CIVIL AVIATION AUTHORITY OF MALAYSIA
SAFETY INFORMATION 02/2026

18th March 2026

SAFETY MEASURES AND CERTIFICATION PREPAREDNESS FOR STOLPORT OPERATORS IN MALAYSIA

1 Introduction

1.1 The Civil Aviation (Aerodrome Operations) Regulations 2016 stipulates that all aerodromes shall be certified. No person shall maintain or operate an aerodrome unless the person holds a certificate of aerodrome issued by the Authority. This requirement ensures that aerodrome facilities, equipment and operational procedures comply with the applicable standards necessary to support safe aircraft operations.

1.2 Short Take-Off and Landing airports (STOLports) in Malaysia present unique challenges in achieving certification due to operational constraints, technical limitations and geographical conditions. Despite these challenges, STOLports remain essential in providing connectivity to remote and underserved communities.

1.3 Pending the completion of certification of all STOLports, it is imperative that aerodrome operators ensure that operations are conducted at an acceptable level of safety at all times. This Safety Information (SI) provides guidance on the minimum safety measures to be implemented by STOLport operators and outlines the expectations for progressing towards full regulatory compliance and certification.

2 Background

2.1 There are currently nineteen (19) STOLports operating in Malaysia, each serving as a vital component of the national aviation network. These STOLports vary in terms of runway length, aerodrome reference code and operating entity. A summary of the STOLports in Malaysia is provided in Table 2-1 below.

STOLport	Aerodrome Reference Code	Runway Length	Aerodrome Operator
Peninsular Malaysia			
Tioman	1B	913m	MASB
Pangkor	1B	732m	MASB
Redang	2C	1101m	MASB
Sabah			
Lahad Datu	1B	1380m	MASB
Semporna	1B	609m	MASB
Long Pasia	1B	610m	MASB
Kudat	1B	729m	MASB
Sarawak			
Tanjung Manis	2B	1500m	TMDSB
Marudi	1B	834m	MASB
Lawas	1B	758m	MASB
Bario	1B	671m	MASB
Bakelalan	1B	550m	MASB
Long Akah	1B	679m	MASB
Long Banga	1B	548m	MASB
Long Lellang	1B	799m	MASB
Long Seridan	1B	548m	MASB
Belaga	1B	427m	MASB
Long Semado	1B	487m	MASB
Kapit	1B	427m	MASB

Table 2 -1 List of STOLports in Malaysia

3 Operator Responsibilities and Certification Readiness

3.1 Notwithstanding the certification status of the STOLport, the STOLport operator remains fully responsible for the safe operation and maintenance of the STOLport at all times.

3.2 In this regard, STOLport operators shall:

a) Ensure that the STOLport is maintained in a condition that is safe for aircraft operations;

b) Ensure that all facilities, equipment and services are serviceable and fit for purpose;

c) Identify, assess and mitigate hazards associated with STOLport operations;

d) Implement appropriate safety management practices; and

e) Comply, to the greatest extent practicable, with the applicable regulatory requirements, Civil Aviation Directives and Civil Aviation Guidance Materials issued by CAAM.

3.3 The absence of certification shall not be construed as an exemption from meeting safety requirements. Operators shall take all reasonable measures to ensure that safety risks are effectively managed and reduced to an acceptable level.

3.4 In addition, all STOLport operators shall take proactive steps to prepare for STOLport certification. This includes:

a) Identifying gaps between current conditions and regulatory requirements;

b) Developing and implementing corrective action plans;

c) Prioritising safety-critical deficiencies; and

d) Establishing a clear roadmap towards achieving compliance.

CAAM expects all STOLport operators to demonstrate continuous progress towards certification readiness.

4 Safety Measures

All STOLport operators are advised to implement the following safety measures:

4.1 Airside Inspections

4.1.1 STOLport operators should conduct thorough airside inspections prior to and after each aircraft movement. Given the relatively low frequency of operations at

STOLports, such inspections are critical to ensure that the movement area is free from hazards.

4.1.2 Inspections should be carried out systematically using an appropriate checklist and should include, but not limited to:

a) Runway surface condition;

b) Presence of foreign object debris (FOD);

c) Obstructions within the movement area;

d) Wildlife hazards; and

e) Serviceability of visual aids.

4.2 Special Inspections

4.2.1 Special inspections should be conducted following heavy rainfall or any adverse weather conditions that may affect the operational safety of the STOLport.

4.2.2 These inspections should focus on identifying surface deterioration, water accumulation, FOD and any other conditions that may adversely affect aircraft operations.

4.3 STOLport Manual

4.3.1 Each STOLport operator should prepare, maintain and keep up to date a STOLport Manual in accordance with the guidance provided in the Civil Aviation Guidance Material (CAGM) 1405 – Certification and Surveillance of Aerodrome.

4.3.2 The STOLport Manual should include, but not be limited to:

a) Particulars of the aerodrome;

b) Aerodrome operating procedures; and

c) Details of the aerodrome administration and the safety management system.

The manual should serve as a formal reference to ensure safe and compliant STOLport operations.

4.4 Management of Non-Compliances

4.4.1 All instances of non-compliance with regulatory requirements should be identified, documented and formally declared. Each non-compliance should:

a) Be recorded in the STOLport Manual;

b) Include a clear description of the deviation; and

c) Be submitted to CAAM ANSA for record and monitoring purposes.

Operators should maintain continuous communication with CAAM ANSA on the status of all identified non-compliances.

4.5 **Safety Assessment**

4.5.1 All identified non-compliances should be subjected to a Safety Assessment (SA) in accordance with the guidance provided in the CAGM 1404 – Safety Assessments for Aerodromes. The SA should:

a) Evaluate associated risks;

b) Determine the level of risk acceptability; and

c) Propose appropriate mitigation measures.

The SA should include a clear action plan detailing how the identified risks will be mitigated or resolved. All completed SAs should be submitted to CAAM ANSA for monitoring.

4.6 **Oversight and Monitoring**

4.6.1 CAAM will conduct continuous oversight of STOLport operations, including the review of SAs, monitoring of corrective actions implemented by the operators, and evaluation of safety performance. This oversight is intended to ensure that the identified risks are effectively managed and that safety performance is continuously improved.

4.7 **Self-Assessment**

4.7.1 Each STOLport operator is required to conduct self-assessment of the operational status of the STOLport at intervals not exceeding two (2) months. The self-assessment should:

a) Be completed using the prescribed form provided by CAAM in Appendix A; and

b) Be submitted to CAAM **no later than the tenth (10th) day of the second month.**

The self-assessment shall accurately reflect the actual condition of the STOLport and should not be treated as a purely administrative exercise.

4.7.2 Regular self-assessments support proactive safety monitoring and provide CAAM with timely information to ensure continued operational safety.

5 Conclusion

5.1 The safety measures outlined in this Safety Information are established to ensure that STOLports continue to operate at an acceptable level of safety pending the certification.

5.2 STOLport operators bear the primary responsibility for the safe operation and maintenance of their STOLports. This responsibility remains applicable at all times, regardless of certification status.

5.3 Operators are expected to take proactive measures to identify and mitigate safety risks, address non-compliances and progressively achieve compliance with regulatory requirements.

5.4 Effective collaboration between STOLport operators and CAAM is essential to ensure that safety risks are effectively managed. Continuous monitoring, structured oversight and timely implementation of corrective actions are critical in maintaining and enhancing safety standards.

5.5 CAAM expects all STOLport operators to demonstrate commitment and continuous progress towards achieving STOLport certification.

5.6 Safety remains the highest priority in ensuring the continuity and resilience of aviation operations, particularly for communities that rely on STOLport services.

DATO' CAPTAIN NORAZMAN BIN MAHMUD
Chief Executive Officer
for Civil Aviation Authority of Malaysia
18 March 2026

	CIVIL AVIATION AUTHORITY OF MALAYSIA **AIR NAVIGATION SERVICES AND AERODROME DIVISION** **APPENDIX A – STOLPORT SELF ASSESSMENT CHECKLIST**	CAAM/ANSA/STOL/01

This checklist is provided as guidance to assist aerodrome operators in conducting periodic self-assessments of STOLport compliance pending certification. It does not replace applicable regulatory requirements, nor does it substitute for oversight by the Civil Aviation Authority of Malaysia (CAAM).

General Information
STOLport Name:
Reporting Month / Year:
Date of Assessment:
No. of Movements per Week: *Note: Each landing and take-off shall be counted as two (2) movements.*

No	Assessment Item	Compliant (Yes/No)	Remarks/Finding	Corrective Action	Target Date	Status
Part A – General						
A1	Valid STOLport manual available and maintained					
A2	Organisational structure defined with accountable management					
A3	Safety Management System (SMS) established and implemented					
A4	Records of inspections, maintenance, and tests maintained					
Part B - Runway, Taxiway & Apron Condition						
B1	Runway dimensions comply with applicable requirements					
B2	Runway surface condition (FOD, irregularities, distress)					

B3	Runway strip free of obstacles					
B4	Runway strip condition (erosion, grading, flushing)					
B5	Taxiway surface condition					
B6	Taxiway strip condition (erosion, grading, flushing)					
B7	Apron / aircraft stand surface condition					
B8	Drainage effectiveness (no ponding / flooding)					
B9	Declared runway length & width fully available					

Part C - Visual Aids						
C1	Runway markings visible and characteristics comply with requirements ● Runway designation marking ● Runway centre line marking ● Threshold marking ● Transverse stripes marking					
C2	Taxiway markings visible and characteristics comply with requirements ● Taxiway centre line marking ● Runway holding position marking ● Taxi side stripe marking					
C3	Aircraft stand markings visible, and characteristics comply with requirements ● Lead in/lead out/turning line ● Turn bar ● Alignment bar ● Stop line ● Arrow ● Aircraft stand identification marking ● Direction to aircraft parking stand marking ● Taxi side stripe marking					

C4	Closed / unserviceable areas correctly marked (if any)					
C5	STOLport signs visible and serviceable					
C6	Wind direction indicator serviceable					
C7	Aerodrome beacon serviceable (if provided)					
Part D - Obstacle, Vegetation & Wildlife Environment						
D1	Approach & take-off areas free from obstacles					
D2	Vegetation growth controlled					
D3	Wildlife activity observed within movement area					
D4	Wildlife control measures currently implemented					

D5	Perimeter fencing / barriers intact and effective					
Part E - Rescue, Firefighting & Emergency Preparedness						
E1	At least one RFF vehicle available and serviceable					
E2	RFF vehicle housed with direct and clear access to runway					
E3	RFF personnel available, trained and equipped with PPE					
E4	Extinguishing agents available					
E5	Rescue equipment available					
E6	Response test time not exceeding three (3) minutes					
E7	Emergency communication equipment available					

E8	STOLport Emergency Plan valid and current					
E9	Disabled Aircraft Removal Plan established and available					
Part F - Safety, Operations & Maintenance						
F1	Preventive maintenance programme active and ongoing					
F2	Vehicles operating on movement area authorised					
F3	Drivers operating at airside are trained					

DECLARATION
I hereby declare that the information provided in this report accurately reflects the current operational and safety condition of the STOLport for the reporting period.
Signature:
Name:
Position:
Date: