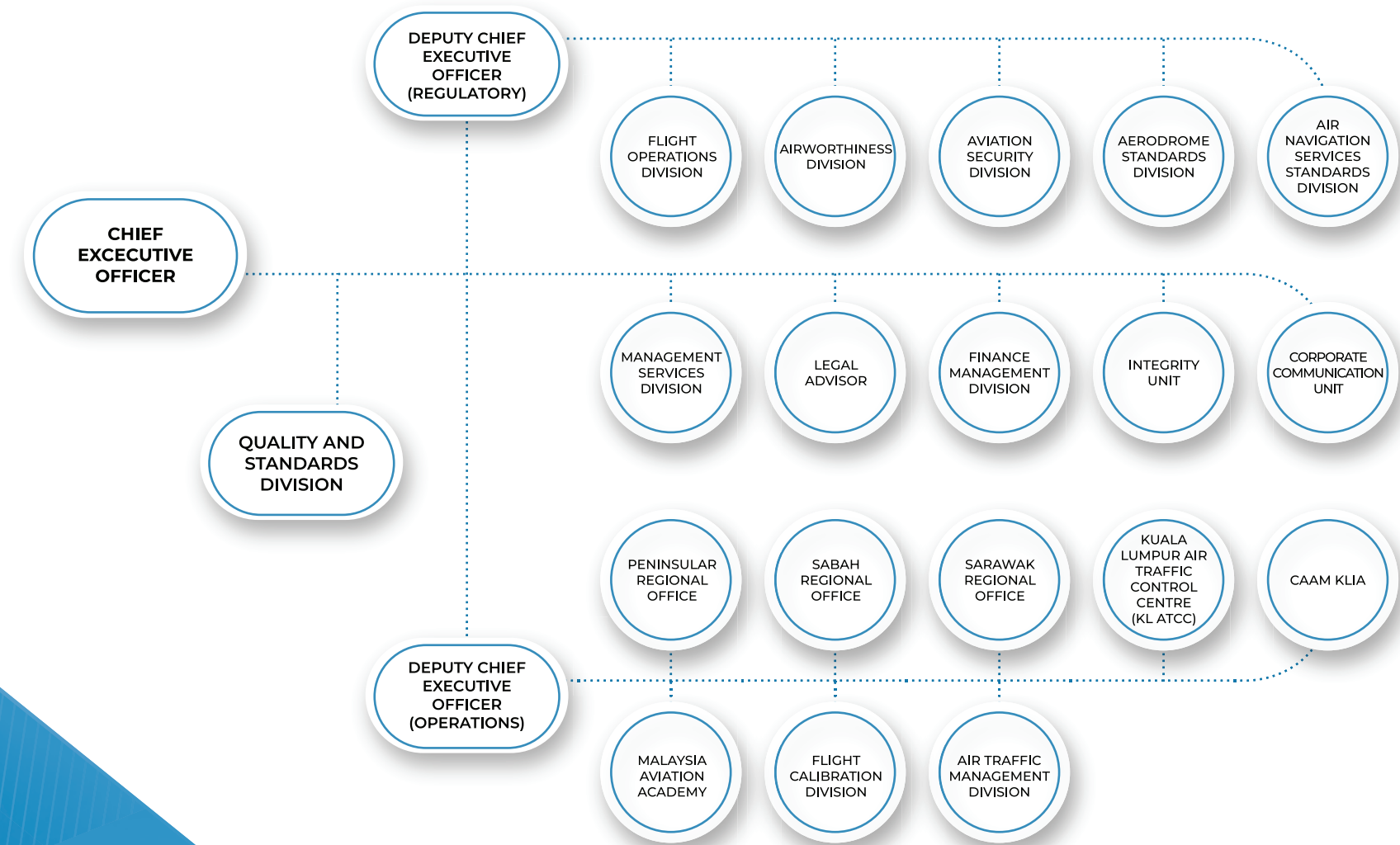
- **Regulate the safety and security of civil aviation operations in Malaysia;**
- **Safeguard civil aviation against any acts of unlawful interference;**
- **Exercise safety regulatory oversight of civil aviation;**
- **Regulate the operation of aerodrome services and facilities in Malaysia;**
- **Provide air navigation services within the Kuala Lumpur and Kota Kinabalu Flight Information Region;**
- **Coordinate search and rescue operations; and**
- **Cooperate with any authority in charge with investigation of aircraft accident and serious incident.**

Beyond the regulatory and oversight functions, CAAM also encourage, promote, facilitate, and assist in the development and improvement of civil aviation capabilities, skills, and services in Malaysia by providing technical and

consultancy services relating to civil aviation, as well as providing education and training in this industry and promoting research and development of civil aviation sector.



ORGANISATION CHART





VISION

To be the world's leading aviation authority



MISSION

To continuously enhance safety, security and efficiency for a sustainable aviation industry



EXECUTIVE SUMMARY

CAAM marked 2021 as a year of strategic recovery and transformation amidst the lingering challenges of the global pandemic. While the aviation industry continues to face unprecedented pressures, CAAM's annual report highlights our efforts to ensure safety, operational resilience, and readiness for a post-pandemic recovery.

Navigating Pandemic Challenges

2021 saw a gradual recovery in aviation activities, with global vaccination rollouts and relaxed travel restrictions. However, the aviation sector in Malaysia remained under strain due to intermittent COVID-19 waves and international travel limitations. CAAM focused on mitigating the impact on airlines, airports, and stakeholders by providing regulatory flexibilities and supporting the industry's transition to recovery.

Strengthening Safety Standards

Safety remained the cornerstone of CAAM's mandate in 2021 by undertaking several measures to enhance oversight and compliance, ensuring adherence to the International Civil Aviation Organization (ICAO) standards. CAAM conducted audits, inspections, and training programs despite

operational constraints, leveraging digital tools for virtual inspections and remote training sessions.

The year saw CAAM streamline its regulatory processes to align with international best practices where efforts included updating aviation safety regulations and implementing measures to improve Malaysia's compliance with ICAO standards as well as the publication of numerous documents for the aviation industry.

Safety regulations are an important tool used by CAAM to control safety risks. CAAM published the first batch of Civil Aviation Directives (CAD), effective 1st April 2021, as a provision of adequate regulations to address the national requirements emanating from the primary aviation legislation and providing for standardised operational procedures, equipment and infrastructures including safety management and training systems, in conformance with the Standards and Recommended Practices (SARPs) contained in the ICAO Annexes to the Convention on International Civil Aviation.



Digital Transformation and Industry Collaboration

CAAM embraced digital transformation to enhance efficiency in service delivery and regulatory functions. Initiatives included the digitisation of license application and issuance, remote audits, data-driven decision-making tools and the launch of CAAM's very first e-magazine, "AWAN: Aviation Within A Nation". These innovations were instrumental in maintaining CAAM's functions during periods of restricted movement.

In addition to that, CAAM had worked closely with airlines, airport operators, and international counterparts to address challenges and implement recovery strategies. Partnerships with stakeholders aimed to foster resilience, promote sustainable growth, and prepare for the return of pre-pandemic passenger traffic.

Outlook and Strategic Vision

Looking forward, CAAM reaffirmed its commitment to restoring Malaysia's aviation standing on the global stage. Key focus areas include enhancing safety oversight, regaining Category 1 status for the International Aviation Safety Assessment (IASA) by the U.S. Federal Aviation Administration (FAA), promoting sustainable aviation practices, and supporting industry growth through innovation and collaboration.

In conclusion, CAAM's annual report for 2021 reflects a year of resilience, adaptability, and forward-thinking initiatives. While challenges persisted, CAAM's proactive measures laid the groundwork for the sustainable recovery and growth of Malaysia's aviation industry.





KEY HIGHLIGHT

CAAM Approval Holders

CAAM plays a crucial role in ensuring the safety, security, and efficiency of civil aviation in the country. Among its key functions are issuance of licenses and certifications for various stakeholders in the aviation industry.

119

Registered Aircraft

28

Air Operator Certificate Holders (AOC)

84

Certificate of Aerodrome (CoA)

187

Maintenance, Repair and Overhaul Organisations (MRO)

38

Continuing Airworthiness Management Organisation (CAMO)

16

Maintenance Training Organisations (MTO)

14

Approved Training
Organisation-Flight Training
Organisation (ATO-FTO)

15

Approved Training
Organisation-Type Rating
Training Organisation (ATO-TRTO)

8

Approved Training
Organisation-Flying Club
(ATO-FC)

2

Approved Training
Organisation-Remote Pilot
Training Organisation
(ATO-RPTO)

2

Approved Training
Organisation -
Air Traffic Control



Flight Crew License
Holders

4883 (Active)

14300

(Total Pilot)



3877

Aircraft Maintenance
License Holders



AIR TRAFFIC MOVEMENTS

248,595
Commercial Aircraft



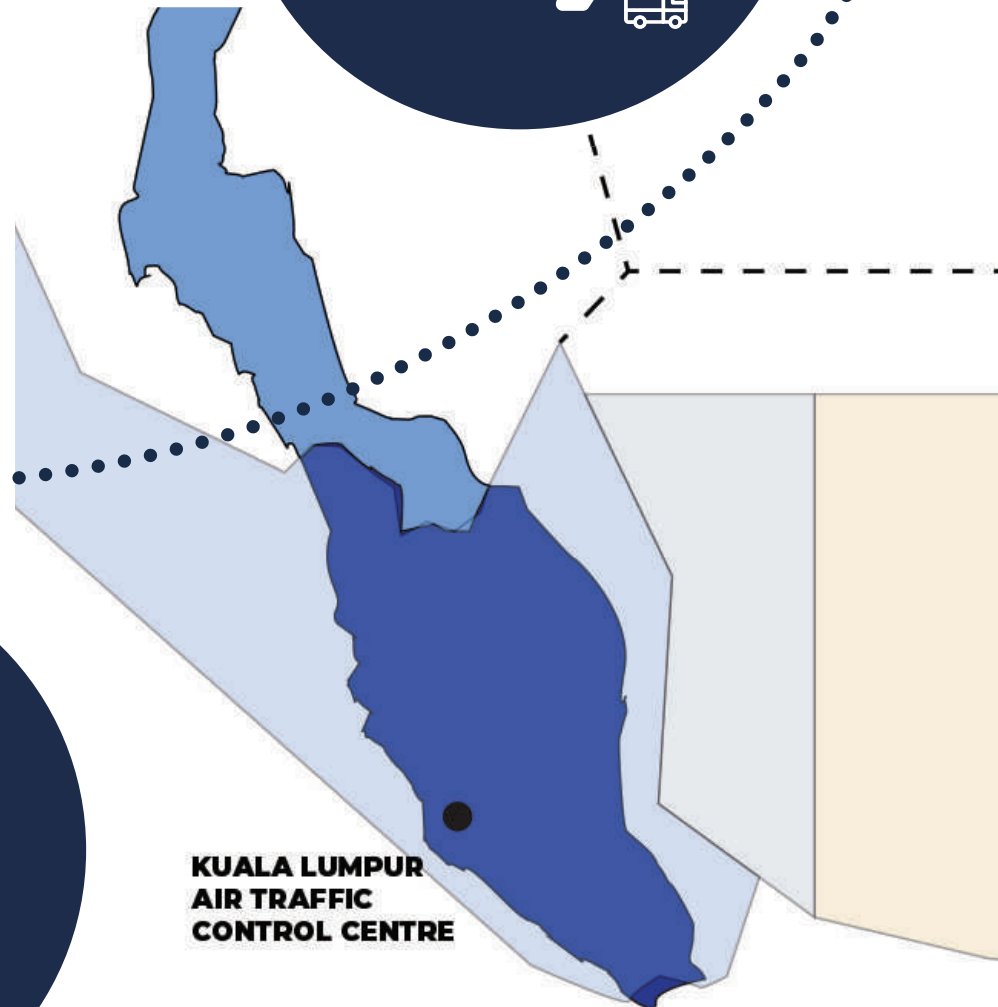
1,070,838
Cargo



5.31
MILLION
Passenger



KUALA LUMPUR
AIR TRAFFIC
CONTROL CENTRE



201,972

Kota Kinabalu Flight
Information Region
(KLFIR)



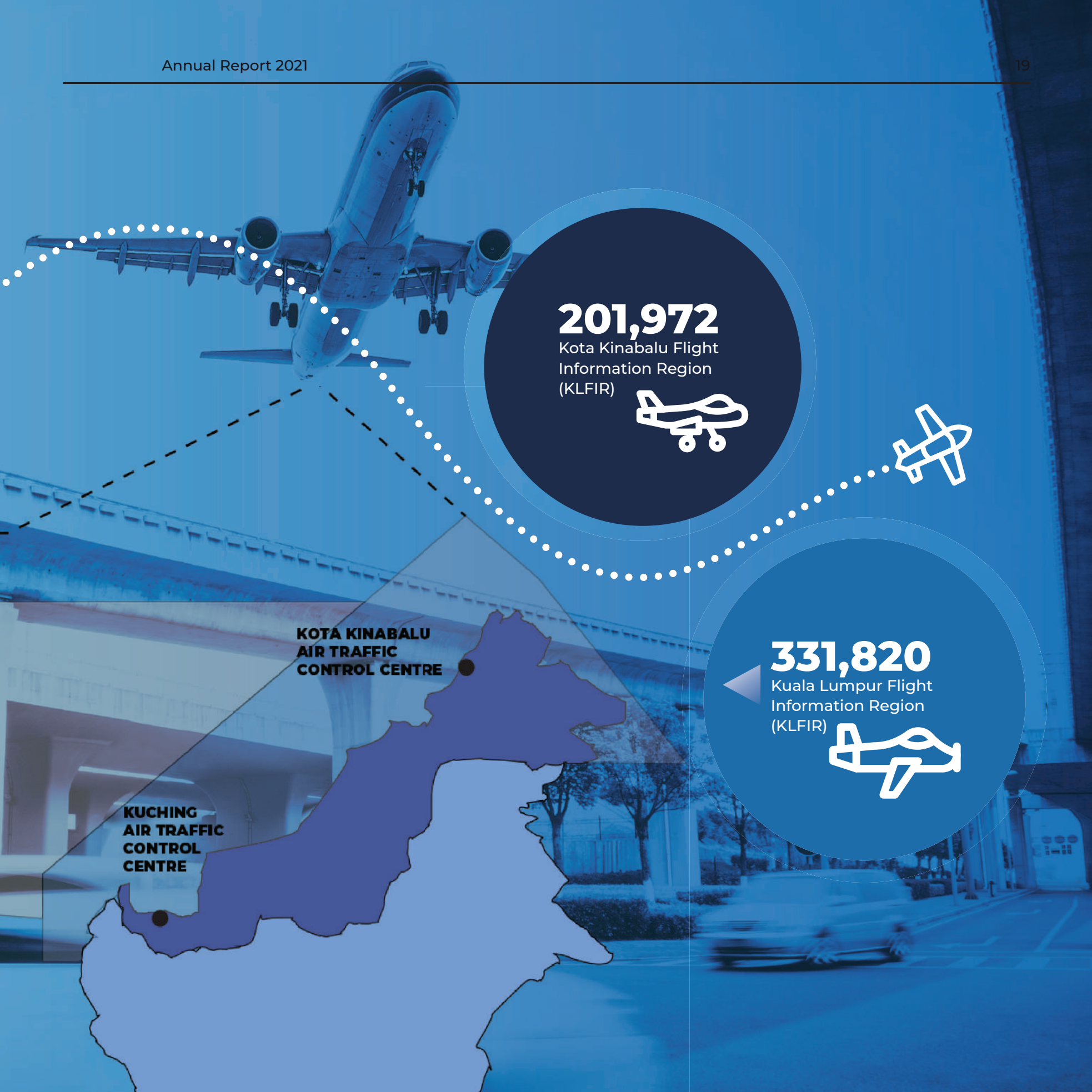
331,820

Kuala Lumpur Flight
Information Region
(KLFIR)



**KOTA KINABALU
AIR TRAFFIC
CONTROL CENTRE**

**KUCHING
AIR TRAFFIC
CONTROL
CENTRE**



KEY HIGHLIGHTS 2021



Introducing CAAM Compliance Questionnaires

One of CAAM's core obligations is to conduct safety oversight (audits) to the aviation related operators in Malaysia from the large commercial air transport operators, flying clubs, training organisations, general aviation operators, ground handling operators and many more. This is to ensure that the operators meet all the requirements and functions to an acceptable level of competency and safety as required.

In line with CAAM's road to digitalisation, the implementation of Compliance Questionnaires (CQ) will improve standardisation and effectiveness of the safety oversight and will be one of the many steps towards a fully "Digitalised CAAM" while strengthening our credibility and reputation as a competent authority.

With the CQ, audits will be based on a single and structured checklist in digital format (online

platform). Aiming to achieve standardisation and with more lead time resulting in a more comprehensive and complete audit process. This new process will create better collaboration between both the auditees and auditors to achieve the same ultimate goal, 'Aviation Safety'.

CQs are a set of questions on standards, requirements and procedures derived from Malaysian Civil Aviation Regulations (MCAIR) 2016 and the recently introduced Civil Aviation Directives (CADs). It is a tool for self-assessment for the operator to ensure compliance. CAAM Flight Operations Division has conducted several trial runs and introductory briefing to several aviation related operators and more to come before it will be fully implemented. As it is still at its infancy stage, CAAM is collecting feedback to improve further.



Launch of New Unmanned Aircraft Systems (UAS) Directives for Agricultural UAS Operations, Special UAS Project and Remote Pilot Training Organisation

CAAM launched three new Civil Aviation Directives (CADs) in relation to Unmanned Aircraft Systems (UAS) operations effective 1st March 2021. The CADs are namely:

1) CAD 6011 Part (I) – Remote Pilot Training Organisation (RPTO):

This CAD sets out the requirements, administrative processes, instructions, and guidance related to the operation of RPTO within Malaysia. It is aimed to help new organisations ensure that an application as an RPTO satisfy CAAM requirements and explain the administrative arrangements, instructions and legal matters in relation to how CAAM will administer RPTOs as well as to provide guidance to organisations to ensure continued compliance as and when there are any appropriate or necessary changes to the organisations.

2) CAD 6011 Part (II) – Agricultural Unmanned Aircraft System Operations (AGR):

This CAD contains the standards, requirements and procedures to individuals and operators in Malaysia seeking approval for agricultural operations utilising UAS for commercial and private operators.

3) CAD 6011 Part (V) – Special Unmanned Aircraft System Project (SUP):

This CAD aims to facilitate local drone investors, innovators and operators (government and private entities) to invest, innovate in R&D activities and operate in BVLOS and any other operations requiring any additional support activity from CAAM due to the additional risks in the fast growing UAS industry.

The issuance of these new CADs are to accommodate the increasing operations of UAS involving various fields. In these efforts, CAAM has set forth the standards, requirements and procedures to individuals and operators in Malaysia for agriculture, training organisation, research and development, Beyond Visual Line of Sight (BVLOS) operations, and any other operations that require additional support from CAAM due to the additional risks it involves.

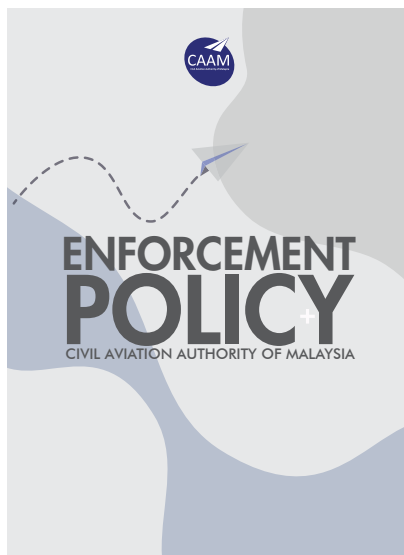
As technology continues to evolve and play a larger role in everyday lives, CAAM will continue to facilitate and support the dynamic growth of the drone industry without compromising on public safety and security.



Launch of Malaysia's State Safety Program

CAAM and the Ministry of Transport Malaysia (MOT) launched Malaysia's State Safety Programme (SSP), setting out Malaysia's priorities to further strengthen the safety standard of this highly regulated industry. As defined by the International Civil Aviation Organization (ICAO), SSP is an integrated set of regulations and activities aimed at improving safety. The objective is to achieve an acceptable level of safety of aviation services and products delivered by aviation service providers that includes aircraft operators, air navigation service providers, airport

operators, training, and maintenance organisations. Within 15 years, CAAM will put in place an increasingly effective, robust and eventually more sophisticated safety oversight system to achieve zero fatalities in scheduled commercial operations. The safety priorities support this aspirational goal which identifies safety-related challenges and the prioritisation of areas that require action to enhance safety in Malaysia.



CAAM Enforcement Policy

As the sole technical aviation regulator in Malaysia, the main purpose of CAAM is to protect the interests of the aviation community and the public and to ensure the growth and development of the industry. In carrying this out, CAAM has issued an Enforcement Policy that provides clear guidelines for the application of the regulatory enforcement powers, as prescribed in the Civil Aviation Act 1969 [Act 3].

This Enforcement Policy shall serve as a guide and provide details to those in the aviation industry and the relevant individuals, parties and entities in respect of compliance to the existing legislation and regulations. The main objective of

this Enforcement Policy is to guide the aviation community in Malaysia in achieving an internationally recognised standard of aviation safety and recommended practices for the safety of air travel.

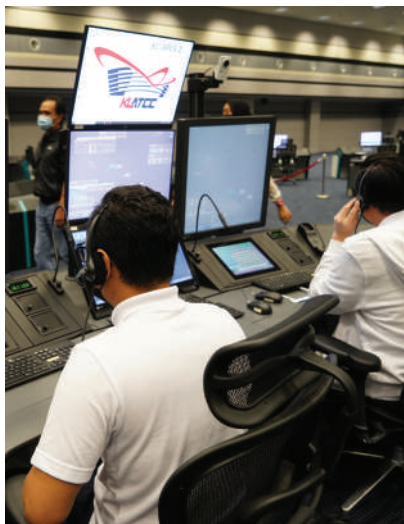
CAAM has the responsibility to regulate the civil aviation industry and be clear about when, why and how action has to be taken to ensure that the industry maintains a strict compliance to all regulations that protects public safety. Establishing a transparent and consistent approach to enforcement reinforces a fair organisation which is what CAAM strives to be.



Launch of Online Application Through Business Licensing Electronic Support System (BLESS) for CAAM Dangerous Goods Permit

CAAM prioritises the importance of providing a positive experience to all valued stakeholders. CAAM is continuously seeking to enhance its services and is committed to deliver reliable and consistently high quality service. Starting 2021, as part of CAAM's road to digital transformation, all applications for Dangerous Goods Permit can be done via online through Business Licensing Electronic Support System (BLESS) by visiting www.bless.gov.my. The application includes approvals to carry dangerous goods through air transport for Class 1- explosives, Class 7- radioactivity and weapons and firearm spare parts.

BLESS is a one stop online service center for information gathering and online applications for business-related licenses, approvals and permits in Malaysia. It is a platform used by Government Ministries and Agencies to process and approve any applications and allows merchants and investors to track the status of their applications. Apart from that, BLESS establishes information repositories for the purpose of analysis, monitoring, planning and improvement of licensing services.



Successful Operation Migration of Malaysia's New Airspace Structure to The New Kuala Lumpur Air Traffic Control Centre, Sepang

CAAM successfully completed the operational migration of Malaysia's new airspace structure to the new Kuala Lumpur Air Traffic Centre (KLATCC) in Sepang, Selangor from the previous KLATCC in Subang, Selangor. The migration that took place at 2 am on 1st September 2021, marked a historical moment for the country's aviation industry which saw the restructuring of the country's airspace from 7 sectors of the old airspace to the new 14 sectors airspace. The new airspace structure is equipped with new airways,

new departures and arrival standards and a new backend system. CAAM hopes to provide lucrative returns to the country through the expansion of the aviation industry.

The migration of the new airspace structure has been part of CAAM's ongoing efforts to standardise and incorporate the International Civil Aviation Organization (ICAO) standards in the airspace design of the Kuala Lumpur Flight Information Region (KL FIR). By implementing



the new KL FIR airspace, it would allow more aircrafts to land during peak hours or premium slots, increasing the landing capacity at KLIA from 78 to 108 aircrafts per hour, which is among the highest in the world. Furthermore, the redesign of the airspace will subsequently allow more aircraft movements per hour by fully utilising the three runways available at KLIA simultaneously.

The all-new airspace structure will provide a more efficient and seamless air traffic management, enhancement of KL FIR Surveillance Systems and improvement of KL FIR Communications and Navigation Systems to enable Performance Based Navigation (PBN) implementation. In addition to that, it will also enhance Malaysia's competitiveness in the aviation industry by raising the availability and connectivity of the country's civil aviation industry.



Official Launch of The New Kuala Lumpur Air Traffic Control Centre by YAB Dato' Sri Ismail Sabri Bin Yaakob, Prime Minister of Malaysia

1st December 2021 marked a historic day for the aviation industry as CAAM officially launched the new Kuala Lumpur Air Traffic Control Centre (KLATCC) in Sepang, Selangor. The momentous event was officiated by YAB Dato' Sri Ismail Sabri bin Yaakob, Prime Minister and attended by YB Datuk Seri Ir. Dr. Wee Ka Siong, Minister of Transport.



"The official launch of the new KLATCC comes at the most appropriate time as we prepare for the country's economic recovery. It is my biggest hope that as we prepare to open our international borders soon, it will help improve the air transport industry and subsequently boost our economy", YAB Dato' Sri Ismail Sabri bin Yaakob, Prime Minister of Malaysia

Designed after the local traditional kite or wau and infused with a modern twist, the new KLATCC is an important milestone for the country's civil aviation industry. This national

pride includes the construction of a three-story complex and the installation of new communications, navigation, surveillance, and air traffic management (CNS/ATM) systems. This ultramodern facility houses the air traffic control operations for KL FIR, becoming the backbone of the country's air traffic control as well as the Aeronautical Search and Rescue (SAR) Coordination Centre. The commissioning of the COSPAS-SARSAT would further enhance the Search and Rescue capabilities of CAAM within the Kuala Lumpur and Kota Kinabalu FIRs.

As part of CAAM's mission to upgrade and modernise Malaysia's air traffic services, the new KLATCC will provide a more efficient and seamless air traffic management and enhance Malaysia's competitiveness in the aviation industry by raising the availability and connectivity of the country's air transport industry.

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In the world of aviation, it is always about safety. CAAM plays a vital role in safeguarding the civil aviation industry by ensuring the universal safety and security standards and requirements in civil aviation are implemented, complied with and well-maintained.



FINANCIAL REPORT



SIJIL KETUA AUDIT NEGARA MENGENAI PENYATA KEWANGAN PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA BAGI TAHUN BERAKHIR 31 DISEMBER 2021

Sijil Mengenai Pengauditan Penyata Kewangan

Pendapat

Saya telah memberikan kuasa kepada firma audit swasta di bawah subseksyen 7(3) Akta Audit 1957 [Akta 62] untuk mengaudit Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia. Penyata kewangan tersebut merangkumi Penyata Kedudukan Kewangan pada 31 Disember 2021 Pihak Berkuasa Penerbangan Awam Malaysia dan Penyata Prestasi Kewangan, Penyata Perubahan Aset Bersih, Penyata Aliran Tunai serta Penyata Perbandingan Bajet dan Amaun Sebenar bagi tahun berakhir pada tarikh tersebut dan nota kepada penyata kewangan termasuklah ringkasan polisi perakaunan yang signifikan seperti yang dinyatakan pada muka surat 4 hingga 25.

Pada pendapat saya, penyata kewangan ini memberikan gambaran yang benar dan saksama mengenai kedudukan kewangan Pihak Berkuasa Penerbangan Awam Malaysia pada 31 Disember 2021 dan prestasi kewangan serta aliran tunai bagi tahun berakhir pada tarikh tersebut selaras dengan Piawaian Perakaunan Sektor Awam Malaysia (MPSAS) dan keperluan Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 [Akta 788].

Asas Kepada Pendapat

Pengauditan telah dilaksanakan berdasarkan Akta Audit 1957 dan International Standards of Supreme Audit Institutions. Tanggungjawab saya diuraikan selanjutnya di perenggan Tanggungjawab Juruaudit Terhadap Pengauditan Penyata Kewangan dalam sijil ini. Saya percaya bahawa bukti audit yang diperoleh adalah mencukupi dan bersesuaian untuk dijadikan asas kepada pendapat saya.

Kebebasan dan Tanggungjawab Etika Lain

Saya adalah bebas daripada Pihak Berkuasa Penerbangan Awam Malaysia dan telah memenuhi tanggungjawab etika lain berdasarkan International Standards of Supreme Audit Institutions.

Maklumat Lain Selain Daripada Penyata Kewangan dan Sijil Juruaudit Mengenainya

Anggota Pihak Berkuasa, Pihak Berkuasa Penerbangan Awam Malaysia bertanggungjawab terhadap maklumat lain dalam Laporan Tahunan. Pendapat saya terhadap Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia tidak meliputi maklumat lain selain daripada penyata kewangan dan Sijil Juruaudit mengenainya dan saya tidak menyatakan sebarang bentuk kesimpulan jaminan mengenainya.

Tanggungjawab Anggota Pihak Berkuasa Terhadap Penyata Kewangan

Anggota Pihak Berkuasa bertanggungjawab terhadap penyediaan Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia yang memberi gambaran benar dan saksama selaras dengan Piawaian Perakaunan Sektor Awam Malaysia (MPSAS) dan keperluan Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 [Akta 788]. Anggota Pihak Berkuasa juga bertanggungjawab terhadap penetapan kawalan dalaman yang perlu bagi membolehkan penyediaan Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia yang bebas daripada salah nyata yang ketara, sama ada disebabkan fraud atau kesilapan.

Semasa penyediaan Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia, Anggota Pihak Berkuasa bertanggungjawab untuk menilai keupayaan Pihak Berkuasa Penerbangan Awam Malaysia untuk beroperasi sebagai satu usaha berterusan, mendedahkannya jika berkaitan serta menggunakannya sebagai asas perakaunan.

Tanggungjawab Juruaudit Terhadap Pengauditan Penyata Kewangan

Objektif saya adalah untuk memperoleh keyakinan yang munasabah sama ada Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia secara keseluruhannya adalah bebas daripada salah nyata yang ketara, sama ada disebabkan fraud atau kesilapan, dan mengeluarkan Sijil Juruaudit yang merangkumi pendapat saya. Jaminan yang munasabah adalah satu tahap jaminan yang tinggi, tetapi bukan satu jaminan bahawa audit yang dijalankan mengikut International Standards of Supreme Audit Institutions akan sentiasa mengesan salah nyata yang ketara apabila ia wujud. Salah nyata boleh wujud daripada fraud atau kesilapan dan dianggap ketara sama ada secara individu atau agregat sekiranya boleh dijangkakan dengan munasabah untuk mempengaruhi keputusan ekonomi yang dibuat oleh pengguna berdasarkan penyata kewangan ini.

Sebagai sebahagian daripada pengauditan mengikut International Standards of Supreme Audit Institutions, saya menggunakan pertimbangan profesional dan mengekalkan keraguan profesional sepanjang pengauditan. Saya juga:

- a. mengenal pasti dan menilai risiko salah nyata ketara dalam Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia, sama ada disebabkan fraud atau kesilapan,

merangka dan melaksanakan prosedur audit yang responsif terhadap risiko berkenaan serta mendapatkan bukti audit yang mencukupi dan bersesuaian untuk memberikan asas kepada pendapat saya. Risiko untuk tidak mengesan salah nyata ketara akibat daripada fraud adalah lebih tinggi daripada kesilapan kerana fraud mungkin melibatkan pakatan, pemalsuan, ketinggalan yang disengajakan, representasi yang salah, atau mengatasi kawalan dalaman;

- b. memahami kawalan dalaman yang relevan untuk merangka prosedur audit yang bersesuaian tetapi bukan untuk menyatakan pendapat mengenai keberkesanan kawalan dalaman Pihak Berkuasa Penerbangan Awam Malaysia;
- c. menilai kesesuaian dasar perakaunan yang diguna pakai, kemunasabahan anggaran perakaunan dan pendedahan yang berkaitan oleh Anggota Pihak Berkuasa;
- d. membuat kesimpulan terhadap kesesuaian penggunaan asas perakaunan untuk usaha berterusan oleh Anggota Pihak Berkuasa dan berdasarkan bukti audit yang diperoleh, sama ada wujudnya ketidakpastian ketara yang berkaitan dengan peristiwa atau keadaan yang mungkin menimbulkan keraguan yang signifikan terhadap keupayaan Pihak Berkuasa Penerbangan Awam Malaysia sebagai satu usaha berterusan. Jika saya membuat kesimpulan bahawa ketidakpastian ketara wujud, saya perlu melaporkan dalam Sijil Juruaudit terhadap pendedahan yang berkaitan dalam Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia atau, jika pendedahan tersebut tidak mencukupi, pendapat saya akan diubah. Kesimpulan saya dibuat berdasarkan bukti audit yang diperoleh sehingga tarikh Sijil Juruaudit. Bagaimanapun, peristiwa atau keadaan pada masa hadapan berkemungkinan menyebabkan Pihak Berkuasa Penerbangan Awam Malaysia tidak lagi berupaya meneruskan operasi secara usaha berterusan; dan
- e. menilai persembahan secara keseluruhan, struktur dan kandungan Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia, termasuk pendedahannya, dan sama ada penyata kewangan tersebut telah melaporkan asas-asas urus niaga dan peristiwa-peristiwa yang memberikan gambaran saksama.

Anggota Pihak Berkuasa telah dimaklumkan, antaranya mengenai skop dan tempoh pengauditan yang dirancang serta penemuan audit yang signifikan termasuk kelemahan kawalan dalaman yang dikenal pasti semasa pengauditan.

Hal-hal Lain

Saya ingin menarik perhatian terhadap keperluan Pihak Berkuasa Penerbangan Awam Malaysia untuk mengkaji semula dasar perekodan Hartanah, Loji dan Peralatan bagi mematuhi kriteria pengiktirafan yang ditetapkan dalam Piawaian Perakaunan Sektor Awam Malaysia (MPSAS) 17. Perkara ini disebabkan Pihak Berkuasa Penerbangan Awam Malaysia tidak merekodkan aset yang memberikan manfaat operasi kepada agensi.

Sijil ini dibuat untuk Anggota Pihak Berkuasa, Pihak Berkuasa Penerbangan Awam Malaysia berdasarkan keperluan Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 [Akta 788] dan bukan untuk tujuan lain. Saya tidak bertanggungjawab terhadap pihak lain bagi kandungan sijil ini.



(AZUNAN BIN DAUD)
b.p. KETUA AUDIT NEGARA

PUTRAJAYA
7 DISEMBER 2022



PENGAKUAN OLEH PEGAWAI UTAMA YANG BERTANGGUNGJAWAB KE ATAS PENGURUSAN KEWANGAN PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA

Saya Datuk Kapten Chester Voo Chee Soon, pegawai utama yang bertanggungjawab ke atas pengurusan kewangan dan rekod-rekod perakaunan PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA, dengan ikhlasnya mengakui bahawa Penyata Kedudukan Kewangan, Penyata Prestasi Kewangan, Penyata Perubahan Aset Bersih, Penyata Aliran Tunai dan Penyata Perbandingan Bajet dan Amaun Sebenar yang berikut ini berserta dengan nota-nota kepada Penyata Kewangan di dalamnya mengikut sebaik-baik pengetahuan dan kepercayaan saya, adalah betul dan saya membuat ikrar ini dengan sebenarnya mempercayai bahawa ia adalah benar dan atas kehendak-kehendak Akta Akuan Berkanun, 1960.

Sebenarnya dan sesungguhnya)
diakui oleh penama diatas)

di.....PUTRAJAYA WILAYAH PERSEKUTUAN)
pada.....02 DEC 2022)

.....
DATUK KAPTEN CHESTER VOO CHEE SOON
751018-12-5144
KETUA PEGAWAI EKSEKUTIF

Di hadapan saya,

.....
PESURUH JAYA SUMPAN
NO.A-W455
WONG LIH YEN
KEMENTERIAN PENGANGKUTAN MALAYSIA
TEMPOH: 1 JULAI 2021 BERHANGSA 30 JUN 2024
MALAYSIA

**PENYATA PENERUSI DAN SEORANG ANGGOTA PIHAK BERKUASA PENERBANGAN
AWAM MALAYSIA**

Kami, Tan Sri Mohd Khairul Adib bin Abd Rahman dan Tan Sri Prof Ir. Dato' Dr. Chuah Hean Teik yang merupakan Pengerusi dan salah seorang Anggota Pihak Berkuasa Penerbangan Awam Malaysia dengan ini menyatakan bahawa, pada pendapat Anggota Pihak Berkuasa Penerbangan Awam Malaysia, Penyata Kewangan yang mengandungi Penyata Kedudukan Kewangan, Penyata Prestasi Kewangan, Penyata Perubahan Aset Bersih, Penyata Aliran Tunai dan Penyata Perbandingan Bajet dan Amaun Sebenar yang berikut ini berserta dengan nota-nota kepada Penyata Kewangan di dalamnya, adalah disediakan untuk menunjukkan pandangan yang benar dan saksama berkenaan kedudukan Pihak Berkuasa Penerbangan Awam Malaysia pada 31 Disember 2021 dan hasil kendaliannya serta perubahan kedudukan kewangan bagi tahun berakhir pada tarikh tersebut.

Bagi pihak Anggota Pihak Berkuasa Penerbangan Awam Malaysia



.....
TAN SRI MOHD KHAIRUL ADIB BIN ABD RAHMAN

Pengerusi

Tarikh: 02 DISEMBER 2022



.....
TAN SRI PROF IR. DATO' DR. CHUAH HEAN TEIK

Anggota Pihak Berkuasa Penerbangan Awam Malaysia

Tarikh: 02 DISEMBER 2022

CIVIL AVIATION AUTHORITY OF MALAYSIA

(Incorporated under the Civil Aviation Authority of Malaysia Act 2017 – Act 788)

STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER 2021

CURRENT ASSETS	NOTE	2021 (RM)	2020 (RM)
Cash and Bank Balances	4	54,821,099	9,071,023
Accounts Receivable for Exchange Transactions	5	8,530,020	10,994,271
Accounts Receivable for Non-Exchange Transactions	6	827,785	804,359
Deposits and Prepayments		543,495	673,556
Advances		6,092	49,452
Total Current Assets		64,728,491	21,592,661
NON-CURRENT ASSETS			
Property, plant, and equipment	7	2,670,741	1,779,753
Total Non-Current Assets		2,670,741	1,779,753
Total Assets		67,399,232	23,372,414
CURRENT LIABILITIES			
Accounts Payable for Exchange Transactions	8	19,851,406	89,531,201
Deposits and Advances	9	169,135	92,295
Income Tax Provisions		49,383	453,724
Provision for Employee Benefits	10	984,207	-
Deferred Grant	11	28,912,109	-
Total Current Liabilities		49,966,240	90,077,220
NON-CURRENT LIABILITIES			
Provision for Employee Benefits	10	2,644,152	-
Total Liabilities		52,610,392	90,077,220
NET ASSETS / (LIABILITIES)		14,788,840	(66,704,806)
NET ASSETS / (LIABILITIES)			
Accumulated Surplus / (Deficit) of The Authority's Funds		14,788,840	(66,704,806)
TOTAL NET ASSETS		14,788,840	(66,704,806)

The accompanying notes form an integral part of the financial statements.

CIVIL AVIATION AUTHORITY OF MALAYSIA

(Incorporated under the Civil Aviation Authority of Malaysia Act 2017 – Act 788)

FINANCIAL PERFORMANCE STATEMENT FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2021

REVENUE	NOTE	2021 (RM)	2020 (RM)
Revenue from Exchange Transactions	12	29,347,373	51,489,554
Revenue from Non-Exchange Transactions	13	398,150,295	173,781,072
Total Revenue		427,497,668	225,270,626
EXPENSES			
Wages, Salaries and Employee Benefits	14	141,998,545	138,659,143
Supplies, Consumables and Services	15	172,925,163	185,160,740
Rental Expenses	16	26,126,175	26,813,851
Domestic and Foreign Contributions	17	193,778	2,423,015
Other Expenses	18	477,981	3,731,169
Depreciation of Property, Plant and Equipment		604,638	446,246
Provision for Employee Benefits		3,628,359	-
Total Expenses		345,954,639	357,234,164
Accumulated Surplus/(Deficit) Before Tax		81,543,029	(131,963,538)
Tax	19	(49,383)	(453,724)
NET SURPLUS/(DEFICIT) FOR THE CURRENT YEAR		81,493,646	(132,417,262)

The accompanying notes form an integral part of the financial statements.

CIVIL AVIATION AUTHORITY OF MALAYSIA

(Incorporated under the Civil Aviation Authority of Malaysia Act 2017 – Act 788)

STATEMENT OF CHANGES OF NET ASSETS FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2021

	The Accumulated (Deficit) / Surplus of The Authority's Funds (RM)	Total Net Assets (RM)
Balance As At 1 January 2020	64,843,531	64,843,531
Pre-Transition Period Immigration Data Transactions	868,925	868,925
(Deficit) For Financial Year	(132,417,262)	(132,417,262)
Balance As At 31 December 2020	(66,704,806)	(66,704,806)
	The Accumulated Surplus / (Deficit) of The Authority's Funds (RM)	Total Net Assets (RM)
Balance As At 1 January 2021	(66,704,806)	(66,704,806)
Surplus For the Financial Year	81,493,646	81,493,646
Balance As At 31 December 2021	14,788,840	14,788,840

The accompanying notes form an integral part of the financial statements.

CIVIL AVIATION AUTHORITY OF MALAYSIA

(Incorporated under the Civil Aviation Authority of Malaysia Act 2017 – Act 788)

STATEMENT OF CHANGES OF CASH FLOWS FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2021

	NOTE	2021 (RM)	2020 (RM)
Cash Flows from Operating Activities			
Surplus/(Deficit) For the Financial Year		81,543,029	(131,963,538)
Adjustments for:			
Hibah		(260,951)	(858,950)
Depreciation of Property, Plant and Equipment		604,638	446,246
Provision for Impairment of Receivables		(289,129)	2,930,389
Provision for Employee Benefits		3,628,359	-
(Deficit)/Surplus Before Changes in Working Capital		85,225,946	(129,445,853)
Changes in Accounts Receivable for Exchange Transactions		2,753,380	(5,451,164)
Changes in Accounts Receivable for Non-Exchange Transactions		(23,426)	804,890
Changes in Accounts Payable for Exchange Transactions		(69,679,795)	54,911,459
Changes in Deposits & Prepayments		130,061	(601,141)
Changes in Advances		43,360	(36,687)
Changes in Deposits & Advances		76,840	(6,081)
Changes in Deferred Grants		28,912,109	-
Cash flows from operating activities		47,438,475	(79,824,577)
Hibah received		260,951	858,950
Net Cash Flows from Operating Activities		47,699,426	(78,965,627)
Cash Flows from Investing Activities			
Purchase of property, plant, and equipment		(1,495,626)	(1,080,281)
Tax Payment		(453,724)	-
Net Cash Flows from Investing Activities		(1,949,350)	(1,080,281)
Net Increase in Cash and Cash Equivalents		45,750,076	(80,045,908)
Cash and Cash Equivalents at the Beginning of Period		9,071,023	89,116,931
Cash and Cash Equivalents at the End of Period	4	54,821,099	9,071,023

The accompanying notes form an integral part of the financial statements.

CIVIL AVIATION AUTHORITY OF MALAYSIA

(Incorporated under the Civil Aviation Authority of Malaysia Act 2017 – Act 788)

STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2021

	Original RM	Final RM	Actual Amounts RM	*Final and Actual Budget Variance RM	*Percentage Variance
Receipts					
Revenue from Exchange Transactions	52,475,949	52,475,949	29,347,373	(23,128,576)	-44%
Revenue from Non-Exchange Transactions	283,695,358	283,695,358	398,150,295	114,454,937	40%
Total receipts	336,171,307	336,171,307	427,497,668	91,326,361	27%
Payments					
Wages, Salaries and Employee Benefits	144,313,958	144,313,958	141,998,545	(2,315,413)	-2%
Supplies, Consumables and Services	246,532,177	246,532,177	172,925,163	(73,607,014)	-30%
Rental Expenses	-	-	26,126,175	26,126,175	0%
Assets	2,762,157	2,762,157	1,495,626	(1,266,531)	-46%
Domestic and Foreign Contributions	(2,535,924)	2,931,708	193,778	(2,737,930)	-93%
Other Expenses	4,660,000	4,660,000	477,981	(4,182,019)	-90%
Total payments	395,732,368	401,200,000	343,217,268	(57,982,732)	-14%
Net payments	(59,561,061)	(65,028,693)	84,280,400	(33,343,629)	-51%

*Refer to the difference between the final Budget and Actual Amounts

The explanation of the variance between the actual amount and the final budget amount is as

BUDGET	VARIANTS	EXPLANATION
ACCEPTANCE		
Revenue from Exchange Transactions	-44%	Domestic and international flights are among the most affected industries and have dropped sharply due to the Covid-19 pandemic.
Revenue from Non-Exchange Transactions	40%	A Development Expenditure Grant of RM236,000,000 was received in 2021 and used to pay arrears of liabilities from 2020.
EXPENSES		
Total Expenses	-14%	Following the Movement Control Order (MCO) that continues throughout 2021, spending is also affected due to scheduled services and projects being disrupted. For example, face-to-face courses cannot be conducted either inside or outside the country, delays in maintenance service operations, which in turn are subject to spending cuts (credit notes) are also imposed on suppliers.

*Refer to the difference between the final Budget and Actual Amounts

FINANCIAL REPORT

(Incorporated under the Civil Aviation Authority of Malaysia Act 2017 – Act 788)

NOTES TO THE FINANCIAL STATEMENTS
FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2021

1. GENERAL INFORMATION

1.1 INCORPORATION

The Civil Aviation Authority of Malaysia ("The Authority") which was formerly known as the Department of Civil Aviation was incorporated with the enactment of the Civil Aviation Authority of Malaysia Act 2017 [Act 788] on 19 February 2018.

1.2 MAIN ACTIVITY

The main objective of the incorporation of The Authority is to carry out The Authority's corporation functions in accordance with the Civil Aviation Authority of Malaysia Act 2017 where The Authority serves as the technical regulatory agency for aviation activities and air traffic control service providers.

1.3 FUNCTIONAL CURRENCY FOR THE FINANCIAL STATEMENTS

These Financial Statements are presented in Malaysian Ringgit ("RM") which is the functional and presentation currency of The Authority. All financial information presented is in RM.

2. APPROVAL DATE OF THE FINANCIAL STATEMENTS

These Financial Statements have been presented and approved by the Board of Directors of The Authority on 29 November 2022.

3. ACCOUNTING POLICY

3.1 BASIS OF THE FINANCIAL STATEMENTS

The Financial Statements of The Authority have been provided on an accrual basis according to the Malaysian Public Sector Accounting Standards (MPSAS) and the historical cost convention.

The financial statements of The Authority are the second transitional financial statements provided in compliance with MPSAS standards.

MPSAS 33 allows users to recognise and measure certain Assets and Liabilities within a period of one (1) up to three (3) years. During the transitional period where MPSAS is on an accrual basis, The Authority has taken the opportunity to use the transitional provisions and exemptions as disclosed in Note 3.17 of the financial statements. Therefore, The Authority was unable to make explicit and blatant statements on the compliance with MPSAS on an accrual basis in the preparation of the MPSAS transitional financial statements for this reporting period.

The preparation of financial statements required considerations, estimates and assumptions that would impact the application of policies and amounts of assets, liabilities, revenue and expenses reported.

The estimates and assumptions adopted will be reviewed on an ongoing basis. Revisions to the accounting estimates will be recognised within the period in which those estimates are revised.

If the revisions only affect that period, or in the revised period and future period if the revisions affect current and future periods. As long as the considerations, estimates and assumptions affect significantly the recognised amount in the financial statements, they have been disclosed in Note 3.14 to the financial statements

3.2 IMPAIRMENT OF NON-FINANCIAL ASSETS

3.2.1 CASH GENERATING ASSETS

At each date of the statement of financial position, The Authority reviews the carrying value of the assets to determine if there is any sign of impairment. If any such sign exists, the impairment will be calculated by comparing the asset's carrying value with its recoverable amount. A recoverable amount is the higher value of fair value less cost to sell and value in use.

In determining value in use, the future cash flow is discounted to its present value by using the before-tax discount rate that reflects the current market value of the time value of money and the risks specific to the asset. Whereas in determining fair value less cost to

sell, the recent market transactions, if any, are taken into account. If there is no recent market transaction, an appropriate valuation model shall be adopted.

An impairment loss is recognised as an expense in surplus or deficit immediately when the carrying value of an asset exceeds its recoverable amount unless the asset is taken at revaluation amount. Any impairment loss of a revaluated asset will be deducted with the unutilised revaluated surplus of the same asset.

3.2.2 NON-CASH GENERATING ASSETS

The Authority will assess at each reporting date whether there is any sign of impairment of non-cash generating assets. If such a sign exists, therefore The Authority will estimate the total recoverable service of the asset. A recoverable service of an asset is the higher of fair value less cost to sell and value in use.

An impairment loss is recognised as an expense in the surplus or deficit immediately when an asset's carrying value exceeds its recoverable service amount.

In determining value in use, The Authority has adopted the depreciated replacement cost approach. Under this approach, the present value of the remaining service potential of an asset is determined as the replacement cost of the depreciated asset. The depreciated replacement cost is measured by taking into account the replacement cost of an asset deducted with accumulated depreciation calculated on that cost to reflect the service potential of the used or expired asset.

Whereas in determining fair value less cost to sell, the price of an asset in the binding agreement is adjusted to determine the disposal price of the asset. If there is no binding agreement, but the asset is actively traded in the market, fair value less cost to sell can be determined by referring to the current market value deducted with disposal cost. If there is no binding sales agreement or active

market for the asset, The Authority determines fair value less cost to sell based on the best available information.

For each asset, an assessment is carried out as at each reporting date whether there is any sign that a previously recognised impairment loss may no longer exist or has subsided. If such a sign exists, The Authority estimates the recoverable service amount of an asset. The previously recognised impairment loss is reserved only if there have been changes in the adopted assumptions for determining the recoverable service amount of an asset since the last impairment loss was recognised. The reversal is limited to the extent that the carrying value of an asset does not exceed the

recoverable service or does not exceed the possible carrying value after accumulated depreciation such as no impairment loss was

recognised for the asset in the previous year. Such reversals are recognised in the surplus or deficit.

3.3 EMPLOYEE BENEFITS

3.3.1 SHORT-TERM STAFF BENEFITS

The Authority as a statutory body of the government is subject to the staffing rules set by Public Service Department (Jabatan Perkhidmatan Awam or JPA). Short-term staff benefits outlined by JPA are basic salaries, fixed allowances, variable allowances, various leaves including annual leave of up to 35 days, medical facilities at National Heart Institute (Institut Jantung Negara or IJN), dialysis and artificial equipment approved by the Ministry of Health, as well as housing, vehicle and computer loan facilities.

Short-term staff benefits including salaries, wages, bonuses, and social security contributions are calculated as expenses in the year of service rendered by the employee. The accumulating short-term compensated absences such as paid annual leave are taken into account when services rendered employees increase their future entitlement of compensated absences, and non-accumulating short-term compensated absences such as sick leaves are taken into account when the absences occur.

3.3.2 POST-EMPLOYMENT BENEFITS

i) Employee Provision Fund (Kumpulan Wang Simpanan Pekerja or KWSP)

The Authority contributes to Kumpulan Wang Simpanan Pekerja at a statutory rate. Such contributions are charged in surplus or deficit in the financial period in which they occur.

ii) Retirement Fund (Kumpulan Wang Persaraan or KWAP)
The Authority contributes to Kumpulan Wang Persaraan (Incorporated) for employees granted pensionable status at a statutory rate. Such contributions are charged in surplus or deficit in the financial period in which they occur.

iii) Benefits of Leaves and Remuneration for Contract Staff

The permanent staff of The Authority, either opted for pensionable schemes or KWSP, will be rewarded leave of absences (ganjaran cuti rehat or GCR) upon their retirement age. This remuneration is based on Service Circular issued by Jabatan Perkhidmatan Awam and is adopted by The Authority.

The Authority only take into account the provision of leave replacement for its staff who has the age of 40 years for women and 45 years for men, and is calculated based on the following formula: $\frac{1}{30} \times \text{Final salary to be received based on the projected increase of 3 salary steps} \times \text{Number of days leaves accumulated}$

(Subject to a maximum limit of 150 days)

The Authority also rewards contract staff whose term of service has expired based on the following formula:

$[17.5\% - 12\% (\text{employer's KWSP contribution}) \times \text{final basic salary} \times \text{total months of service}] - \text{Share interest on employer's KWSP contribution (approximately RM100)}$

3.4 FINANCIAL ASSETS

3.4.1 Financial assets are recognised in the statement of financial position when The Authority becomes a party to the contractual provisions of instruments.

3.4.2 At initial recognition, financial assets are measured at fair value, including the transaction costs for the financial assets not measured at

fair value through surplus or deficit, which are directly attributable to the issuance of financial assets.

3.4.3 Upon the initial recognition, financial assets will be classified into one of the four categories of financial assets, such as financial assets measured at fair value through surplus or deficit, loan and receivables, investments held to maturity and financial assets ready for sales.

3.4.4 Purchases or sales of financial assets that require the delivery of assets within the time period stipulated by the rules or convention in the market will be recognised as at the date the transaction is made, which is the date when The Authority commits to buy or sell such an asset.

3.4.5 The Authority only has the following categories of financial assets:

i) Loans and Receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. Upon initial measurement, such financial assets are then measured at amortised cost using the effective interest approach and minus the impairment. Amortised cost is calculated by taking into account any discounts or premiums on the purchase of such asset with fees or costs that form part of the effective interest rate. Losses arising from the impairment are recognised in surplus or deficit.

3.4.6 Impairment of Financial Assets

At the end of each reporting period, The Authority will assess whether there is any objective evidence that a financial asset needs to be impaired. The objective evidence includes:

- i. significant financial difficulties by borrowers;
- ii. overdue payments;
- iii. the possibility that borrowers will go bankrupt; or
- iv. data showing that there is a decline in the future cash flow estimates.

For the category of financial assets measured at amortised cost, if there is no objective evidence exists to significant individuals, therefore all assets in The Authority that have similar risk characteristics regardless of whether they are significant or not will be assessed collectively to determine if an impairment is required.

Impairment losses, in terms of financial assets measured at amortised cost, are measured as the difference between the asset's carrying value and the present value of the estimated cash flow discounted at the original effective interest rate. The asset's carrying value will be reduced through the use of an allowance account. Any impairment loss is recognised in surplus or deficit immediately. If, in the subsequent period, any amount of the impairment loss declines, the previously recognised impairment loss will be reversed directly in the allowance account. Such reversals are recognised in surplus or deficit immediately.

3.4.7 Derecognition of Financial Assets

Financial assets are derecognised when the contractual rights for cash flow from the financial assets expire or are settled, and The Authority has transferred the significant risks and rewards of ownership of the financial assets to another party.

At derecognition of overall financial assets, the difference between carrying value and the amount of consideration received is recognised in surplus or deficit in the period of derecognition.

3.5 REVENUE RECOGNITION

3.5.1 Revenue from Non-Exchange Transactions

Non-Exchange transactions will be recognised as assets when there is future economic benefit or service potential is expected to flow into the entity where they arise from past events and the fair value of the assets can be measured reasonably. Non-Exchange transactions recognised as assets shall be recognised as revenue, except to the extent that liabilities are also recognised relating to the similar inflow as delayed in the statement of financial position. When the obligation to certain liability is fulfilled, the entity should reduce the recognised carrying amount of that liability and recognise the same amount of revenue by the reduction.

Revenue from Non-Exchange Transactions are as follows:

i) Grants

"Government grants granted to The Authority for the operation and execution of the activities of The Authority's as well as not subject to certain future performance conditions are accounted for as revenue in surplus or deficit and are measured at the fair value of assets received."

ii) Licenses, Registration Fees and Permits

The Authority records all payments charged relating to the granting of approvals or authorisations to individuals, corporations, businesses, enterprises and Government Agencies / Departments for regulatory and law enforcement purposes. These include the issuance of any license, permit, certificate, acknowledgment, consent or document issued or granted under any provision of the Civil Aviation Act 1969 or subsidiary legislation made under that Act.

Revenue is recognised when licenses and permits are issued (usually there is no time lag between the time of issuance of license and permit, and the time of payment).

iii) Fines and Penalties

Fines and penalties are fees imposed for violating the law or failing to fulfill contractual commitments relating to either specification

or time. These include payments of compounds, contract delay penalties (Liquidated Ascertained Damages- or LAD-determining compensation) and any payment as punishment for breaching of law under any provision of the Civil Aviation Act 1969 or subsidiary legislation made under that Act.

Revenue from these fines and penalties is recognised after The Authority receives payment due to uncertainties in collecting the proceeds from fines and penalties.

iv) Contributions / Compensations from Foreign Countries and Local Contributors Revenue shall be recognised when there is a likelihood that future economic benefits or service potential will flow to the entity and its fair value can be measured reliably, for instance when the amount is pledged, or a memorandum of understanding is signed.

v) Reimbursements of Expenses

Reimbursements of expenses for the previous year shall be recognised as revenue at the transacted costs. Reimbursements of expenses for the current year will be recognised as reciprocity to the expenses account or related assets at the transacted costs.

3.5.2 Revenue from Exchange Transactions

Revenue from exchange transactions is recognised when there is a likelihood that future economic benefits or service potential will flow to the entity and these benefits can be measured reliably.

Revenue from Exchange Transactions is as follows:

ii) Services and Service Fees

These services and service fees involve all receipts relating to services provided by The Authority including air traffic control services, calibrations of flight navigational and communication equipment, examination services and other services provided by The Authority.

Revenue is recognised by referring to the extent of completion of the transaction as at reporting date provided all of the following conditions are fulfilled:

- The amount of revenue can be measured reliably;
- There is a likelihood that future economic benefits or service potential relating to transactions will flow to The Authority;
- The extent of completion of the transaction at the reporting date can be measured reliably, and
- The cost incurred for the transaction and the cost for completing the transaction can be measured reliably.

Revenue shall be measured at the fair value of the consideration received or receivable.

ii) Proceeds from Sales of Goods

This involves all receipts from the sales of quotation/tender documents and publication as well as sales of physical properties (excluding investments), and others. Revenue is recognised provided all of the following conditions are fulfilled:

- The Authority has transferred the significant risks and rewards of ownership of the goods to buyers; and

- The Authority does not maintain continued involvement in the management at the level usually associated with ownership or effective control on the sold items.

Revenue shall be measured at the fair value of the consideration received or receivable.

The amount of cost of the goods sold shall be expensed to surplus/deficit simultaneously with the revenue recognition.

iii) Rentals

Revenue of rental payments on the premises owned by The Authority based on the rates and conditions stipulated in the rental agreements. Rentals acquired are recognised as proceeds throughout the lease term.

iv) Interests / Hibah

Revenue shall be recognised on an accrual basis and be measured at the fair value of the consideration received or receivable.

v) Gains from Investments

Gains from investments are recognised on a time proportion basis that takes into account the effective rate of return of that asset. The effective rate of return on an asset is the rate of profit required to discount the expected future cash receipt flow throughout the life of the asset to equate the initial carrying amount of that asset.

vi) Other Receipts

Other receipts are receipts other than those stipulated in items 3.5.2 (i) to 3.5.2 (v) recognised after services are rendered and have been measured reliably.

3.6 PROVISIONS AND LIABILITIES

Provisions are recognised when The Authority has current obligations (legal or constructive) as a result of past events, with a possible outflow of resources bearing economic benefits that should be made to settle the obligations and the amount of the obligations

can be estimated reliably. When The Authority expects some or all provisions to be reimbursed, the expenses attributed to provisions are

presented in surplus or deficit from any reimbursement.

3.7 PROPERTY, PLANT, EQUIPMENT AND DEPRECIATION

Fixed assets consist of property, plant and equipment where asset recognition is based on MPSAS 17- Property, Plant and Equipment. For assets purchased, only assets with unit cost of RM2,000 or above are considered as fixed assets. Assets reated below RM2,000 will be considered as expenses.

Depreciation of property, plant and equipment is performed on a straight-line basis based on the estimated economic useful life of the assets according to the following rates:

Buildings and repair facilities	2%
Vehicles	20%
Office furniture, fittings, and equipment	20%
Computer equipment	5%
Airplane	

3.8 CASH AND CASH EQUIVALENTS

The statement of cash flows has been provided using an indirect method. Cash and cash equivalents consist of cash on hand and at bank that are ready to be converted into known cash amounts and are subject to an intangible risk of changes in value.

3.9 BUDGET INFORMATION

The annual budget is provided on a cash basis. As the financial statements are provided on an accrual basis, a Statement of Comparison of Budget and Actual Amounts is provided separately. This statement has been provided using the basis of annual budget preparation.

The Authority’s budget has been approved and is presented on a cash basis for the financial period from 1 January 2021 to 31 December 2021 which has been approved by the Ministry of Transport on 24 November 2018. The budget as approved by the Ministry of Transport has also been presented at The Authority’s Meeting No. 10/2020 dated 21 December 2020.

3.10 OFFSETTING FINANCIAL INSTRUMENTS

Financial assets and financial liabilities are only offset when, and only when, the entity has a legal right for offsetting and intends to settle on a net basis, or to realise the assets and settle the liabilities simultaneously.

3.11 RELATED PARTIES

The Authority considers a related party as a person or an entity with the ability to exercise control individually or collectively or to exercise important influences on The Authority, or vice versa. Key personnel of the management is considered as a related party and consists of the Chairman and members of the Board of Directors of The Authority.

3.12 CONTINGENT LIABILITIES AND CONTINGENT ASSETS

3.12.1 Contingent Liabilities are present obligations that are not recognised because no probability that an outflow of resources is required to settle the obligations or in very rare cases, the liability cannot be recognised because it cannot be measured reliably.

Contingent liabilities are not recognised but are disclosed in the financial statements. Obligations arising from past events, of which

the existence can only be confirmed through the occurrence or non-occurrence of one or more uncertain future events, not under the full control of The Authority are also disclosed as contingent liabilities unless the probability of the outflow of economic resources is small.

3.12.2 Contingent Assets are assets that are likely to exist from past events whose existence will only be confirmed through occurrence or non-occurrence of one or more uncertain future events that are not in the full control of The Authority. The Authority does not recognise contingent assets in the financial statements but discloses their existence where inflows of economic benefits are possible but not certain.

3.13 FINANCIAL LIABILITIES

3.13.1 Financial liabilities are recognised in the statement of financial position when The Authority becomes a party to the provisions of the contract of the instrument.

3.13.2 At initial recognition, financial liabilities are measured at fair value, including transaction cost for the financial liabilities that are not measured at fair value through surplus or deficit, which are directly involved in the issuance of financial liabilities.

3.13.3 Upon initial recognition, financial liabilities are classified into one of the two categories of financial liabilities, namely financial liabilities measured at fair value through surplus or deficit and payables.

3.13.4 The Authority has the following categories of financial liabilities:

i) Borrowings and Payables

Upon initial recognition, borrowings and payables are measured at amortised cost using the effective interest method. Gains or losses are recognised in surplus or deficit when financial liabilities are derecognised or depreciated.

The effective interest method is the method for calculating the amortised cost of financial liabilities and allocating interest expenses over the relevant period. An effective interest rate is the accurate discount rate of the future cash payment through the life of the financial liability or, when appropriate, a shorter period, with the carrying value of that financial liability.

3.13.5 Financial liabilities are derecognised when the obligations specified in contracts are discharged, terminated, or expired. Any difference between the carrying values of derecognised financial liabilities and paid consideration is recognised in surplus or deficit in the period of derecognition.

3.14 CRITICAL ACCOUNTING JUDGEMENTS AND KEY SOURCES OF ESTIMATED UNCERTAINTY

3.14.1 CRITICAL ACCOUNTING JUDGEMENTS

There are no critical accounting judgments that have significant effects on the amount recognised in the financial statements.

3.14.2 KEY SOURCES OF ESTIMATION UNCERTAINTY

The key estimates of the future, and other primary sources of estimation uncertainty as at the reporting date, that have significant risks of resulting in important adjustments to the carrying values of assets and liabilities in the ensuing financial year are as follows:

i) Impairment Losses on Accounts receivable

The Authority assesses at each reporting date whether there is any objective evidence of impairment of financial assets. To determine whether there is any objective evidence of impairment, The Authority

considers factors like insolvency of debtors and significant default or delayed payments. If there is objective evidence of impairment, the amount and time of future cash flow are estimated based on historical loss experience for assets with similar credit risk characteristics.

3.15 FOREIGN CURRENCIES

All matters involving foreign currencies have been translated into Malaysian Ringgit (Ringgit Malaysia) at the exchange rate at that date of exchange. Assets and liabilities in foreign currency at the end of the financial year are translated at the exchange rates at that date. All differences are credited or charged to surplus or deficit.

3.16 LEASES

Leases of property, plant and equipment are classified as finance leases when most risks and rewards of ownership of the property, but not the legitimate ownership, are transferred to The Authority.

The Authority initially recognised its use rights and obligations under finance leases as assets and liabilities in the statement of financial position at the amount equal to the fair value of the leased assets or, if lower, the present value of minimum lease payments, determined at the inception of leases. Any direct initial costs are added to the amount recognised as assets.

The minimum lease payments are divided between finance charges and the reduction of outstanding liabilities using the effective interest method. Finance charges are allocated at each period throughout the lease term to work out the fixed period interest rate of the remaining liabilities.

The depreciation policy for leased assets is consistent with depreciable assets owned. If there is no justified certainty that The Authority will gain the ownership by the end of the lease term, leased assets are fully depreciated over their lease terms and useful lives, whichever is shorter. At each reporting date, The Authority assesses whether leased properties under finance leases should be impaired.

Operational leases are recognised as an expense in profit or loss on a straight-line basis over the lease term. The aggregate benefit of incentives that are provided by lessors are recognised as deductions from the rental expenses over the lease term using the straight-line method.

3.17 INCOME TAX

Assets and liabilities of the current income tax are valued at an amount that is expected to be acquired or paid to Inland Revenue Board (Lembaga Hasil Dalam Negeri or LHDN) using tax rates that have been enacted or substantively enacted at the reporting date in which The Authority operates and generates taxable gains.

4. CASH AND BANK BALANCES

	2021 (RM)	2020 (RM)
Cash on hand	9,000	9,046
Cash at bank	54,812,099	9,061,977
	54,821,099	9,071,023

5. ACCOUNTS RECEIVABLE FOR EXCHANGE TRANSACTIONS

	2021 (RM)	2020 (RM)
Air Navigation Facility Charges (ANFC)	10,140,889	13,138,532
Calibrations	1,020,260	761,671
Other professions	10,130	24,457
	11,171,279	13,924,660
Less: Provision for Impairment of Receivables	(2,641,259)	(2,930,389)
	8,530,020	10,994,271

Accounts Receivable are interest-free and generally the period involved is from 1 day to 30 days. Accounts Receivable are recognised at Fair Value during initial recognition. The amount is expected to recover within 12 months, will be recognised at the original invoice amounts. Otherwise, they will be recognised at the Present Value of the original invoice amounts.

Accounts Receivable has an age ranging from 1 month to more than 1 year. Impairment is made on all invoice amounts that are more than one (1) year in arrears. Following the Covid-19 pandemic that occurred since 2020, the Authority provides facilities to airlines which are exempted from making provisions for the impairment of receivables.

6. ACCOUNTS RECEIVABLE FOR NON-EXCHANGE TRANSACTIONS

	2021 (RM)	2020 (RM)
Air Operator Certificate and Pilot License Renewal Services	299,600	105,350
Other Services	384,355	569,372
Certificate of Airworthiness Charge	143,830	129,247
Other Accounts Receivable	-	390
	827,785	804,359

7. PROPERTY, PLANT AND EQUIPMENT

<u>2021</u>			Office Furniture, Fitting and Equipment	Computer Equipment	Amounts
<u>Cost</u>	Vehicle	Airplane			
	RM	RM	RM	RM	RM
As at 1 January 2021	4,936,506	13,900,000	6,385,635	4,828,935	30,051,076
Addition	428,341	-	1,041,845	25,440	1,495,626
As at 31 December 2021	5,364,847	13,900,000	7,427,480	4,854,375	31,546,702
<u>Accumulated Depreciation</u>					
As at 1 January 2021	4,658,634	13,899,997	4,996,874	4,715,818	28,271,323
Current depreciation	77,632	-	473,993	53,013	604,638
As at 31 December 2021	4,736,266	13,899,997	5,470,867	4,768,831	28,875,961
<u>Net book value</u>					
As at 31 December 2021	628,581	3	1,956,613	85,544	2,670,741

	Vehicle	Airplane	Office Furniture, Fitting and Equipment	Computer Equipment	Amounts
<u>2020</u>	RM	RM	RM	RM	RM
<u>Cost</u>					
As at 1 January 2020	7,500	-	155,503	21,139	184,142
Addition	298,838	-	775,943	5,500	1,080,281
Asset Recognition/Reclassification	4,630,168	13,900,000	5,454,189	4,802,296	28,786,653
As at 31 December 2020	4,936,506	13,900,000	6,385,635	4,828,935	30,051,076
<u>Accumulated Depreciation</u>					
As at 1 January 2020	489	-	4,624	612	5,725
Asset Recognition	4,630,118	13,899,997	4,630,928	4,658,309	27,819,352
Current depreciation	28,027	-	361,322	56,897	446,246
As at 31 December 2020	4,658,634	13,899,997	4,996,874	4,715,818	28,271,323
<u>Net book value</u>					
As at 31 December 2020	277,872	3	1,388,761	113,117	1,779,753

8. ACCOUNTS PAYABLE FOR EXCHANGE TRANSACTIONS

	2021 (RM)	2020 (RM)
Trade Creditors	16,091,022	87,632,778
Various staff creditors	483,905	1,170,502
Other Creditors	742,231	727,921
Accrued Expenses	2,534,248	-
	19,851,406	89,531,201

There is no interest on the stated liability amount. The entire liability has been planned to be accommodated using the Development Expenditure Grant that has been approved by the Ministry of Finance with the allocation for 2021 amounting to RM236,000,000 which is part of the total amount of RM608,000,000.

9. DEPOSITS AND ADVANCES

	2021 (RM)	2020 (RM)
Deposit - Accepted in Advance	169,135	92,295
	169,135	92,295

10. PROVISION OF EMPLOYEE BENEFITS

	2021 (RM)	2020 (RM)
Provision of Employee Benefits - Less than 1 Year	984,207	-
Provision of Employee Benefits - More than 1 Year	2,644,152	-
	3,628,359	-

11. DEFERRED GRANT

	2021 (RM)	2020 (RM)
Balance on 1 January 2021	-	-
	253,500,000	-
(+) Add the current year	253,500,000	-
(-) Current year amortisation	(224,587,891)	-
Balance on 31 December 2021	28,912,109	-

Types of Grant Receipts

i) Development grants are intended to cover the maintenance and upkeep of government-owned immovable assets, namely buildings and land.

ii) Development grants (classification of operational expenditure to development expenditure) are intended to cover the maintenance and upkeep of the assets of Air Traffic Operations and Civil Aviation Safety CAAM).

12. REVENUE FROM EXCHANGE TRANSACTIONS

	2021 (RM)	2020 (RM)
Air Navigation Facility Charges (ANFC)	27,928,325	48,825,151
Calibrations	1,153,510	1,641,850
Others	4,587	163,603
Hibah	260,951	858,950
	29,347,373	51,489,554

13. REVENUE FROM NON-EXCHANGE TRANSACTIONS

	2021 (RM)	2020 (RM)
Certificate of Airworthiness	9,301,963	7,062,390
Pilot's Licenses	4,100,164	4,774,768
Airport Apering Licenses	3,033,678	2,984,000
Engineer Licenses	708,826	740,700
Aircraft Registrations	293,250	344,425
Aviation Operation Certificate (AOC)	2,741,059	1,059,764
Others	1,069,538	3,524,886
Air Service License and Permits	270,000	302,350
Pilot Examinations	453,145	1,153,178
Ground Handling	162,700	603,344
Engineer Examinations	29,200	66,550
Processing Fee	-	550
Grants	375,986,772	151,164,167
	398,150,295	173,781,072

The proceeds from the grant consist of a managing grant for emolument payments amounting to RM151,398,881, amortisation of payments under development grants amounting to RM3,511,883 and amortisation of payments under development grants (classification of operating expenses to development expenses) - Asset Maintenance and Preservation - Air Traffic Operations Assets and Civil Aviation Security (CAAM) amounting to RM221,076,008.

14. WAGES, SALARIES AND EMPLOYEE BENEFITS

	2021 (RM)	2020 (RM)
Salaries and Wages	96,578,232	96,580,344
Allowances and Fixed Remunerations	38,611,069	35,896,728
Payments of Remunerations and Special Financial	1,652,450	1,110,250
Other Financial Benefits	2,659,967	2,448,808
Overtime Allowances	298,213	437,052
Leave Replacements	1,610,389	1,499,748
Monthly Fixed Allowances for Board Members	424,121	390,717
Executive Management Committee Chairman's Allowances	-	134,270
Board Meeting Attendance Allowances	42,750	40,250
Committee Meeting Attendance Allowances	45,250	50,500
The Authority's Benefits	76,104	70,476
	141,998,545	138,659,143

15. SUPPLIES, CONSUMABLES AND SERVICES

	2021 (RM)	2020 (RM)
Maintenance and Purchased Minor Repair	137,661,984	152,277,490
Professional and Other Purchased Services and Hospitality	19,087,722	13,963,236
Travelling and Lodging Expenses	2,207,403	3,009,919
Communications and Utilities	11,459,099	11,863,822
Supplies of Raw Materials and Materials for Maintenance and Repairs	765,762	497,700
Supplies and Other Materials	880,665	3,335,927
Transportation of Goods	862,528	212,646
	172,925,163	185,160,740

16. RENTAL EXPENSES

	2021 (RM)	2020 (RM)
Rental Expenses	26,126,175	26,813,851
	26,126,175	26,813,851

17. DOMESTIC AND FOREIGN CONTRIBUTIONS

	2021 (RM)	2020 (RM)
Domestic contributions	9,000	852,637
Foreign contributions	184,778	1,570,378
	193,778	2,423,015

18. OTHER EXPENSES

	2021 (RM)	2020 (RM)
Foods and Beverages	9,071	4,859
Uncapitalised Assets	359,990	512,395
Gains/Losses of Foreign Currency	55,108	64,351
Insurance and Compensation Claims	93,981	75,130
Rewards	320,216	55,229
Fines	(71,256)	78,008
Stamp Duty and Various	-	10,808
Provision for Impairment of Receivables	(289,129)	2,930,389
	477,981	3,731,169

19. Tax allocation

	2021 (RM)	2020 (RM)
Current Year's Tax Allocation	49,383	200,977
Reduction of Tax Allocation for Previous Years	-	252,747
	49,383	453,724

The significant difference between tax expense and accounting surplus multiplied by the statutory tax rate is provided by the tax effect arising from the following:

	2021 (RM)	2020 (RM)
Surplus / (Deficit) Before Tax	81,543,029	(131,963,538)
Income Tax Rate (24.5% - 2021 and 26% - 2020)	19,978,042	(34,310,520)
Adjustment of the Tax Effect on :		
Difference in Tax Rates	(14,550)	(22,350)
Non-taxable income	(104,672,996)	(58,347,036)
Non-allowable expenses	84,758,887	92,880,883
Under provision of income tax for last year	-	252,747
	49,383	453,724

20. HUMAN RESOURCES

For the financial year ended 2021, the Authority has permanent, contractual and borrowed officers and staff. The Authority's operation is managed by officers and staff of The Authority's in the following numbers:-

	2021 Total Number	2020 Total Number
Top Management Group	3	3
Management and Professional Group	647	598
Executive Group	768	740

21. KEY MANAGEMENT PERSONNEL

The key management personnel are those who have the authority and responsibility in planning, giving instructions and exercising control over activities of The Authority, either directly or indirectly. The Authority's top management is comprised of the Chairman and members of the Board of Directors who were appointed by the Honourable (YB) Minister of Transport. The aggregate allowance received by the Top Management are as follows:

	2021 (RM)	2020 (RM)
Monthly Fixed Allowances for Board Members	424,121	390,717
Executive Management Committee Chairman's Allowances	-	134,270
Board Meeting Attendance Allowances	42,750	40,250
Committee Meeting Attendance Allowances	45,250	50,500
The Authority's Benefits	76,104	70,476
Total Aggregate Amount of Allowance	588,225	686,213
 Total Number of Chairman and Members of the Board of Directors	 7	 7

22. FINANCIAL RISK MANAGEMENT

22.1 OBJECTIVE AND POLICY OF FINANCIAL RISK MANAGEMENT

The Authority's policy of financial risk management aims to ensure the availability of sufficient funding for the business developments, managing credit, foreign exchange and liquidity risks. The Authority operates under clearly defined guidelines approved by The Authority, and The Authority's policy is not to involve The Authority in speculative transactions.

22.2 CREDIT RISK

Credit Risk or the risks of a third party's failure to pay is controlled with adopted of the strict approval procedure, limit and supervision. Credit risk is minimised and monitored closely by limiting cooperations of The Authority with business partners

with high creditworthiness. Debtors are monitored continuously through the management reporting procedure of The Authority.

The Authority does not have substantial exposure to any individual customer or third party nor any substantial concentration of credit risk that is associated with any financial instruments.

22.3 INTEREST RATE RISK

Interest rate risk is the risk that fair value or future cash flow for financial instruments of The Authority will vary due to changes in the interest rate market.

The Authority is not exposed to interest rate risk as it does not have long-term interest-bearing assets or interest-bearing debts at 31 December 2021.

22.4 LIQUIDITY RISK

Liquidity and cash flow risk is the risk that The Authority will face difficulties in fulfilling financial obligations due to a lack of funds. The exposure of The Authority to liquidity risk exists from the difference in the maturity of financial assets and financial liabilities. The table below shows the maturity profile of The Authority's liabilities as at the reporting date based on the repayment obligations with contract discounts.

The Authority manages liquidity and cash flow risk by ensuring adequate cash and providing adequate funds for fulfilling commitments from operating expenses and financial liabilities.

	Within One Year (RM)	More than One Year (RM)	Total (RM)
Accounts Payable for Exchange Transactions			
On 31 December 2021	19,464,791	386,615	19,851,406
On 31 December 2020	89,405,086	126,115	89,531,201

22.5 FOREIGN EXCHANGE RISK

The Authority operates in Malaysia as well as outside Malaysia and is therefore exposed to foreign exchange risk.

22.6 FAIR VALUE

The carrying value of cash and cash equivalents, receivables and payables are equal to its fair value due to its short maturity.

23. CAPITAL RISK MANAGEMENT

The main objective of the Authority's capital risk management is to ensure that it maintains a strong credit rating and a good capital ratio to ensure that it can support operations and maximise the Fund.

24. NOTES FOR BUDGET AND ACTUAL COMPARISON STATEMENTS

The Authority's budget was approved and presented for the financial period from 1 January 2021 to 31 December 2021 presented in Authority Meeting Number 10/2020 dated 21 December 2020.

The Authority's budget and financial statements are prepared using a different basis from the financial statements. Financial statements are prepared on an accrual basis using a classification based on the type of expenditure in the statement of financial performance, while the budget is prepared on a cash basis. The amounts in these financial statements have been rearranged from the accrual basis to the cash basis and reclassified with the presentation being on the same basis as the approved budget. A comparison of the budgeted and actual totals, prepared in comparison with the approved budget, is then presented in the budget and actual comparison statement. In addition to these fundamental differences, adjustments to the amounts in the financial statements are also made for differences in the format and classification adopted for the presentation of the financial statements and the approved budget.

Timing differences exist when the period in which the budget is prepared differs from the financial period in which these financial statements are prepared.

Entity differences exist when the budget does not take into account programs or activities that are not recorded in these financial statements.

The reconciliation between the actual amount as stated in the budget and actual comparison statement and the actual amount in the cash flow statement for the financial year ending 31 December 2021 is as below:

	Operation (RM)	Investment (RM)	Funding (RM)	Amounts (RM)
The actual comparable amount as presented in the statement of comparison of budget and actual amounts	85,776,026	(1,949,350)	-	83,826,676
Difference in bases	(38,076,601)	-	-	(38,076,601)
The actual comparable amount in the Statement of Cash Flows	47,699,425	(1,949,350)	-	45,750,075

25. EVENTS AFTER THE REPORTING DATE

Based on MPSAS 14, events after the reporting date are satisfactory and unsatisfactory events that occur between the reporting date and the date the financial statements are confirmed for publication. Among the two types of events that can be identified are events that prove the conditions that exist at the reporting date (events that require adjustment after the reporting date) and events that show conditions that exist after the reporting date (events that do not require adjustment after the reporting date).

In 2022, Malaysia enters the phase of transition to endemic and the country's borders are opened at the same time. However, this is an event that does not require adjustment after the reporting date of 31 December 2021 because it does not have any effect on the figures that have been reported until the financial year ending 31 December 2021.

PENYATA KEWANGAN

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA

(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)

PENYATA KEDUDUKAN KEWANGAN**PADA 31 DISEMBER 2021**

	Nota	2021 RM	2020 RM
ASET SEMASA			
Tunai dan Baki di Bank	4	54,821,099	9,071,023
Akaun Belum Terima Bagi Urus Niaga Pertukaran	5	8,530,020	10,994,271
Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran	6	827,785	804,359
Deposit dan Prabayar		543,495	673,556
Pendahuluan Diri		6,092	49,452
Jumlah Aset Semasa		<u>64,728,491</u>	<u>21,592,661</u>
ASET BUKAN SEMASA			
Hartanah, Loji dan Peralatan	7	2,670,741	1,779,753
Jumlah Aset Bukan Semasa		<u>2,670,741</u>	<u>1,779,753</u>
Jumlah Aset		<u>67,399,232</u>	<u>23,372,414</u>
LIABILITI SEMASA			
Akaun Belum Bayar Bagi Urus Niaga Pertukaran	8	19,851,406	89,531,201
Deposit dan Pendahuluan	9	169,135	92,295
Peruntukan Cukai Pendapatan		49,383	453,724
Peruntukan Manfaat Kakitangan	10	984,207	-
Geran Tertunda	11	28,912,109	-
Jumlah Liabiliti Semasa		<u>49,966,240</u>	<u>90,077,220</u>
LIABILITI BUKAN SEMASA			
Peruntukan Manfaat Kakitangan	10	2,644,152	-
Jumlah Liabiliti		<u>52,610,392</u>	<u>90,077,220</u>
ASET / (LIABILITI) BERSIH		<u>14,788,840</u>	<u>(66,704,806)</u>
ASET / (LIABILITI) BERSIH			
Lebihan / (Kurangan) Terkumpul Kumpulan Wang Pihak Berkuasa		14,788,840	(66,704,806)
JUMLAH ASET / (LIABILITI) BERSIH		<u>14,788,840</u>	<u>(66,704,806)</u>

Nota-nota yang disertakan merupakan sebahagian daripada penyata kewangan ini.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
 (Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
PENYATA PRESTASI KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2021

	Nota	2021 RM	2020 RM
Hasil			
Hasil daripada Urus Niaga Pertukaran	12	29,347,373	51,489,554
Hasil daripada Urus Niaga Bukan Pertukaran	13	398,150,295	173,781,072
Jumlah Hasil		<u>427,497,668</u>	<u>225,270,626</u>
Perbelanjaan			
Upah, Gaji dan Manfaat Pekerja	14	141,998,545	138,659,143
Bekalan, Bahan Guna Habis dan Perkhidmatan	15	172,925,163	185,160,740
Perbelanjaan Sewa	16	26,126,175	26,813,851
Pemberian Dalam dan Luar Negeri	17	193,778	2,423,015
Perbelanjaan Lain-Lain	18	477,981	3,731,169
Susut Nilai Hartanah, Loji dan Peralatan		604,638	446,246
Peruntukan Manfaat Kakitangan		3,628,359	-
Jumlah Perbelanjaan		<u>345,954,639</u>	<u>357,234,164</u>
Lebihan / (Kurangan) Berkumpul Sebelum Cukai		81,543,029	(131,963,538)
Cukai	19	(49,383)	(453,724)
LEBIHAN / (KURANGAN) BERSIH BAGI TAHUN SEMASA		<u>81,493,646</u>	<u>(132,417,262)</u>

Nota-nota yang disertakan merupakan sebahagian daripada penyata kewangan ini.

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BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2021

	<u>(Kurangan) / Lebihan Terkumpul RM</u>	<u>Jumlah Aset Bersih RM</u>
Baki Pada 1 Januari 2020	64,843,531	64,843,531
Transaksi data migrasi tempoh pra peralihan	868,925	868,925
Kurangan Bagi Tahun Kewangan	(132,417,262)	(132,417,262)
Baki Pada 31 Disember 2020	<u>(66,704,806)</u>	<u>(66,704,806)</u>
	<u>Lebihan / (Kurangan) Terkumpul RM</u>	<u>Jumlah Aset Bersih RM</u>
Baki Pada 1 Januari 2021	(66,704,806)	(66,704,806)
Lebihan Bagi Tahun Kewangan	81,493,646	81,493,646
Baki Pada 31 Disember 2021	<u>14,788,840</u>	<u>14,788,840</u>

Nota-nota yang disertakan merupakan sebahagian daripada penyata kewangan ini.

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PENYATA ALIRAN TUNAI
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	Nota	2021 RM	2020 RM
Aliran Tunai Dari Aktiviti Operasi			
Lebihan/(Kurangan) Bagi Tempoh Kewangan		81,543,029	(131,963,538)
Pelarasan bagi:			
Hibah		(260,951)	(858,950)
Susut nilai hartanah loji dan peralatan		604,638	446,246
Peruntukan rosot nilai penghutang		(289,129)	2,930,389
Peruntukan Manfaat Kakitangan		3,628,359	-
Lebihan/(Kurangan) Operasi Sebelum Perubahan Modal Kerja		85,225,946	(129,445,853)
Perubahan dalam Akaun Belum Terima Bagi Urus Niaga Pertukaran		2,753,380	(5,451,164)
Perubahan dalam Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran		(23,426)	804,890
Perubahan dalam Akaun Belum Bayar Bagi Urus Niaga Pertukaran		(69,679,795)	54,911,459
Perubahan dalam Deposit dan Prabayar		130,061	(601,141)
Perubahan dalam Pendahuluan Diri		43,360	(36,687)
Perubahan dalam Deposit dan Pendahuluan		76,840	(6,081)
Perubahan dalam Geran Tertunda		28,912,109	-
Aliran tunai daripada aktiviti operasi		47,438,475	(79,824,577)
Hibah diterima		260,951	858,950
Aliran Tunai Bersih Daripada Aktiviti Operasi		47,699,426	(78,965,627)
Aliran Tunai Dari Aktiviti Pelaburan			
Pembelian hartanah loji dan peralatan		(1,495,626)	(1,080,281)
Bayaran cukai		(453,724)	-
Aliran Tunai Bersih Daripada Aktiviti Pelaburan		(1,949,350)	(1,080,281)
Tambahan bersih dalam tunai dan kesetaraan tunai		45,750,076	(80,045,908)
Tunai dan Kesetaraan Tunai pada Awal Tempoh		9,071,023	89,116,931
Tunai dan Kesetaraan Tunai pada Akhir Tempoh	4	54,821,099	9,071,023

Nota-nota yang disertakan merupakan sebahagian daripada penyata kewangan ini.

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PENYATA PERBANDINGAN BAJET DAN AMAUN SEBENAR
BAGI TAHUN BERAKHIR 31 DISEMBER 2021

	Jumlah Bajet		Jumlah	*Varian Bajet	
	Asal	Akhir	Sebenar	Akhir Dan	*Varian
	RM	RM	RM	Sebenar	Peratusan
				RM	%
Penerimaan					
Hasil daripada Urus Niaga Pertukaran	52,475,949	52,475,949	29,347,373	(23,128,576)	-44%
Hasil daripada Urus Niaga Bukan Pertukaran	283,695,358	283,695,358	398,150,295	114,454,937	40%
Jumlah penerimaan	336,171,307	336,171,307	427,497,668	91,326,361	27%
Pembayaran					
Upah, Gaji dan Manfaat Pekerja	144,313,958	144,313,958	141,998,545	(2,315,413)	-2%
Bekalan, Bahan Guna Habis dan Perkhidmatan	246,532,177	246,532,177	172,925,163	(73,607,014)	-30%
Perbelanjaan Sewa	-	-	26,126,175	26,126,175	0%
Aset	2,762,157	2,762,157	1,495,626	(1,266,531)	-46%
Pemberian Dalam dan Luar Negeri	(2,535,924)	2,931,708	193,778	(2,737,930)	-93%
Perbelanjaan Lain-Lain	4,660,000	4,660,000	477,981	(4,182,019)	-90%
Jumlah pembayaran	395,732,368	401,200,000	343,217,268	(57,982,732)	-14%
Bayaran bersih	(59,561,061)	(65,028,693)	84,280,400	33,343,629	-51%

*Merujuk kepada varian di antara Jumlah Bajet akhir dan Jumlah Sebenar.

Penjelasan varian di antara jumlah sebenar dan juga jumlah bajet akhir adalah seperti berikut:

BAJET	VARIAN	PENJELASAN
<u>PENERIMAAN</u>		
Hasil daripada Urus Niaga Pertukaran	-44%	Penerbangan domestik dan antarabangsa merupakan antara industri yang paling terjejas dan turun mendadak akibat pandemik Covid19.
Hasil daripada Urus Niaga Bukan Pertukaran	40%	Geran Belanja Pembangunan sebanyak RM236,000,000 telah diterima pada tahun 2021 dan digunakan untuk membayar tunggakan liabiliti dari tahun 2020.
<u>PERBELANJAAN</u>		
Perbelanjaan keseluruhan	-14%	Susulan Perintah Kawalan Pergerakan (PKP) yang berterusan sepanjang tahun 2021, perbelanjaan juga turut terjejas berikutan perkhidmatan dan projek yang dijadualkan terganggu. Sebagai contoh kursus secara bersemuka tidak dapat dijalankan samaada di dalam mahupun di luar negara, kelewatan operasi perkhidmatan penyelenggaraan yang seterusnya kenaan pemotongan belanja (nota kredit) turut dikenakan kepada pembekal.

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NOTA-NOTA KEPADA PENYATA KEWANGAN

BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2021

1. Maklumat Am

1.1 Penubuhan

Pihak Berkuasa Penerbangan Awam Malaysia ("Pihak Berkuasa"), yang sebelumnya dikenali sebagai Jabatan Penerbangan Awam telah ditubuhkan dengan berkuatkuasanya Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 [Akta 788] pada 19 Februari 2018.

1.2 Kegiatan Utama

Objektif utama penubuhan Pihak Berkuasa adalah untuk melaksanakan fungsi-fungsi perbadanan Pihak Berkuasa selaras dengan Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 di mana Pihak Berkuasa merupakan sebuah agensi yang berperanan sebagai agensi kawal selia teknikal bagi aktiviti penerbangan dan penyedia perkhidmatan kawalan trafik udara.

1.3 Mata Wang Fungsian untuk Penyata Kewangan

Penyata Kewangan ini dibentangkan dalam Ringgit Malaysia ("RM") yang merupakan mata wang fungsian dan persembahan Pihak Berkuasa. Semua maklumat kewangan yang dibentangkan adalah dalam RM.

2. Tarikh Penyata Kewangan Diluluskan

Penyata Kewangan ini telah dibentangkan dan diluluskan oleh Lembaga Pengarah Pihak Berkuasa pada 29 November 2022.

3. Dasar Perakaunan

3.1 Asas Penyediaan Penyata Kewangan

Penyata kewangan Pihak Berkuasa telah disediakan untuk tahun berakhir 31 Disember 2021 pada asas akrual mengikut Piawaian Perakaunan Sektor Awam Malaysia (MPSAS) serta menurut kelaziman kos sejarah.

Penyediaan penyata kewangan memerlukan pertimbangan, anggaran dan andaian yang memberi kesan kepada penggunaan dasar dan amaun bagi aset, liabiliti, hasil dan belanja yang dilaporkan.

Anggaran dan andaian yang digunakan akan disemak secara berterusan. Semakan semula kepada anggaran perakaunan akan diiktiraf dalam tempoh anggaran tersebut disemak, jika semakan semula hanya memberi kesan kepada tempoh tersebut, atau dalam tempoh semakan dan tempoh masa hadapan sekiranya semakan semula memberi kesan kepada tempoh semasa dan masa yang akan datang.

3.2 Rosot nilai Aset Bukan Kewangan

3.2.1 Aset Penjanaan Tunai

Pada setiap tarikh penyata kedudukan kewangan, Pihak Berkuasa mengkaji semula nilai dibawa bagi aset-asetnya untuk menentukan sama ada terdapat sebarang petunjuk kemerosotan nilai. Jika sebarang petunjuk wujud, rosot nilai dikira dengan membandingkan nilai dibawa aset dengan amaun boleh pulih. Amaun boleh pulih adalah nilai tertinggi di antara nilai saksama ditolak kos untuk dijual dan nilai dalam penggunaan.

Dalam menentukan nilai dalam penggunaan, aliran tunai masa hadapan akan didiskaun kepada nilai semasanya menggunakan kadar diskaun sebelum cukai yang menggambarkan nilai pasaran semasa nilai masa wang dan risiko khusus kepada aset tersebut. Dalam menentukan nilai saksama ditolak kos untuk dijual pula, urus niaga pasaran terkini akan diambil kira, jika ada. Jika tiada urus niaga pasaran terkini berlaku, model penilaian yang sesuai hendaklah digunakan.

Kerugian kemerosotan diiktiraf sebagai perbelanjaan dalam lebihan atau kurangan serta merta apabila nilai dibawa aset melebihi amaun boleh pulihnya, melainkan aset tersebut dibawa pada jumlah penilaian semula. Sebarang kerugian kemerosotan aset yang dinilai semula akan dikurangkan setakat lebihan penilaian semula yang masih belum digunakan bagi aset yang sama.

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BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2021

3. Dasar Perakaunan (Sambungan)

3.2.2 Aset Penjanaaan Bukan Tunai

Pihak Berkuasa akan menilai pada setiap tarikh pelaporan sama ada terdapat petunjuk bahawa aset penjanaaan bukan tunai mungkin terjejas. Jika sebarang petunjuk wujud, maka Pihak Berkuasa akan membuat anggaran ke atas jumlah perkhidmatan boleh pulih aset. Jumlah perkhidmatan boleh pulih aset adalah nilai tertinggi di antara nilai saksama ditolak kos untuk dijual dan nilai dalam penggunaan.

Kerugian kemerosotan diiktiraf sebagai perbelanjaan dalam lebih atau kurang serta merta apabila nilai dibawa aset melebihi jumlah perkhidmatan boleh pulihnya.

Dalam menentukan nilai dalam penggunaan, Pihak Berkuasa telah mengguna pakai pendekatan kos penggantian yang disusut nilai. Di bawah pendekatan ini, nilai semasa baki potensi perkhidmatan aset ditentukan sebagai kos penggantian aset yang telah disusut nilai. Kos penggantian yang disusut nilai akan diukur dengan mengambilkira kos penggantian aset ditolak susut nilai terkumpul yang dikira atas kos itu bagi mencerminkan potensi perkhidmatan aset yang telah digunakan atau sudah luput.

Dalam menentukan nilai saksama ditolak kos untuk dijual pula, harga aset dalam perjanjian yang mengikat akan dilaraskan bagi menentukan harga pelupusan aset tersebut. Jika tiada perjanjian yang mengikat, tetapi aset tersebut diniagakan di pasaran secara aktif, maka nilai saksama ditolak kos untuk dijual adalah ditentukan dengan merujuk kepada nilai pasaran terkini ditolak kos pelupusan. Jika tiada perjanjian jual mengikat atau pasaran aktif bagi aset, Pihak Berkuasa menentukan nilai saksama ditolak kos untuk menjual berdasarkan maklumat yang ada yang terbaik.

Bagi setiap aset, penilaian dibuat pada setiap tarikh laporan sama ada terdapat sebarang petunjuk yang sebelum ini kerugian rosot nilai yang diiktiraf mungkin tidak lagi wujud atau telah berkurangan. Jika petunjuk sedemikian wujud, Pihak Berkuasa menganggarkan jumlah perkhidmatan boleh pulih aset. Kerugian kemerosotan nilai yang diiktiraf sebelumnya dibalikkan hanya jika terdapat perubahan dalam andaian yang digunakan untuk menentukan jumlah perkhidmatan boleh pulih aset sejak kerugian kemerosotan nilai terakhir diiktiraf. Pembalikan adalah terhad setakat nilai dibawa aset tidak melebihi jumlah perkhidmatan boleh pulih atau tidak melebihi nilai dibawa yang mungkin setelah susut nilai terkumpul seperti tiada kerugian kemerosotan nilai diiktiraf bagi aset tersebut dalam tahun sebelumnya. Pembalikan tersebut diiktiraf dalam lebih atau kurang.

3.3 Manfaat Kakitangan

3.3.1 Manfaat Kakitangan Jangka Pendek

Pihak Berkuasa sebagai badan berkanun kerajaan adalah tertakluk kepada peraturan-peraturan perjawatan yang ditetapkan oleh Jabatan Perkhidmatan Awam (JPA). Manfaat pekerja jangka pendek yang digariskan oleh JPA adalah gaji pokok, elaun-elaun tetap, elaun-elaun berubah, pelbagai cuti termasuk cuti tahunan sehingga 35 hari, kemudahan perubatan di Institut Jantung Negara (IJN), dialisis dan peralatan bahan tiruan yang diluluskan oleh Kementerian Kesihatan dan kemudahan pinjaman perumahan, kenderaan dan komputer.

Faedah kakitangan jangka pendek termasuk gaji, upah, bonus, dan caruman keselamatan sosial dikira sebagai perbelanjaan dalam tahun di mana perkhidmatan berkaitan diberikan oleh pekerja. Pengumpulan ganti rugi jangka pendek bagi ketidakhadiran seperti cuti tahunan bergaji akan diambil kira apabila perkhidmatan diberikan oleh pekerja di mana hak mereka terhadap ganti rugi ketidakhadiran di masa hadapan akan meningkat dan ganti rugi jangka pendek yang tidak dikumpulkan di atas ketidakhadiran seperti cuti sakit akan dikira apabila ketidakhadiran berlaku.

3.3.2 Manfaat Selepas Perkhidmatan

i) Kumpulan Wang Simpanan Pekerja (KWSP)

Pihak Berkuasa mencarum kepada Kumpulan Wang Simpanan Pekerja pada kadar yang dikanunkan. Caruman tersebut dicaj ke dalam lebih atau kurang dalam tempoh kewangan ianya berlaku.

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3. Dasar Perakaunan (Sambungan)

3.3.2 Manfaat Selepas Perkhidmatan (Sambungan)

ii) Kumpulan Wang Persaraan (KWAP)

Pihak Berkuasa mencarum kepada Kumpulan Wang Persaraan (Diperbadankan) bagi kakitangan yang diberi taraf berpcen pada kadar yang dikanunkan. Caruman tersebut dicaj ke dalam lebihan atau kurangan dalam tempoh kewangan ianya berlaku.

iii) Manfaat Cuti Rehat dan Ganjaran Kakitangan Kontrak

Bagi kakitangan tetap Pihak Berkuasa sama ada memilih skim berpcen mahupun KWSP akan mendapat ganjaran cuti rehat (GCR) apabila tiba umur persaraan mereka. Ganjaran ini adalah berdasarkan Pekeliling Perkhidmatan yang dikeluarkan oleh Jabatan Perkhidmatan Awam dan diguna pakai oleh Pihak Berkuasa.

Pihak Berkuasa hanya mengambil kira peruntukan gantian cuti rehat bagi kakitangannya mengikut syarat persaraan pilihan di bawah Seksyen 12 Akta 227/239 dimana telah mencapai umur 40 tahun keatas dan telah berkhidmat lebih dari 10 tahun.

Pengiraan adalah berdasarkan formula berikut:

$1/30 \times \text{Gaji akhir yang akan diterima berdasarkan unjukan kenaikan 3 tangga gaji} \times \text{Jumlah hari cuti rehat yang dikumpulkan (tertakluk kepada had maksimum 150 hari)}$

Pihak Berkuasa juga akan memberi ganjaran kepada kakitangan kontrak yang telah tamat tempoh perkhidmatan mereka berdasarkan formula berikut:

$[17.5\% - 12\% (\text{caruman KWSP majikan}) \times \text{gaji pokok terakhir} \times \text{jumlah bulan perkhidmatan}]$
(-) Faedah syer ke atas caruman KWSP majikan (anggaran RM100)

3.4 Aset Kewangan

3.4.1 Aset kewangan diiktiraf dalam penyata kedudukan kewangan apabila Pihak Berkuasa menjadi pihak kepada peruntukan kontrak instrumen.

3.4.2 Pada pengiktirafan awal, aset kewangan adalah diukur pada nilai saksama, termasuk kos urusniaga untuk aset kewangan yang tidak diukur pada nilai saksama menerusi lebihan atau kurangan, yang terlibat secara langsung di dalam pengisuan aset kewangan.

3.4.3 Selepas pengiktirafan awal, aset kewangan akan dikelaskan kepada salah satu daripada empat kategori aset kewangan iaitu aset kewangan diukur pada nilai saksama menerusi lebihan atau kurangan, pinjaman dan belum terima, pelaburan dipegang hingga matang dan aset kewangan sedia untuk dijual.

3.4.4 Pembelian atau penjualan aset kewangan yang memerlukan penyerahan aset dalam tempoh masa yang ditetapkan oleh peraturan atau konvensyen di dalam pasaran akan diiktiraf pada tarikh transaksi itu dibuat, iaitu tarikh di mana Pihak Berkuasa membuat komitmen untuk membeli atau menjual aset tersebut.

3.4.5 Pihak Berkuasa hanya mempunyai kategori aset kewangan seperti berikut:

i) Pinjaman dan Belum Terima

Pinjaman dan belum terima adalah aset kewangan bukan derivatif dengan bayaran tetap atau boleh ditentukan yang tidak disebut harga dalam pasaran aktif. Selepas pengukuran awal, aset kewangan tersebut kemudiannya diukur pada kos dilunaskan menggunakan kaedah faedah berkesan dan ditolak rosot nilai. Kos dilunaskan dikira dengan mengambil kira apa-apa diskaun atau premium atas pembelian aset tersebut serta yuran atau kos yang merupakan sebahagian daripada kadar faedah berkesan. Kerugian yang timbul daripada kemerosotan nilai diiktiraf dalam lebihan atau kurangan.

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3. Dasar Perakaunan (Sambungan)

3.4 Aset Kewangan (Sambungan)

3.4.6 Rosot Nilai Aset Kewangan

Pada akhir setiap tempoh pelaporan, Pihak Berkuasa akan menilai sama ada terdapat sebarang bukti objektif bahawa aset kewangan perlu untuk dirosot nilai. Bukti objektif termasuk:

- i) kesukaran kewangan yang ketara oleh peminjam;
- ii) pembayaran tertunggak;
- iii) kemungkinan bahawa peminjam akan mufis; atau
- iv) data yang menunjukkan bahawa terdapat penurunan di dalam anggaran aliran tunai masa depan.

Bagi kategori aset kewangan yang diukur pada kos dilunaskan, jika tiada bukti objektif wujud bagi individu yang ketara, maka semua aset dalam Pihak Berkuasa yang mempunyai ciri-ciri risiko yang serupa tidak kira sama ada ia ketara atau tidak, akan dinilai secara kolektif untuk menentukan sama ada ia perlu dibuat rosot nilai.

Rosot nilai dibuat keatas kesemua amaun inoivis yang mempunyai tunggakan lebih dari satu (1) tahun. Susulan pandemik Covid19 yang berlaku sejak dari tahun 2020, Pihak Berkuasa menyediakan kemudahan kepada syarikat penerbangan yang mana dikecualikan dari dibuat peruntukan rosot nilai penghutang.

Kerugian rosot nilai, berhubung dengan aset kewangan yang diukur pada kos dilunaskan, diukur sebagai perbezaan di antara nilai dibawa aset berkenaan dan nilai semasa anggaran aliran tunai yang didiskaunkan pada kadar faedah berkesan yang asal. Nilai dibawa aset tersebut akan dikurangkan melalui penggunaan akaun elaun. Sebarang kerugian rosot nilai diiktiraf dalam lebihan atau kurangan dengan serta-merta. Jika, dalam tempoh kemudiannya, sebarang amaun kerugian rosot nilai menurun, kerugian rosot nilai yang diiktiraf sebelumnya akan dibalikkan secara langsung dalam akaun elaun. Pembalikkan ini diiktiraf dalam lebihan atau kurangan dengan serta-merta.

3.4.7 Penyahiktirafan Aset Kewangan

Aset kewangan dinyahiktiraf apabila hak kontrak untuk aliran tunai daripada aset kewangan tersebut tamat tempoh atau diselesai serta Pihak Berkuasa telah memindahkan risiko dan ganjaran pemilikan aset kewangan yang ketara kepada pihak lain.

Pada penyahiktirafan aset kewangan secara keseluruhannya, perbezaan di antara nilai dibawa dan jumlah pertimbangan diterima diiktiraf dalam lebihan atau kurangan dalam tempoh penyahiktirafan.

3.5 Pengiktirafan Pendapatan

3.5.1 Hasil daripada Urus Niaga Bukan Pertukaran

Urusniaga bukan pertukaran akan diiktiraf sebagai aset apabila terdapat manfaat ekonomi masa depan atau potensi perkhidmatan dijangka mengalir ke dalam entiti, ianya berpunca daripada peristiwa lampau serta nilai saksama aset dapat diukur dengan munasabah. Urus niaga bukan pertukaran yang diiktiraf sebagai aset hendaklah diiktiraf sebagai hasil, kecuali setakat liabiliti yang juga diiktiraf berkenaan dengan aliran masuk yang sama sebagai tertunda di dalam penyata kedudukan kewangan. Apabila obligasi terhadap sesuatu liabiliti itu telah dipenuhi, entiti hendaklah mengurangkan amaun bawaan liabiliti yang diiktiraf itu dan mengiktiraf amaun hasil yang sama dengan pengurangan itu.

Hasil daripada Urus Niaga Bukan Pertukaran adalah seperti berikut :

i) Geran Kerajaan

Geran Kerajaan yang diberikan kepada Pihak Berkuasa untuk operasi dan pelaksanaan aktiviti-aktiviti Pihak Berkuasa serta tidak dikenakan syarat-syarat prestasi masa depan yang tertentu diambil kira sebagai hasil di dalam lebihan atau kurangan dan diukur pada nilai saksama aset yang diterima.

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3. Dasar Perakaunan (Sambungan)

3.5 Pengiktirafan Pendapatan (Sambungan)

3.5.1 Hasil daripada Urus Niaga Bukan Pertukaran (Sambungan)

ii) Lesen, Fi Pendaftaran dan Permit

Pihak Berkuasa merekodkan semua bayaran yang dikenakan berhubung dengan pemberian kelulusan atau kebenaran kepada individu, perbadanan, perniagaan, perusahaan dan Agensi / Jabatan Kerajaan untuk tujuan kawalselia dan penguatkuasaan undang-undang. Ianya termasuk pengeluaran apa-apa lesen, permit, sijil, perakuan, keizinan atau dokumen yang dikeluarkan atau diberikan di bawah mana-mana peruntukan Akta Penerbangan Awam 1969 atau perundangan subsidiari yang dibuat di bawah Akta tersebut.

Hasil diiktiraf apabila lesen dan permit dikeluarkan (lazimnya tiada selang masa antara waktu pengeluaran lesen dan permit dengan waktu pembayaran).

iii) Denda dan Penalti

Denda dan penalti merupakan bayaran yang dikenakan kerana melanggar undang-undang atau kerana kegagalan memenuhi komitmen kontrak sama ada berkaitan dengan spesifikasi atau masa. Ianya termasuk bayaran kompaun, penalti kelewatan kontrak (Gantirugi Ditentukan-LAD) dan apa-apa bayaran sebagai hukuman kepada pelanggaran undang-undang di bawah mana-mana peruntukan Akta Penerbangan Awam 1969 atau perundangan subsidiari yang dibuat di bawah Akta tersebut.

Hasil bagi denda dan penalti ini diiktiraf setelah Pihak Berkuasa menerima bayaran kerana ketidakpastian dalam membuat kutipan ke atas hasil denda dan penalti.

iv) Sumbangan / Pampasan daripada Negara Luar dan Persempadanan Tempatan

Hasil hendaklah diiktiraf apabila terdapat kemungkinan bahawa manfaat ekonomi atau potensi perkhidmatan masa hadapan akan mengalir kepada entiti dan nilai saksamanya boleh diukur dengan pasti, contohnya, apabila amaun itu dijadikan sandaran, atau memorandum persefahaman ditandatangani.

v) Bayaran Balik Perbelanjaan

Bayaran balik perbelanjaan bagi tahun sebelumnya hendaklah diiktiraf sebagai hasil pada kos yang diurusniagakan.

Bayaran balik perbelanjaan untuk tahun semasa akan diiktiraf sebagai timbal balik kepada akaun belanja atau aset yang berkaitan pada kos yang diurusniagakan.

3.5.2 Hasil daripada Urus Niaga Pertukaran

Hasil daripada urusniaga pertukaran diiktiraf apabila terdapat kemungkinan bahawa manfaat ekonomi masa hadapan atau potensi perkhidmatan akan mengalir kepada entiti dan manfaat ini boleh diukur dengan pasti.

Hasil daripada Urus Niaga Pertukaran adalah seperti berikut :

i) Perkhidmatan dan Fi Perkhidmatan

Perkhidmatan dan fi perkhidmatan ini melibatkan semua terimaan berhubung dengan perkhidmatan yang diberikan oleh Pihak Berkuasa termasuk perkhidmatan kawalan trafik udara, kalibrasi peralatan pandu arah dan komunikasi penerbangan, perkhidmatan peperiksaan dan lain-lain perkhidmatan yang diberikan oleh Pihak Berkuasa.

Hasil diiktiraf dengan merujuk kepada tahap penyempurnaan urus niaga pada tarikh pelaporan apabila kesemua syarat berikut dipenuhi:

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3.5 Pengiktirafan Pendapatan (Sambungan)

3.5.2 Hasil daripada Urus Niaga Pertukaran (Sambungan)

i) Perkhidmatan dan Fi Perkhidmatan (Sambungan)

- Amaun hasil boleh diukur dengan pasti;
- Terdapat kemungkinan bahawa manfaat ekonomi atau potensi perkhidmatan masa hadapan yang dikaitkan dengan urus niaga akan mengalir kepada Pihak Berkuasa;
- Tahap penyempurnaan urus niaga pada tarikh pelaporan dapat diukur dengan pasti; dan
- Kos yang dikenakan bagi urus niaga dan kos bagi menyempurnakan urus niaga boleh diukur dengan pasti.

Hasil hendaklah diukur pada nilai saksama bagi pertimbangan yang diterima atau akan diterima.

ii) Perolehan daripada Jualan Barangan

Melibatkan semua terimaan daripada jualan dokumen sebutharga/tender dan penerbitan serta jualan harta benda fizikal (tidak termasuk pelaburan) dan lain-lain.

Hasil diiktiraf apabila kesemua syarat berikut telah dipenuhi:

- Pihak Berkuasa telah memindahkan risiko dan ganjaran yang signifikan bagi pemilikan barang kepada pembeli; dan
- Pihak Berkuasa tidak mengekalkan pelibatan berterusan dalam pengurusan pada tahap yang biasanya dikaitkan dengan pemilikan mahupun kawalan efektif ke atas barangan yang dijual.

Hasil hendaklah diukur pada nilai saksama bagi pertimbangan yang diterima atau akan diterima.

Amaun bagi kos barang yang dijual hendaklah dibelanjakan kepada lebihan/kurangan serentak dengan pengiktirafan hasil.

iii) Sewaan

Hasil bayaran sewaan ke atas premis yang dimiliki oleh Pihak Berkuasa berdasarkan kadar dan syarat dalam perjanjian penyewaan.

Sewa yang diperoleh diiktiraf sebagai hasil sepanjang tempoh penyewaan.

iv) Faedah / Hibah

Hasil hendaklah diiktiraf berasaskan akruan dan diukur pada nilai saksama bagi pertimbangan yang diterima atau akan diterima.

v) Faedah daripada Pelaburan

Hasil keuntungan daripada pelaburan diiktiraf atas dasar perkadaran masa yang mengambil kira kadar pulangan hasil efektif atas aset tersebut. Kadar pulangan hasil efektif ke atas aset ialah kadar keuntungan yang diperlukan untuk mendiskaunkan jangkaan aliran penerimaan tunai masa hadapan sepanjang hayat aset tersebut untuk disamakan dengan amaun bawaan awal aset tersebut.

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3.5 Pengiktirafan Pendapatan (Sambungan)

3.5.2 Hasil daripada Urus Niaga Pertukaran (Sambungan)

vi) Lain - Lain Terimaan

Lain-lain terimaan adalah terimaan selain dinyatakan pada perkara 3.5.2 (i) hingga 3.5.2 (v) diiktiraf selepas perkhidmatan diberikan dan telah diukur dengan pasti.

3.6 Peruntukan dan Liabiliti

Peruntukan diiktiraf apabila Pihak Berkuasa mempunyai obligasi semasa (perundangan atau konstruktif) hasil daripada peristiwa lalu, terdapat kemungkinan bahawa aliran keluar sumber yang mengandungi manfaat ekonomi perlu dilakukan untuk menyelesaikan obligasi dan jumlah obligasi boleh dianggarkan dengan pasti. Apabila Pihak Berkuasa menjangkakan beberapa atau semua peruntukan akan dibayar balik, perbelanjaan berkaitan peruntukan dibentangkan dalam lebihan atau kurangan daripada sebarang pembayaran balik.

3.7 Hartanah, Loji, Peralatan dan Susut nilai

Aset tetap terdiri daripada hartanah loji dan peralatan yang mana pengiktirafan aset adalah berdasarkan MPSAS 17- Hartanah, Loji dan Peralatan. Bagi aset-aset yang dibeli, hanya aset kos seunit RM2,000 atau lebih dianggap aset tetap. Aset-aset yang dinilai kurang dari RM2,000 akan dianggap sebagai belanja.

Bagi susut nilai keatas hartanah, loji dan peralatan ia dibuat secara kaedah garisan lurus berasaskan anggaran jangka hayat kegunaan aset yang ekonomik mengikut kadar-kadar berikut:

Bangunan dan Kemudahan Pembaikan	2%
Kenderaan	20%
Perabot, kelengkapan dan peralatan pejabat	20%
Peralatan Komputer	20%
Pesawat	5%

3.8 Tunai dan Kesetaraan Tunai

Penyata aliran tunai telah disediakan menggunakan kaedah tidak langsung. Tunai dan kesetaraan tunai terdiri daripada tunai di tangan dan di bank yang sedia ditukar kepada amaun tunai yang diketahui dan tertakluk kepada risiko perubahan nilai yang tidak ketara.

3.9 Maklumat Bajet

Bajet tahunan disediakan berdasarkan asas tunai. Memandangkan penyata kewangan disediakan menggunakan asas akrual, maka satu Penyata Perbandingan Bajet dan Sebenar disediakan secara berasingan. Penyata ini telah disediakan menggunakan asas penyediaan bajet tahunan.

Bajet Pihak Berkuasa telah diluluskan dan dibentangkan atas asas tunai bagi tempoh kewangan dari 1 Januari 2021 sehingga 31 Disember 2021 telah dibentangkan dalam Mesyuarat Pihak Berkuasa Bilangan 10/2020 bertarikh 21 Disember 2020.

3.10 Mengkontra Instrumen Kewangan

Aset kewangan dan liabiliti kewangan hanya dikontra jika, dan hanya jika, terdapat hak undang-undang pengimbangan dan terdapat tujuan menyelesaikannya pada nilai bersih atau untuk merealisasikan aset dan menyelesaikan liabiliti secara serentak.

3.11 Pihak Berkaitan

Pihak Berkuasa menganggap pihak berkaitan sebagai orang atau entiti dengan keupayaan untuk mengenakan kawalan secara individu atau bersama, atau untuk melaksanakan pengaruh penting ke atas Pihak Berkuasa, atau sebaliknya. Kakitangan penting pihak pengurusan dianggap sebagai pihak berkaitan dan terdiri Pengerusi dan ahli-ahli Lembaga Pengarah Pihak Berkuasa.

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3.12 Liabiliti Luar Jangka dan Aset Luar Jangka

- 3.12.1 Liabiliti luar jangka adalah obligasi semasa yang tidak diiktiraf kerana tiada kebarangkalian aliran keluar sumber akan diperlukan untuk menyelesaikan obligasi atau dalam kes yang sangat jarang berlaku di mana liabiliti tidak dapat diiktiraf kerana ia tidak boleh diukur secara pasti. Liabiliti luar jangka tidak diiktiraf tetapi didedahkan dalam penyata kewangan. Obligasi yang muncul dari peristiwa yang lepas, yang kewujudannya hanya dapat disahkan melalui berlakunya atau tidak berlakunya satu atau lebih peristiwa akan datang yang belum pasti, tidak di bawah kawalan Pihak Berkuasa keseluruhan juga didedahkan sebagai liabiliti luar jangka melainkan kebarangkalian aliran keluar sumber ekonomi adalah kecil.
- 3.12.2 Aset luar jangka adalah aset yang berkemungkinan wujud daripada peristiwa lalu yang kewujudannya akan hanya disahkan apabila berlaku atau tidak berlakunya satu atau lebih peristiwa yang tidak pasti pada masa hadapan yang bukan dalam kawalan penuh Pihak Berkuasa. Pihak Berkuasa tidak mengiktiraf aset luar jangka dalam penyata kewangan tetapi mendedahkan kewujudannya di mana aliran masuk manfaat ekonomi adalah berkemungkinan, tetapi tidak pasti.

3.13 Liabiliti Kewangan

- 3.13.1 Liabiliti kewangan diiktiraf dalam penyata kedudukan kewangan apabila Pihak Berkuasa menjadi pihak kepada peruntukan kontrak Instrumen.
- 3.13.2 Pada pengiktirafan awal, liabiliti kewangan adalah diukur pada nilai saksama, termasuk kos urusniaga untuk liabiliti kewangan yang tidak diukur pada nilai saksama menerusi lebihan atau kurangan, yang terlibat secara langsung di dalam pengisuan liabiliti kewangan.
- 3.13.3 Selepas pengiktirafan awal, liabiliti kewangan dikelaskan kepada salah satu daripada dua kategori liabiliti kewangan iaitu liabiliti kewangan diukur pada nilai saksama menerusi lebihan atau kurangan dan pinjaman belum bayar.
- 3.13.4 Pihak Berkuasa mempunyai kategori liabiliti kewangan seperti berikut :
- (i) Pinjaman dan Belum Bayar
- Selepas pengiktirafan awal, pinjaman dan belum bayar adalah diukur pada kos dilunaskan menggunakan kaedah faedah berkesan. Keuntungan atau kerugian diiktiraf di dalam lebihan atau kurangan apabila liabiliti kewangan dinyahiktiraf atau dirosot nilai.
- Kaedah faedah berkesan adalah kaedah untuk mengira kos dilunaskan liabiliti kewangan dan untuk memperuntukkan perbelanjaan faedah ke atas tempoh yang berkaitan. Kadar faedah berkesan adalah kadar diskaun anggaran pembayaran tunai masa depan yang tepat menerusi jangka hayat liabiliti kewangan atau, apabila sesuai, tempoh yang lebih singkat, dengan nilai dibawa liabiliti kewangan tersebut.
- 3.13.5 Liabiliti kewangan dinyahiktiraf apabila obligasi yang dinyatakan dalam kontrak telah dilepaskan, dibatalkan atau tamat hayat.
- Sebarang perbezaan di antara nilai dibawa liabiliti kewangan yang dinyahiktiraf dan pertimbangan dibayar adalah diiktiraf di dalam lebihan atau kurangan dalam tempoh penyahiktirafan.

3.14 Pertimbangan Perakaunan Kritikal dan Sumber Utama Ketidakpastian Anggaran

3.14.1 Pertimbangan Perakaunan Kritikal

Tiada sebarang pertimbangan perakaunan kritikal yang mempunyai kesan ketara ke atas jumlah yang diiktiraf di dalam penyata kewangan.

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3.14 Pertimbangan Perakaunan Kritikal dan Sumber Utama Ketidakpastian Anggaran (Sambungan)

3.14.2 Sumber Utama Ketidakpastian Anggaran

Anggaran utama berkenaan masa hadapan, dan lain-lain sumber utama ketidakpastian anggaran pada tarikh pelaporan, yang mempunyai risiko ketara yang akan menyebabkan pelarasan penting terhadap nilai dibawa aset dan liabiliti di dalam tahun kewangan seterusnya adalah seperti berikut:

i) Kerugian Rosot nilai bagi Akaun belum terima

Pihak Berkuasa menilai pada setiap tarikh pelaporan sama ada terdapat sebarang bukti objektif bahawa aset kewangan terjejas. Untuk menentukan sama ada terdapat bukti objektif rosot nilai, Pihak Berkuasa menganggap faktor seperti ketidakmampuan bayar penghutang dan keingkaran atau kelewatan pembayaran yang ketara. Jika terdapat bukti objektif kemerosotan nilai, jumlah dan masa aliran tunai masa depan dianggarkan berdasarkan sejarah pengalaman kerugian untuk aset yang mempunyai ciri-ciri risiko kredit yang serupa.

3.15 Matawang Asing

Semua urusan yang melibatkan matawang asing telah ditukarkan kepada Ringgit Malaysia mengikut kadar-kadar pertukaran pada tarikh pertukaran tersebut. Aset dan liabiliti dalam matawang asing pada akhir tahun kewangan ditukarkan mengikut kadar-kadar pertukaran pada tarikh tersebut. Semua perbezaan dikreditkan atau dicajkan ke lebih atau kurang.

3.16 Pajakan

Pajakan hartanah, loji dan peralatan adalah dikelaskan sebagai pajakan kewangan apabila sebahagian besar risiko dan ganjaran dengan pemilikan harta, tetapi bukan pemilikan yang sah disisi undang-undang, dipindahkan kepada Pihak Berkuasa.

Pihak Berkuasa pada awalnya mengiktiraf hak penggunaan dan obligasinya di bawah pajakan kewangan sebagai aset dan liabiliti dalam penyata kedudukan kewangan pada amaun yang sama dengan nilai saksama aset yang dipajak atau, jika yang lebih rendah, nilai semasa bayaran pajakan minimum, ditentukan pada permulaan pajakan. Sebarang kos langsung awal ditambah kepada amaun yang diiktiraf sebagai aset.

Bayaran pajakan minimum adalah dibahagikan antara caj kewangan dan pengurangan tanggungan tertunggak dengan menggunakan kaedah faedah efektif. Caj kewangan adalah diperuntukan pada setiap tempoh sepanjang tempoh pajakan untuk menghasilkan kadar faedah tempoh yang tetap ke atas baki liabiliti.

Dasar susut nilai bagi aset pajakan adalah konsisten dengan aset yang boleh disusut nilai yang dimiliki. Jika tiada kepastian yang munasabah bahawa Pihak Berkuasa akan mendapat pemilikan menjelang akhir tempoh pajakan, aset pajakan disusut nilai sepenuhnya dalam jangka pajakan dan hayat bergunanya, yang mana lebih singkat. Pada setiap tarikh pelaporan, Pihak Berkuasa menilai sama ada harta pajakan di bawah pajakan kewangan perlu dirosot nilai.

Pajakan operasi adalah diiktiraf sebagai perbelanjaan dalam untung atau rugi pada garis lurus sepanjang tempoh pajakan. Manfaat agregat insentif yang disediakan oleh pemberi pajak adalah diiktiraf sebagai pengurangan daripada perbelanjaan sewa sepanjang tempoh pajakan menggunakan kaedah garis lurus.

3.17 Cukai

Aset dan liabiliti cukai pendapatan semasa dinilai pada amaun yang dijangka akan diperolehi atau dibayar kepada Lembaga Hasil Dalam Negeri (LHDN) menggunakan kadar cukai dan undang-undang yang telah digubal atau sebahagian besarnya digubal pada tarikh pelaporan di mana Pihak Berkuasa beroperasi dan menjana pendapatan bercukai.

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4. Tunai dan Baki di Bank

	2021 RM	2020 RM
Tunai di tangan	9,000	9,046
Tunai di bank	54,812,099	9,061,977
	<u>54,821,099</u>	<u>9,071,023</u>

5. Akaun Belum Terima Bagi Urus Niaga Pertukaran

	2021 RM	2020 RM
Caj Pemaliman Udara/Air Navigation Facility Charges (ANFC)	10,140,889	13,138,532
Kalibrasi	1,020,260	761,671
Lain-lain Ikhtisas	10,130	24,457
	<u>11,171,279</u>	<u>13,924,660</u>
Tolak: Peruntukan Rosot Nilai Penghutang	(2,641,259)	(2,930,369)
	<u>8,530,020</u>	<u>10,994,271</u>

Akaun Belum Terima tidak dikenakan faedah dan secara umumnya tempoh yang terlibat dari 1 hari ke 30 hari. Akaun Belum Terima diiktiraf pada Nilai Saksama semasa pengiktirafan awal. Amaun dijangka boleh pulih dalam masa 12 bulan, akan diiktiraf pada amaun invoice asal. Jika tidak, ia akan diiktiraf pada Nilai Kini amaun invoice asal.

Akaun Belum Terima mempunyai umur di antara 1 bulan hingga lebih dari 1 tahun. Rosot nilai dibuat keatas kesemua amaun invoice yang mempunyai tunggakan lebih dari satu (1) tahun. Susulan pandemik Covid19 yang berlaku sejak dari tahun 2020, Pihak Berkuasa menyediakan kemudahan kepada syarikat penerbangan yang mana dikecualikan dari dibuat peruntukan rosot nilai penghutang.

6. Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran

	2021 RM	2020 RM
Perkhidmatan Memperbaharui Sijil Pengendalian Udara dan Lesen Juruterbang	299,600	105,350
Perkhidmatan lain-lain	384,355	569,372
Caj Certificate of Airworthiness	143,830	129,247
Penghutang lain-lain	-	390
	<u>827,785</u>	<u>804,359</u>

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7. Hartanah, Loji dan Peralatan

	<u>Kenderaan</u>	<u>Pesawat Kapal Terbang</u>	<u>Perabot, kelengkapan dan peralatan pejabat</u>	<u>Peralatan komputer</u>	<u>Jumlah</u>
<u>2021</u>	RM	RM	RM	RM	RM
<u>Kos</u>					
Pada 1 Januari 2021	4,936,506	13,900,000	6,385,635	4,828,935	30,051,076
Tambahan	428,341	-	1,041,845	25,440	1,495,626
Pada 31 Disember 2021	<u>5,364,847</u>	<u>13,900,000</u>	<u>7,427,480</u>	<u>4,854,375</u>	<u>31,546,702</u>
<u>Susut nilai terkumpul</u>					
Pada 1 Januari 2021	4,658,634	13,899,997	4,996,874	4,715,818	28,271,323
Susut nilai semasa	77,632	-	473,993	53,013	604,638
Pada 31 Disember 2021	<u>4,736,266</u>	<u>13,899,997</u>	<u>5,470,867</u>	<u>4,768,831</u>	<u>28,875,961</u>
<u>Nilai buku bersih</u>					
Pada 31 Disember 2021	<u>628,581</u>	<u>3</u>	<u>1,956,613</u>	<u>85,544</u>	<u>2,670,741</u>
	<u>Kenderaan</u>	<u>Pesawat Kapal Terbang</u>	<u>Perabot, kelengkapan dan peralatan pejabat</u>	<u>Peralatan komputer</u>	<u>Jumlah</u>
<u>2020</u>	RM	RM	RM	RM	RM
<u>Kos</u>					
Pada 1 Januari 2020	7,500	-	155,503	21,139	184,142
Tambahan	298,838	-	775,943	5,500	1,080,281
Pengiktirafan/ Pengelasan semula aset	4,630,168	13,900,000	5,454,189	4,802,296	28,786,653
Pada 31 Disember 2020	<u>4,936,506</u>	<u>13,900,000</u>	<u>6,385,635</u>	<u>4,828,935</u>	<u>30,051,076</u>
<u>Susut nilai terkumpul</u>					
Pada 1 Januari 2020	489	-	4,624	612	5,725
Pengiktirafan aset	4,630,118	13,899,997	4,630,928	4,658,309	27,819,352
Susut nilai semasa	28,027	-	361,322	56,897	446,246
Pada 31 Disember 2020	<u>4,658,634</u>	<u>13,899,997</u>	<u>4,996,874</u>	<u>4,715,818</u>	<u>28,271,323</u>
<u>Nilai buku bersih</u>					
Pada 31 Disember 2020	<u>277,872</u>	<u>3</u>	<u>1,388,761</u>	<u>113,117</u>	<u>1,779,753</u>

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8. Akaun Belum Bayar Bagi Urus Niaga Pertukaran

	2021 RM	2020 RM
Pemiutang Perniagaan	16,091,022	87,632,778
Pemiutang Pelbagai Kakitangan	483,905	1,170,502
Pemiutang lain-lain	742,231	727,921
Belanja Terakru	2,534,248	-
	<u>19,851,406</u>	<u>89,531,201</u>

Tiada sebarang kenaikan faedah kepada jumlah liabiliti yang dinyatakan. Keseluruhan liabiliti tersebut telah dirancang untuk ditampung menggunakan peruntukan Geran Belanja Pembangunan yang telah diluluskan oleh pihak Kementerian Kewangan dengan peruntukan tahun 2021 berjumlah RM236,000,000 yang merupakan sebahagian daripada jumlah keseluruhan sebanyak RM608,000,000.

9. Deposit dan pendahuluan

	2021 RM	2020 RM
Deposit - Terimaan terdahulu	169,135	92,295
	<u>169,135</u>	<u>92,295</u>

10. Peruntukan Manfaat Kakitangan

	2021 RM	2020 RM
Peruntukan Manfaat kakitangan - Kurang dari 1 tahun	984,207	-
Peruntukan Manfaat kakitangan - Lebih dari 1 tahun	2,644,152	-
	<u>3,628,359</u>	<u>-</u>

11. Geran Tertunda

	2021 RM	2020 RM
Baki pada 1 Januari	-	-
(+) Tambahan tahun semasa	253,500,000	-
	253,500,000	-
(-) Pelunasan tahun semasa	(224,587,891)	-
Baki pada 31 Disember	<u>28,912,109</u>	<u>-</u>

Jenis - jenis terimaan geran

i) Geran pembangunan bertujuan untuk menampung penyelenggaraan dan pemeliharaan aset tak alih milik kerajaan iaitu bangunan dan tanah.

ii) Geran pembangunan (klasifikasi belanja operasi kepada belanja pembangunan) bertujuan untuk menampung penyelenggaraan dan pemeliharaan aset - aset Operasi trafik udara dan keselamatan penerbangan awam (CAAM).

12. Hasil daripada Urus Niaga Pertukaran

	2021 RM	2020 RM
Caj Pemaliman Udara/Air Navigation Facility Charges (ANFC)	27,928,325	48,825,151
Kalibrasi	1,153,510	1,641,850
Lain-lain	4,587	163,603
Hibah	260,951	858,950
	<u>29,347,373</u>	<u>51,489,554</u>

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13. Hasil daripada Urus Niaga Bukan Pertukaran

	2021 RM	2020 RM
<i>Certificate Of Airworthiness</i>	9,301,963	7,062,390
Lesen Juruterbang	4,100,164	4,774,768
Lesen Operasi Lapangan Terbang	3,033,678	2,984,000
Lesen Jurutera	708,826	740,700
Pendaftaran Kapal Terbang	293,250	344,425
Sijil Pengendalian Udara / Aviation Operation Certificate (AOC)	2,741,059	1,059,764
Lain-Lain	1,069,538	3,524,886
Lesen dan Permit Perkhidmatan Udara	270,000	302,350
Peperiksaan Juruterbang	453,145	1,153,178
Ground Handling	162,700	603,344
Peperiksaan Jurutera	29,200	66,550
Bayaran Pemprosesan	-	550
Geran	375,986,772	151,164,167
	<u>398,150,295</u>	<u>173,781,072</u>

* Hasil daripada geran terdiri daripada geran mengurus bagi pembayaran emolumen berjumlah RM151,398,881, pelunasan bayaran di bawah geran pembangunan berjumlah RM3,511,883 dan pelunasan bayaran di bawah geran pembangunan (klasifikasi belanja operasi kepada belanja pembangunan) - Penyelenggaraan dan Pemeliharaan Aset - Aset Operasi Trafik Udara dan Keselamatan Penerbangan Awam (CAAM) berjumlah RM221,076,008.

14. Upah, Gaji dan Manfaat Pekerja

	2021 RM	2020 RM
Gaji dan Upahan	96,578,232	96,580,344
Elaun dan Imbuhan Tetap	38,611,069	35,896,728
Bayaran Imbuhan dan Bantuan Khas Kewangan	1,652,450	1,110,250
Faedah-Faedah Kewangan yang Lain	2,659,967	2,448,808
Elaun Lebih Masa	298,213	437,052
Gantian Cuti Rehat	1,610,389	1,499,748
Elaun Tetap Bulanan Ahli Lembaga Pengarah	424,121	390,717
Elaun Pengerusi Jawatankuasa Pengurusan Eksekutif	-	134,270
Elaun Kehadiran Mesyuarat Ahli Lembaga Pengarah	42,750	40,250
Elaun Kehadiran Mesyuarat Jawatankuasa	45,250	50,500
Kemudahan Pihak Berkuasa	76,104	70,476
	<u>141,998,545</u>	<u>138,659,143</u>

15. Bekalan, Bahan Guna Habis dan Perkhidmatan

	2021 RM	2020 RM
Penyelenggaraan dan Pembaikan Kecil yang Dibeli	137,661,984	152,277,490
Perkhidmatan Ikhtisas dan Lain yang Dibeli dan Hospitaliti	19,087,722	13,963,236
Perbelanjaan Perjalanan dan Sara Hidup	2,207,403	3,009,919
Perhubungan dan Utiliti	11,459,099	11,863,822
Bekalan Bahan Mentah dan Bahan untuk Penyelenggaraan Pembaikan	765,762	497,700
Bekalan dan Bahan-Bahan Lain	880,665	3,335,927
Pengangkutan Barang-Barang	862,528	212,646
	<u>172,925,163</u>	<u>185,160,740</u>

16. Perbelanjaan sewa

	2021 RM	2020 RM
Perbelanjaan sewa	26,126,175	26,813,851
	<u>26,126,175</u>	<u>26,813,851</u>

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17. Pemberian Dalam dan Luar Negeri

	2021 RM	2020 RM
Pemberian dalam negeri	9,000	852,637
Pemberian luar negeri	184,778	1,570,378
	<u>193,778</u>	<u>2,423,015</u>

18. Perbelanjaan Lain-lain

	2021 RM	2020 RM
Bahan-bahan makanan minuman	9,071	4,859
Aset tidak dipermodalkan	359,990	512,395
Untung rugi mata wang asing	55,108	64,351
Tuntutan insuran dan pampasan	93,981	75,130
Ganjaran	320,216	55,229
Denda	(71,256)	78,008
Duti Stamp dan pelbagai	-	10,808
Peruntukan rosot nilai penghutang	(289,129)	2,930,389
	<u>477,981</u>	<u>3,731,169</u>

19. Peruntukan Cukai

	2021 RM	2020 RM
Peruntukan cukai tahun semasa	49,383	200,977
Kurangan peruntukan cukai bagi tahun terdahulu	-	252,747
	<u>49,383</u>	<u>453,724</u>

Perbezaan yang ketara di antara perbelanjaan cukai dan lebihan perakaunan didarab dengan kadar cukai berkanun adalah disediakan oleh kesan cukai yang timbul dari perkara berikut:

Lebihan / (Kurangan) sebelum cukai	81,543,029	(131,963,538)
Kadar cukai pendapatan (24.5% - 2021 and 26% - 2020)	19,978,042	(34,310,520)
Pelarasan kesan cukai terhadap:-		
Perbezaan kadar cukai	(14,550)	(22,350)
Pendapatan tidak dikenakan cukai	(104,672,996)	(58,347,036)
Perbelanjaan tidak dibenarkan dari pengiraan cukai	84,758,887	92,880,883
Kurangan peruntukan cukai pada tahun terdahulu	-	252,747
	<u>49,383</u>	<u>453,724</u>

20. Sumber Manusia

Bagi tahun kewangan berakhir 2021, Pihak Berkuasa mempunyai pegawai dan kakitangan tetap, kontrak dan peminjaman. Operasi Pihak Berkuasa diuruskan oleh pegawai dan kakitangan Pihak Berkuasa seperti berikut:-

	2021 Bilangan Jumlah	2020 Bilangan Jumlah
Kumpulan Pengurusan Tertinggi	3	3
Kumpulan Pengurusan dan Profesional	647	598
Kumpulan Pelaksana	<u>768</u>	<u>740</u>

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21. Kakitangan Penting Pihak Pengurusan

Kakitangan penting pihak pengurusan adalah mereka yang mempunyai kuasa dan tanggungjawab untuk perancangan, arahan dan kawalan ke atas aktiviti-aktiviti Pihak Berkuasa sama ada secara langsung atau tidak langsung. Pengurusan utama Pihak Berkuasa adalah terdiri dari Pengerusi dan ahli-ahli Lembaga Pengarah yang dilantik oleh Y.B. Menteri Pengangkutan. Agregat elaun yang diterima oleh Pengurusan Utama adalah seperti berikut:

	2021 RM	2020 RM
Elaun Tetap Bulanan Ahli Lembaga Pengarah	424,121	390,717
Elaun Pengerusi Jawatankuasa Pengurusan Eksekutif	-	134,270
Elaun Kehadiran Mesyuarat Ahli Lembaga Pengarah	42,750	40,250
Elaun Kehadiran Mesyuarat Jawatankuasa	45,250	50,500
Kemudahan Pihak Berkuasa	76,104	70,476
Jumlah keseluruhan Agregat Elaun	<u>588,225</u>	<u>586,213</u>
 Bilangan jumlah Pengerusi dan Ahli-ahli Lembaga Pengarah	 <u>7</u>	 <u>7</u>

22. Pengurusan Risiko Kewangan

22.1 Objektif dan Polisi Risiko Pengurusan Kewangan

Dasar pengurusan risiko kewangan Pihak Berkuasa bertujuan untuk memastikan bahawa terdapatnya sumber kewangan yang mencukupi untuk pembangunan perniagaan, menguruskan risiko kredit, tukaran asing dan kecairan. Pihak Berkuasa beroperasi di bawah garis panduan yang telah ditetapkan dengan jelas yang diluluskan oleh Pihak Berkuasa dan dasar Pihak Berkuasa adalah untuk tidak melibatkan Pihak Berkuasa dalam urusan spekulatif.

22.2 Risiko Kredit

Risiko kredit atau risiko pihak ketiga gagal membayar, dikawal dengan penerapan tatacara kelulusan kredit, had dan pengawasan yang ketat. Risiko kredit diminimumkan dan diawasi secara ketat dengan menghadkan kerjasama Pihak Berkuasa dengan rakan perniagaan yang mempunyai kepercayaan kredit yang tinggi. Penghutang diawasi secara berterusan melalui tatacara pelaporan pengurusan Pihak Berkuasa.

Pihak Berkuasa tidak mempunyai pendedahan yang besar terhadap mana-mana pelanggan individu atau pihak ketiga mahupun sebarang penumpuan besar bagi risiko kredit yang berkaitan dengan sebarang instrumen kewangan.

22.3 Risiko Kadar Faedah

Risiko kadar faedah adalah risiko bahawa nilai wajar atau aliran tunai masa hadapan bagi instrumen kewangan Pihak Berkuasa akan berubah-ubah kerana perubahan dalam pasaran kadar faedah.

Pihak Berkuasa tidak terdedah kepada risiko kadar faedah kerana ia tidak mempunyai aset jangka panjang yang menanggung faedah atau hutang yang menanggung faedah pada 31 Disember 2021.

22.4 Risiko Kecairan

Risiko kecairan dan aliran tunai adalah risiko bahawa Pihak Berkuasa akan menghadapi kesukaran dalam memenuhi kewajipan kewangan oleh kerana kekurangan dana. Pendedahan Pihak Berkuasa kepada risiko kecairan wujud daripada perbezaan dalam kematangan aset kewangan dan liabiliti kewangan. Jadual di bawah menunjukkan profil kematangan liabiliti Pihak Berkuasa pada tarikh laporan berdasarkan obligasi pembayaran semula tanpa diskaun kontrak.

Pihak Berkuasa mengurus risiko kecairan dan aliran tunai dengan memastikan tunai yang mencukupi dan menyediakan dana yang cukup bagi memenuhi komitmen daripada perbelanjaan operasi dan liabiliti kewangan.

	Dalam tempoh setahun RM	Lebih tempoh setahun RM	Jumlah RM
Akaun Belum Bayar Bagi Urus Niaga Pertukaran			
Pada 31 Disember 2021	<u>19,464,791</u>	<u>386,615</u>	<u>19,851,406</u>
Pada 31 Disember 2020	<u>89,405,086</u>	<u>126,115</u>	<u>89,531,201</u>

Pihak Berkuasa mengurus risiko kecairan dan aliran tunai dengan memastikan tunai yang mencukupi dan menyediakan dana yang cukup bagi memenuhi komitmen daripada perbelanjaan operasi dan liabiliti kewangan.

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22. Pengurusan Risiko Kewangan (Sambungan)

22.5 Risiko Tukaran Asing

Pihak Berkuasa beroperasi di Malaysia dan luar Malaysia dan dengan itu terdedah kepada risiko tukaran asing.

22.6 Nilai Saksama

Nilai dibawa tunai dan kesetaraan tunai, belum terima dan belum bayar adalah menyamai nilai saksamanya kerana tempoh matangnya yang pendek.

23. Pengurusan Risiko Modal

Objektif utama pengurusan risiko modal Pihak Berkuasa adalah untuk memastikan ianya mempertahankan penarafan kredit yang kukuh dan nisbah modal yang baik bagi memastikan ianya dapat menampung operasi dan memaksimumkan Kumpulan Wang.

24. Nota Bagi Penyata Perbandingan Bajet Dan Sebenar

Bajet Pihak Berkuasa telah diluluskan dan dibentangkan bagi tempoh kewangan dari 1 Januari 2021 sehingga 31 Disember 2021 dibentangkan dalam Mesyuarat Pihak Berkuasa Bilangan 10/2020 bertarikh 21 Disember 2020.

Belanjawan dan penyata kewangan Pihak Berkuasa disediakan dengan menggunakan asas yang berlainan daripada penyata kewangan. Penyata kewangan disediakan pada asas akrual menggunakan klasifikasi berdasarkan jenis perbelanjaan di dalam penyata prestasi kewangan, manakala bajet disediakan pada asas tunai. Jumlah dalam penyata kewangan ini telah disusun semula dari asas akrual kepada asas tunai dan dikelaskan semula dengan pembentangan berada pada asas yang sama sepertimana bajet yang telah diluluskan. Perbandingan jumlah bajet dan sebenar, yang disediakan secara perbandingan dengan bajet yang diluluskan, kemudiannya dibentangkan di dalam penyata perbandingan bajet dan sebenar. Selain perbezaan asas ini, pelarasan kepada jumlah dalam penyata kewangan juga dibuat untuk perbezaan dalam format dan klasifikasi yang diterima pakai bagi pembentangan penyata kewangan dan bajet yang diluluskan.

Perbezaan masa wujud apabila tempoh bajet disediakan berbeza daripada tempoh kewangan penyata kewangan ini disediakan.

Perbezaan entiti wujud apabila bajet tidak mengambilkira program-program atau aktiviti-aktiviti yang tidak direkodkan didalam penyata kewangan ini.

Penyesuaian antara jumlah sebenar seperti yang dinyatakan didalam penyata perbandingan bajet dan sebenar dan jumlah sebenar dalam penyata aliran tunai bagi tahun kewangan berakhir 31 Disember 2021 adalah seperti di bawah:

	Operasi RM	Pelaburan RM	Pembiayaan RM	Jumlah RM
Jumlah sebenar setanding seperti yang dikemukakan dalam penyata perbandingan bajet dan sebenar	85,776,026	(1,949,350)	-	83,826,676
Perbezaan asas	(38,076,601)	-	-	(38,076,601)
Jumlah sebenar setanding dalam Penyata Aliran Tunai	<u>47,699,425</u>	<u>(1,949,350)</u>	<u>-</u>	<u>45,750,075</u>

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25. Peristiwa Selepas Tarikh Pelaporan

Berdasarkan MPSAS 14, peristiwa selepas tarikh pelaporan ialah peristiwa yang memuaskan dan tidak memuaskan yang berlaku diantara tarikh pelaporan dan tarikh kewangan disahkan untuk penerbitan. Antara dua jenis peristiwa yang boleh dikenalpasti adalah peristiwa yang membuktikan keadaan yang wujud pada tarikh pelaporan (peristiwa perlu pelarasan selepas tarikh pelaporan) dan peristiwa yang menunjukkan keadaan yang wujud selepas tarikh pelaporan (peristiwa tidak perlu pelarasan selepas tarikh pelaporan).

Pada tahun 2022, Malaysia memasuki fasa peralihan ke endemik dan sempadan negara dibuka dalam masa yang sama. Hal ini bagaimanapun adalah peristiwa tidak perlu pelarasan selepas tarikh pelaporan 31 Disember 2021 kerana ia tidak memberi sebarang kesan terhadap angka yang telah dilaporkan sehingga tahun kewangan berakhir 31 Disember 2021.



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