



5th December 2025

APPROVED AIR OPERATORS FOR THE CARRIAGE OF DANGEROUS GOODS

1 Introduction

- 1.1 The Civil Aviation Authority of Malaysia (CAAM) is dedicated to ensuring the highest standards of safety and security in the civil aviation industry. A critical component of this commitment is the stringent oversight of the transportation of Dangerous Goods (DG) by air. The safe handling and transport of such goods are paramount to protecting aircraft, passengers, crew, and the public.
- 1.2 In accordance with the Civil Aviation Regulations (CAR 2016) and the National Transport of Dangerous Goods Programme (NTDGP), any Air Operator intending to transport dangerous goods to, from, or through Malaysia is required to hold a valid Dangerous Goods Permit issued by CAAM. To streamline this process for frequent operators, CAAM issues an Annual DG Permit, also known as a DG Blanket Approval.
- 1.3 This Advisory Information (AI) serves to inform all stakeholders in the air cargo supply chain, including Cargo Terminal Operators (CTOs), Cargo Agents, Freight Forwarders, and Shippers, that CAAM has published a comprehensive list of Air Operators who have been granted this Annual DG Permit.
- 1.4 The publication of this list aims to provide a transparent and easily accessible reference for all parties involved in the acceptance, handling, and loading of dangerous goods. This will facilitate smoother operations and enhance compliance by ensuring that only approved operators are engaged for the carriage of such goods.

2 Publication of the Approved List

- 2.1 The official list of all Air Operators holding a valid Annual DG Permit (DG Blanket Approval) is now publicly available on the CAAM official website.
- 2.2 The list is accessible via the following URL by selecting the “**DG Approved Operator**” section;

<https://www.caam.gov.my/industry/carriage-of-dangerous-goods/>

- 2.3 This list will be updated regularly by CAAM. It is the responsibility of all stakeholders to consult the latest version of the list before accepting or handling any dangerous goods consignment.



3 Scope of Dangerous Goods Requiring Operator Approval

- 3.1 It is crucial for all personnel involved in air cargo operations to understand that the requirement for an Air Operator to possess a valid DG Permit extends beyond consignments that require a Shipper's Declaration for Dangerous Goods.
- 3.2 The term "dangerous goods" in this context inclusively refers to all articles or substances which are capable of posing a hazard to health, safety, property, or the environment when transported by air. This includes, but is not limited to, the following categories:
- a) Fully Regulated Dangerous Goods: All classes of dangerous goods that require full documentation, making, labelling, and packaging in accordance with the ICAO Technical Instructions.
 - b) Lithium and Sodium-Ion Batteries (Section II) – IATA IMP Code ELI, ELM: Consignments of lithium-ion (UN 3481), lithium-metal (UN 3091), or the newly classified sodium-ion batteries (UN 3552) prepared under Section II of the applicable packing instructions. Although these shipments do not require a Shipper's Declaration, they are still classified as dangerous goods, and the transporting operator must have the necessary approval from CAAM.
 - c) Dangerous Goods in Excepted Quantities: Packages containing dangerous goods in very small quantities that are exempt from marking and documentation requirements. Despite these exceptions, the Air Operator carrying them must be approved to transport dangerous goods.

4 Responsibilities of Cargo Agents, Freight Forwarding Agents and Cargo Terminal Operators (CTOs)

- 4.1 All CTOs and Cargo Agents must implement a verification process to confirm that any Air Operator they are tendering dangerous goods to is on the CAAM-published list of approved operators.
- 4.2 This verification must be performed before accepting any dangerous goods consignment, including the categories mentioned in Section 3.2 (b) and (c) above, which may not be accompanied by a Shipper's Declaration.
- 4.3 Multimodal Freight Forwarding Agents must also exercise due diligence in confirming the selected air operator, particularly when handling "FORBIDDEN" dangerous goods, such as those classified under Class 1 (Explosives). It is mandatory that the air operator holds a valid Dangerous Goods Permit issued by the Civil Aviation Authority of Malaysia (CAAM) before applying for and obtaining the Dangerous Goods Exemption Approval, and prior to the air transportation of such goods into or from Malaysia.



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- 4.4 Failure to verify an operator's approval status may result in non-compliance with national regulations, leading to potential shipment delays, operational disruptions, and regulatory penalties.

5 Compliance and Enforcement

- 5.1 The requirement for Air Operators to hold a valid DG Permit is a critical safety measure, and adherence to it is essential for maintaining the integrity of the air transport system.
- 5.2 CAAM will conduct regular inspections and audits to ensure that all stakeholders are complying with the requirements to transport dangerous goods by air through CAAM approved DG Operators. Any identified instances of non-compliance will be addressed in accordance with the enforcement procedures stipulated in the national regulations.
- 5.3 The ultimate goal of this initiative is to foster a safer aviation environment by ensuring that dangerous goods are only handled and transported by competent and authorised entities.

6 Key References

- 6.1 The requirements and guidance outlined in this Advisory Information (AI) are based on the following regulatory and guidance documents:
- a) Civil Aviation Regulations 2016 (CAR 2016)
 - b) Civil Aviation Directive 18 (CAD 18) – National Transport of Dangerous Goods Programme (NTDGP)
 - c) ICAO Annex 18 – The Safe Transport of Dangerous Goods by Air
 - d) ICAO Doc 9284 – Technical Instructions for the Safe Transport of Dangerous Goods by Air
- 6.2 Stakeholders are encouraged to familiarise themselves with these documents to ensure a comprehensive understanding of their obligations.



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