



2024

Civil Aviation Authority of Malaysia

ANNUAL REPORT

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Safe Sustainable Skies





DATO' CAPTAIN NORAZMAN BIN MAHMUD
Chief Executive Officer

CEO'S

As we reflect on 2024, I am pleased to report that the year marked a period of purposeful progress, strengthened collaboration and renewed commitment to aviation safety, efficiency and sustainability. In an increasingly interconnected and dynamic global aviation environment, the Civil Aviation Authority of Malaysia (CAAM) continued to uphold its mandate as a technical and safety regulator and as a provider of air navigation services, while positioning Malaysia as a trusted and respected aviation partner regionally and internationally.

A key highlight of the year was the significant enhancement of industry collaboration, both locally and globally. CAAM actively deepened engagement with aviation stakeholders across the ecosystem, recognising that strong partnerships are fundamental to a safe, resilient and future-ready aviation sector. Through continuous dialogue and cooperative initiatives, we worked closely with airlines, airport operators, manufacturers, service providers and international counterparts to address emerging challenges and seize new opportunities.



Message

In 2024, CAAM further strengthened its international standing through strategic partnerships and active participation in global aviation platforms. I am honoured to have been elected to the Executive Committee of the Civil Air Navigation Services Organisation (CANSO), while continuing my role as CANSO Safety Champion, a milestone that reflects Malaysia's growing contribution to the global air navigation services community. This role enables CAAM to play a more meaningful part in shaping international policies, best practices and innovations that will influence the future of air traffic management worldwide.

Another major milestone was the successful organisation of the Malaysia Aviation Safety Seminar 2024 (MASS '24), which officially kicked off in Kuala Lumpur. The seminar marked the second collaboration between CAAM, The Boeing Company and the Federal Aviation Administration of the United States. MASS '24 served as an important platform for knowledge sharing, technical discourse and the exchange of best practices on aviation safety, reinforcing our collective commitment to the highest safety standards.

Throughout the year, CAAM also maintained an active presence in numerous international events, conferences and technical forums. These engagements not only allowed us to stay aligned with global regulatory developments, but also enabled us to showcase

Malaysia's capabilities, share our experiences and learn from other leading aviation authorities. Such exposure is vital in ensuring that our regulatory frameworks, operational practices and human capital remain relevant and future-oriented.

None of these achievements would have been possible without the dedication, professionalism and integrity of CAAM's officers and personnel. I extend my sincere appreciation to our stakeholders, industry partners and international counterparts for their continued trust and cooperation. Together, we have demonstrated that collaboration and shared responsibility are the cornerstones of a safe and sustainable aviation industry.

As we move forward, CAAM remains steadfast in its commitment to safeguarding aviation safety, enhancing service excellence and supporting the sustainable growth of Malaysia's aviation sector. With strong partnerships and a clear strategic direction, I am confident that we are well positioned to navigate future challenges and contribute meaningfully to the global aviation community.

Norazman Mahmud
DATO' CAPTAIN NORAZMAN BIN MAHMUD

Authority Members



**DATO' MOHAMED SHARIL
BIN MOHAMED TARMIZI**
Deputy Chairman



**DATO' CAPTAIN NORAZMAN
BIN MAHMUD**
Chief Executive Officer



NORIZAM BINTI ABAS
*Representative of the
Ministry of Finance
Non-Independent &
Non-Executive*



**DATO' NORMAH
BINTI OSMAN**
*Deputy Secretary General
Ministry of Transport
Non-Independent &
Non-Executive*



**CAPTAIN MOHAMAD SETH
BIN MOHD ARIFF**
*Authority Member
Independent &
Non-Executive*



LIM YONG HENG
*Authority Member
Independent &
Non-Executive*



DR. JULIAN TAN KOK PING
*Authority Member
Independent &
Non-Executive*



**PROF. DATO' TS. DR. MOHD
ZAMRI BIN YUSOFF**
*Authority Member
Independent &
Non-Executive*

Authority's Committees

Technical and Licensing Committee

Chairman

- YBhg. Dato' Mohamed Sharil bin Mohamed Tarmizi

Members

- Captain Mohamad Seth bin Mohd Ariff
- YBhg. Dato' Captain Norazman bin Mahmud (CEO)

Audit, Risk and Integrity Committee

Chairman

- Mr Lim Yong Heng

Members

- Captain Mohamad Seth bin Mohd Ariff
- Mrs Norizam binti Abas (Temporary)
- YBhg. Dato' Captain Norazman bin Mahmud (CEO)

Finance Committee

Chairman

- Mrs Norizam binti Abas

Members

- Mr Guna Arulalan David
- YBhg. Dato' Captain Norazman bin Mahmud (CEO)

Procurement Committee

Chairman

- YBhg. Dato' Normah binti Osman

Members

- Mrs Norizam binti Abas
- Mr Lim Yong Heng
- YBhg. Dato' Captain Norazman bin Mahmud (CEO)

Nomination and Remuneration Committee

Chairman

YBhg. Dato' Mohamed Sharil bin Mohamed Tarmizi

Members

- Mr Lim Yong Heng
- YBhg. Dato' Captain Norazman bin Mahmud (CEO)

MANA



**DATO' CAPTAIN NORAZMAN
BIN MAHMUD**
Chief Executive Officer



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



**CAPTAIN MD. JANI
BIN MD. DOM**
Deputy CEO (Regulatory)



**THIRUNAUKARASER
A/L SUPPAN**
Quality & Standards



**CAPTAIN MOHD NAZRI
BIN BORHANNUDDIN**
*Acting Director of Flight
Operations*



**COLLIN JOSHUA
MELLING**
Airworthiness



**RAJA AMSYAR HILLMAN
BIN RAJA BADRUL HISHAM**
*Air Navigation Services and
Aerodrome*



**MOHAMMAD HAFIZ
BIN SALLEH**
Aviation Security



**MOHD FITRI
BIN ISHAK**
*Air Navigation Services
Technical*



**KHAIRUL A'AMALI
BIN ISMAIL**
*Air Navigation Services
Operations*



**MOHD RASHIDI
BIN ABDUL RAHIM**
*Air Navigation Services
Training*



**MD NASTAIN
BIN MAHAZUR**
*Air Navigation Services
Safety*

GEMENT



**MOHD RAZI
BIN ABU SAMAH**
CAAM Sabah



**HAIJIAH BINTI
MOHD BUJANG**
CAAM Sarawak



AZMAN BIN AHMAD
*Malaysia Aviation
Academy (MAvA)*



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



**NOR HALIZA
BINTI HAMZAH**
Finance Management



**HASLINDATUL IKMAR
BINTI KHISHAM**
Legal Advisor



**MUHAMMAD NAZIRUL
IZZAT BIN MAHAT**
State Safety Program



**NURILYA ANIS
BINTI AB RAHIM**
Corporate Communications



**NUR FAZIRA
BINTI SHARUDIN**
Integrity



**NOOR ILANI
BINTI MAT HASSAN**
Internal Audit

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





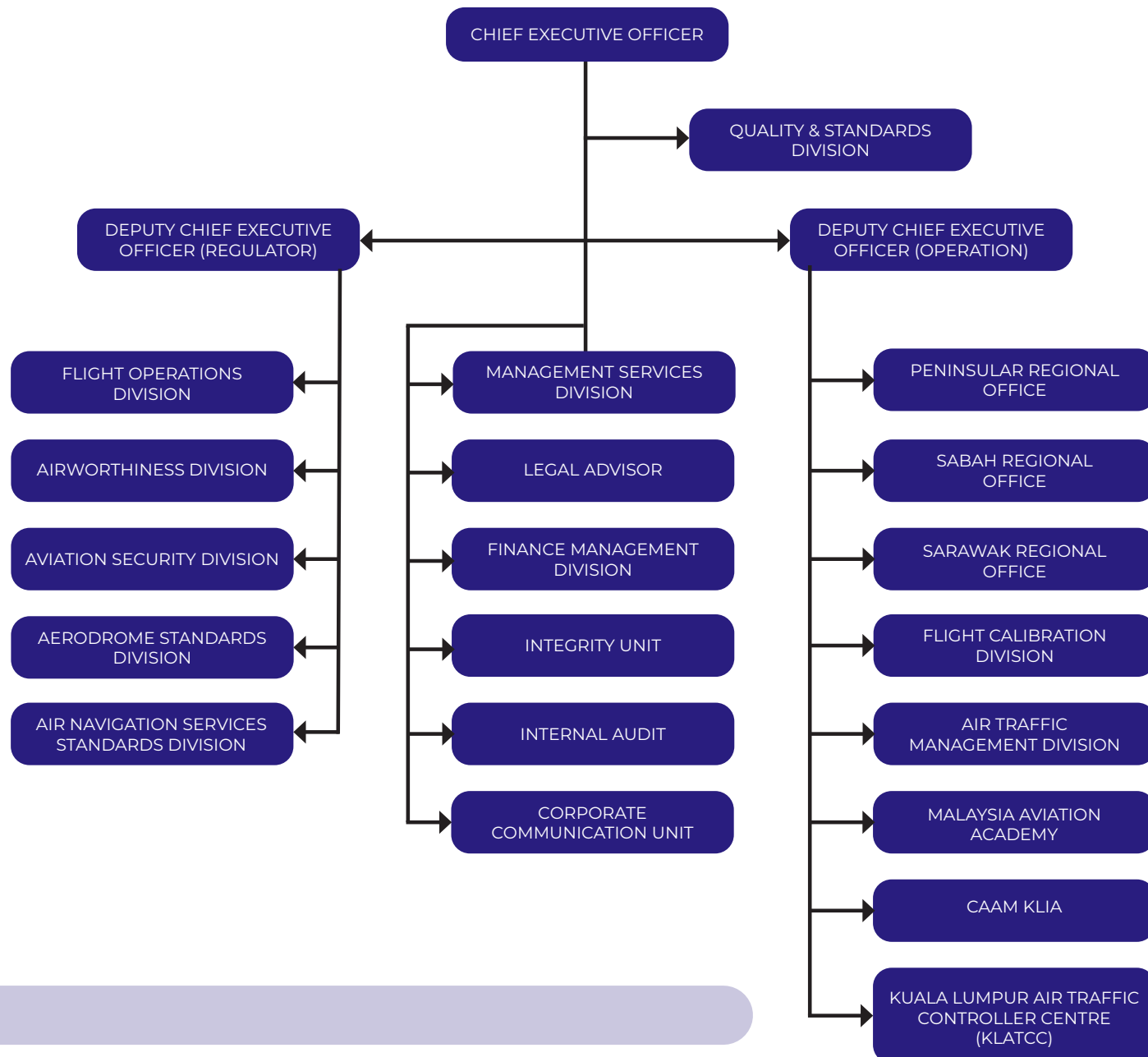
CAAM establishes a comprehensive policy covering all key aspects of aviation, focusing on growth areas, strategic development objectives, long-term strategies and transformational approaches. One of CAAM's vital role is maintaining the country's competitive edge within the global aviation sector. As a regulatory body, CAAM's responsibilities as provided under Act 788 include:

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.

- **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 accidents and serious incidents.**



ORGANIZATION CHART



MISSION

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

VISION

Safe Sustainable Skies



APPROVAL HOLDERS

810

Registered Aircraft

23

Air Operator Certificate
Holders (AOC)

102

Certificate of Aerodrome
(COA)

194

Maintenance, Repair and
Overhaul Organisations (MRO)

37

Continuing Airworthiness
Management Organisation (CAMO)

18

Maintenance Training
Organisations (MTO)

3

Design Organisations
(DOA)

Flight Crew License Holders

4963

Active

15403

Total Pilot

10

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

18

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

Aircraft Maintenance License Holders

3985

5

Approved Training Organisation-
Flying Club (ATO-FC)

6

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

Air Traffic Controller License Holders

1251

3

Approved Training Organisation -
Air Traffic Control

AIR TRAFFIC MOVEMENTS

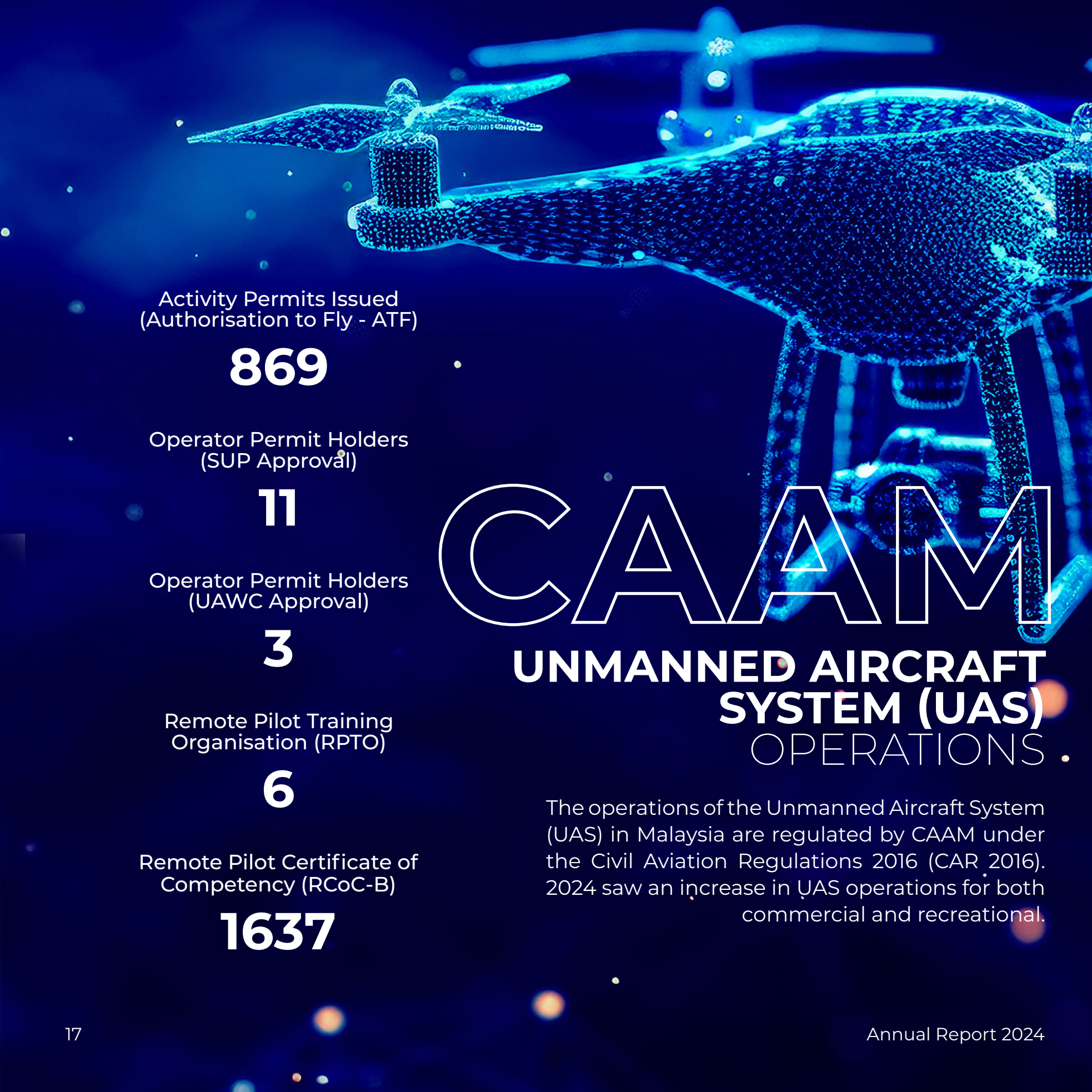
Kuala Lumpur Flight
Information Region (KLFIR)

563,441

Kota Kinabalu Flight
Information Region (KKFIR)

169,900





Activity Permits Issued
(Authorisation to Fly - ATF)

869

Operator Permit Holders
(SUP Approval)

11

Operator Permit Holders
(UAWC Approval)

3

Remote Pilot Training
Organisation (RPTO)

6

Remote Pilot Certificate of
Competency (RCoC-B)

1637

CAAM

**UNMANNED AIRCRAFT
SYSTEM (UAS)**

OPERATIONS .

The operations of the Unmanned Aircraft System (UAS) in Malaysia are regulated by CAAM under the Civil Aviation Regulations 2016 (CAR 2016). 2024 saw an increase in UAS operations for both commercial and recreational.

KEY HIGHLIGHTS.

Introduction

2024 marked a year of strong momentum for CAAM, characterised by enhanced international engagement, strengthened regulatory oversight, expanded stakeholder collaboration and a continued commitment to aviation safety, sustainability and capacity building. Throughout the year, CAAM played an increasingly visible role at regional and global platforms, while reinforcing domestic aviation governance through structured engagement, operational excellence and people development.



Strengthening Cooperation with Indonesia's Civil Aviation Authorities



CAAM received a courtesy visit from the Directorate General of Civil Aviation (DGCA), Ministry of Transportation of the Republic of Indonesia, together with Indonesia's air navigation service provider, AirNav Indonesia, at CAAM's headquarters in Putrajaya. The visit aimed to further strengthen existing cooperation and bilateral relations between Malaysia and Indonesia, particularly in the aviation sector.

The Indonesian delegation was led by Captain Sigit Hani Hadiyanto, Director of Air Navigation, DGCA Indonesia, and Ms. Polana B. Pramesti, Chief Executive Officer of AirNav Indonesia.

CEO Working Visit to CAAM Sandakan

Dato' Captain Norazman Mahmud, CEO of CAAM, conducted a working visit to CAAM Sandakan, Sabah, as part of his engagement programme with regional offices. The visit provided an opportunity to engage directly with staff and review operational matters at the branch. The visit was also attended by Mr. Zainul Abidin Maslan, Deputy Chief Executive Officer (Operations), and Mr. Mohd Razi Abu Samah, Director of CAAM Sabah.



Integrity Strengthening Programme with MACC

CAAM, in collaboration with the Malaysian Anti-Corruption Commission (MACC), organised an Integrity Strengthening Programme at CAAM Putrajaya. The programme was officiated by Dato' Captain Norazman Mahmud, CEO of CAAM, and attended by senior management.

A keynote talk was delivered by Mr. Mohamad Izam bin Abd Nasir, Assistant Commissioner of MACC, emphasising ethical governance and integrity in public service.



CAAM at Drones & Uncrewed Asia 2024

CAAM was invited as a speaker at the Drones & Uncrewed Asia 2024 event in Singapore. Representing CAAM, Captain Ilyyaquila Fateen Ismail presented on the harmonisation of operational procedures and the journey towards standardisation for safe UAV operations.

Captain Adlizan Repi Ahmad Repi also shared insights on the regulatory approval of Beyond Visual Line of Sight (BVLOS) operations in Malaysia, reflecting a significant milestone in the country's UAV regulatory framework.



Leadership Engagement at CANSO Executive Summit and Airspace World 2024

CAAM delegates, led by Dato' Captain Norazman Mahmud, CEO of CAAM, together with Mr. Zainul Abidin Maslan, Deputy CEO (Operations), participated in the CANSO Executive Summit and CANSO Airspace World 2024 held in Geneva, Switzerland.

At the CANSO Executive Summit, Dato' Captain Norazman addressed global air navigation leaders on the theme "Transforming Future Skies", sharing insights on industry transformation and emerging challenges in air traffic management. During Airspace World 2024, he further delivered a presentation on "Transformation for the Future of Air Traffic Management", highlighting technological advancements and strategic shifts shaping the ATM landscape.

The combined engagements reinforced CAAM's active participation in global air navigation discourse and its commitment to innovation, collaboration and the future resilience of air traffic management.





Aerodrome Compliance Workshop



CAAM successfully hosted a Compliance Workshop bringing together aerodrome operators for a day filled with knowledge-sharing held at the Kuala Lumpur Air Traffic Control Centre (KLATCC). The workshop focused on regulatory compliance, safety standards and best practices in aerodrome operations. The session also supported continuous improvement and alignment with national and international safety requirements.

Community Engagement through Iftar Programme

CAAM organised a gathering and break fast session with the children from Rumah Kebajikan Baitul Barokah Wal Mahabbah at the Malaysian Aviation Academy (MAVA), Sepang, as part of its corporate social responsibility initiatives. The event was graced by the Deputy Minister of Transport as the guest of honor and attended by CAAM Authority Members, senior management and staff.

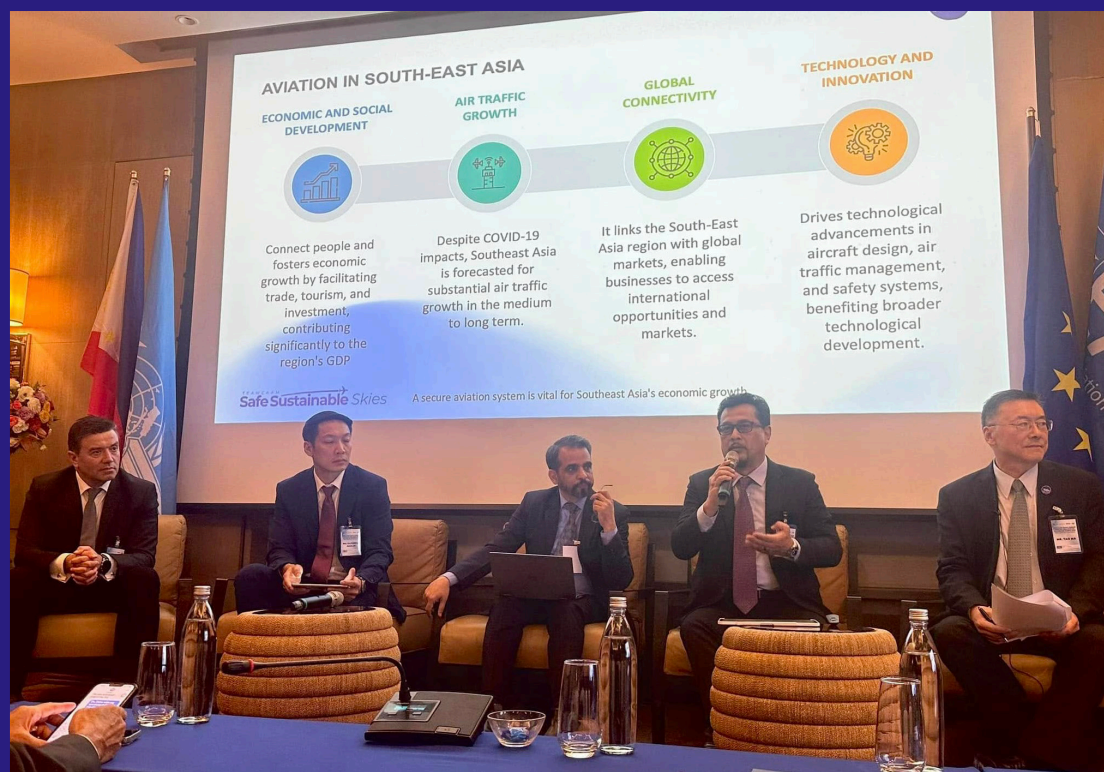




Engagement with Approved Training Organisations

CAAM convened an engagement meeting with Approved Training Organizations (ATO) to address current challenges, exchange feedback, and promote a harmonised approach to safety governance across aviation training providers. The meeting not only aimed at promoting excellence in aviation training but also sought to streamline ATO operations and ensure compliance. The engagement reinforced CAAM's commitment to strengthening training quality and compliance.

CAAM at ICAO–EASA Forum in Southeast Asia



Dato' Captain Norazman Mahmud, CEO of CAAM, was invited as a speaker at the Third ICAO–EASA Forum on Civil Aviation in Southeast Asia held in Manila, Philippines. The forum was moderated by Mr. Tao Ma, Regional Director, ICAO Asia and Pacific (APAC) alongside other panelists from COSCAP-SEA, Civil Aviation Authority of Thailand (CAAT) and Portugal/European Network of Civil Aviation Safety Investigation Authorities.

Amidst the vibrant exchange of ideas and expertise, the forum emerged as a beacon of collaboration and innovation, fostering a roadmap for enhanced safety measures across diverse aviation landscapes. CAAM showcased its dedication to shaping the future of aviation through strategic partnerships and forward-thinking initiatives.



Strategic Partnership with The Boeing Company

CAAM and The Boeing Company formalised a strategic partnership through the signing of a Memorandum of Understanding (MoU) for the Kuala Lumpur Metroplex Study, aimed at optimising airport operations and surrounding airspace. CAAM was represented by Dato' Captain Norazman Mahmud, CEO of CAAM while Boeing Company was represented by Mr. Sheikh Abd Rahman, Regional Director Global Strategic Initiatives.

The partnership reflects CAAM's commitment to enhancing airspace efficiency and operational performance.

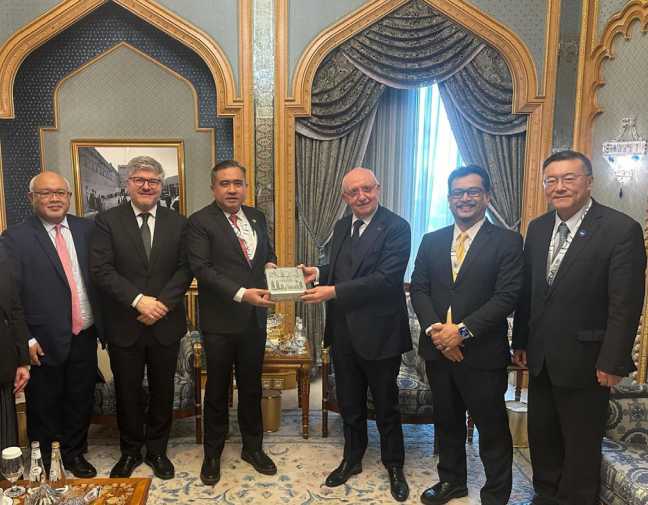
CAAM participated in the Program MADANI Rakyat Northern Zone in Penang alongside the Ministry of Transport and its agencies. The event, officiated by Prime Minister The Honourable Dato' Seri Anwar Ibrahim, attracted nearly 290,000 visitors.

Through its participation, CAAM raised public awareness on drone regulations and aviation safety. The programme served as a platform for government agencies to connect directly with the public while promoting the MADANI Government initiatives to improve community well-being.



Public Outreach at Program MADANI Rakyat





International Engagement at Future Aviation Forum

CAAM participated in the Third Future Aviation Forum in Riyadh, Saudi Arabia, as part of the Malaysian delegation led by the Honourable Loke Siew Fook, Minister of Transport. The engagement included the signing of a Memorandum of Understanding with the Caribbean Aviation Safety and Security Oversight System (CASSOS), as well as bilateral meetings with international aviation authorities and organisations.

These strategic engagements reflect CAAM's continuous efforts to strengthen international cooperation, enhance global aviation safety standards, and drive innovation and growth within Malaysia's aviation industry.



Malaysia - India Air Navigation Services Consultative Committee Meeting

CAAM successfully hosted the Malaysia-India Air Navigation Services Consultative Committee (ACC) Meeting in Kuala Lumpur. The meeting was co-chaired by Mr. Zainul Abidin Maslan, Deputy CEO (Operations) of CAAM, and Mr. Moosa Thudhathifanuge, Executive Director (ATM ASM) of the Airports Authority of India (AAI). The meeting served as a key platform to discuss on air traffic management, operational safety, capacity and efficiency between both countries.

Delegates from AAI also visited the Kuala Lumpur Air Traffic Control Centre (KLATCC) to learn more about Malaysia's advanced air traffic management systems and operations, further strengthening cooperation between Malaysia and India in the aviation sector.



CANSO Global ATM Summit and Executive Committee Election

Dato' Captain Norazman Mahmud, CEO of CAAM, attended the CANSO Global ATM Summit and 28th Annual General Meeting in Baku, Azerbaijan. The summit focused on environmental sustainability, digital innovation and aviation climate goals.

During the AGM, Dato' Captain Norazman was elected to the CANSO Executive Committee for a three-year term, while continuing his role as CANSO Safety Champion, reflecting CAAM's growing leadership in global air navigation governance.

CAAM Stakeholder Engagement Committee (CSEC) Main Committee Meeting

CAAM hosted the second meeting of the CAAM Stakeholder Engagement Committee (CSEC) Main Committee, bringing together representatives from aviation service providers and key industry stakeholders.

The CSEC Main Committee, comprising representatives from CAAM's Air Navigation Services Division (ANS) and major stakeholders in the aviation industry, served as a pivotal platform to support CAAM's commitment to addressing the needs and demands of the sector. This initiative has garnered positive feedback and is expected to drive substantial advancements within Malaysia's aviation landscape.

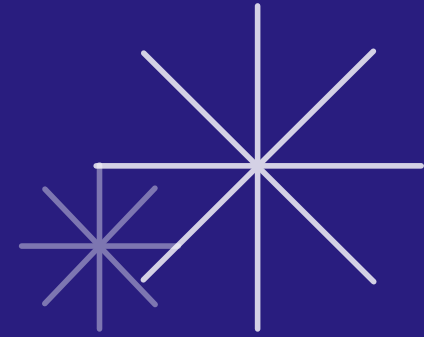




ICAO 219 On-the-Job Training Programme

CAAM successfully concluded the ICAO 219 On-the-Job Training Course for Air Traffic Controllers at the Malaysian Aviation Academy (MAVA), organised in collaboration with the Malaysian Technical Cooperation Programme (MTCP).

The programme involved participants from 15 countries across Asia, Africa, and Latin America. The program reinforces CAAM's role in advancing international cooperation and capacity building in air traffic management.



National Airport Performance Safety and Security Meeting

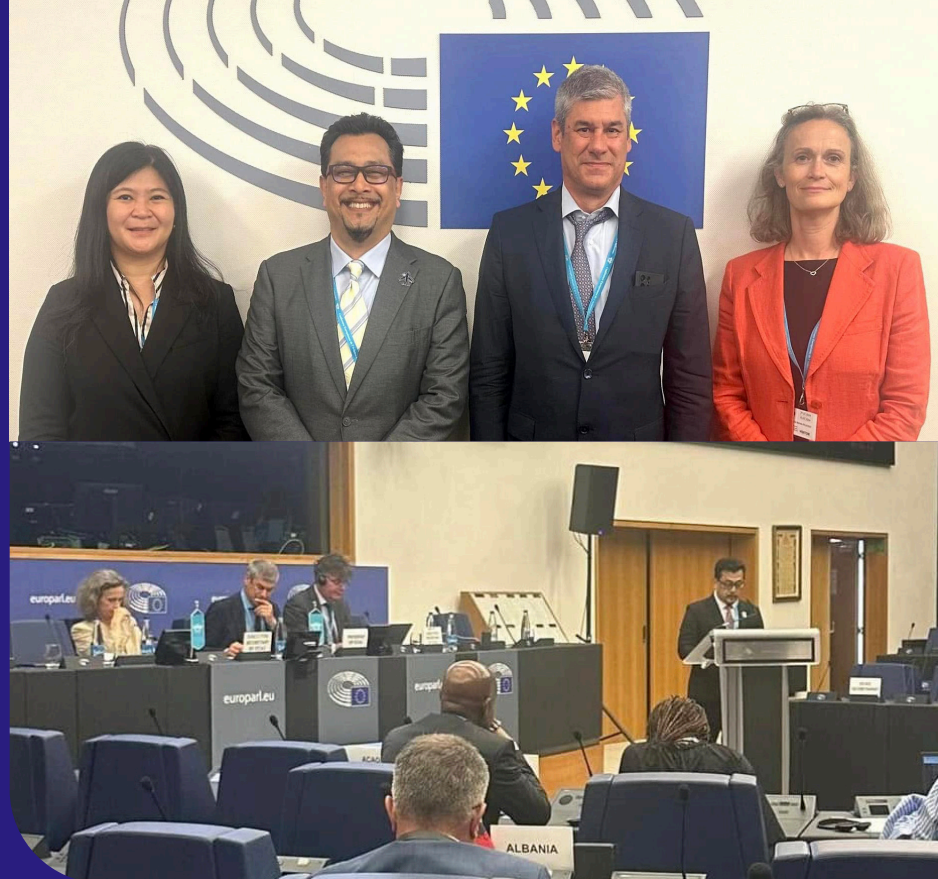
CAAM convened a key meeting with the Safety, Security and Compliance Committee under the National Airport Performance (NAP) Committee in Putrajaya, chaired by CEO of CAAM, Dato' Captain Norazman Mahmud. The session gathered representatives from various ministries, agencies and industry operators to discuss critical aviation safety and security matters.

Discussions focused on enhancing airport management, strengthening safety and security awareness, and ensuring compliance with local and international standards - reflecting CAAM's ongoing commitment to safer, more efficient and world-class airport operations in Malaysia.

ASEAN and European Aviation Engagements

CAAM proudly represented Malaysia at the 42nd Triennial Assembly of the European Civil Aviation Conference (ECAC), held at the European Parliament in Strasbourg, France. Malaysia was honoured as one of the only seven states invited to address the assembly - reflecting the nation's strong standing in the global aviation community.

A key outcome was the plan to sign a Memorandum of Understanding (MoU) between CAAM and ECAC to enhance collaboration in aviation training and safety. This partnership marks an important step in strengthening aviation standards, innovation and safety between Malaysia and Europe.



ACAO General Assembly and Training Cooperation

CAAM participated in the 28th Arab Civil Aviation Organisation (ACAO) General Assembly in Rabat, Morocco. A key highlight was the signing of a Memorandum of Understanding (MoU) between the Government of Malaysia and ACAO on training programmes for aviation personnel. This milestone reinforces Malaysia's commitment to international cooperation, human capital development, and ICAO's "No Country Left Behind" initiative, supporting capacity-building efforts for aviation professionals across ACAO member states.





MyAERO Sustainable Aviation Symposium

CAAM was honoured to participate in the MyAERO Sustainable Aviation Symposium 2024, held at The Majestic Hotel, Kuala Lumpur. A CAAM representative joined industry experts from The Boeing Company, IATA, and NextGen as a panelist in the “Safer and Sustainable Skies – Navigating Climate Change” forum. The engagement reaffirmed CAAM’s commitment to supporting sustainable growth within Malaysia’s aerospace and aviation sectors.

Malaysia – Thailand

Air Navigation Services Consultative Committee



CAAM participated in the 33rd Air Navigation Services Consultative Committee (ACC) Meeting hosted by Aeronautical Radio of Thailand Ltd. (Aerothai) in Chiang Mai, Thailand. The meeting was co-chaired by Mr. Zainul Abidin bin Maslan, Deputy CEO (Operations) of CAAM, and Mr. Sunan Nimfuk, Vice President of Air Traffic Management, Aerothai, with participation from CAAT and the Royal Thai Air Force.



The meeting strengthened Malaysia–Thailand collaboration in improving air navigation efficiency and capacity, with both sides agreeing on a new procedure for trial implementation. CAAM delegates also visited the Chiang Mai Air Traffic Control Centre and Tower, reinforcing shared learning and continued cooperation for safer, more connected regional skies.



Kota Kinabalu FIR Safety Forum

CAAM hosted the Kota Kinabalu Flight Information Region (KKFIR) Safety Forum 2024 in Kota Kinabalu, Sabah, bringing together regulators, Air Navigation Service Providers (ANSPs), and aviation stakeholders to discuss safety and operational priorities.

The forum highlighted the Government's strong commitment to the growing Business Aviation (BA) and General Aviation (GA) sectors in Sabah, while reinforcing the importance of maintaining the highest safety standards in Malaysia's aviation industry.

Asia Pacific Aviation Safety Summit



CAAM, represented by Captain Md. Jani Md. Dom, Deputy CEO (Regulatory), participated as a panelist at the Asia Pacific Summit for Aviation Safety 2024 in Beijing, China. Speaking on the topic "Shaping Safety Excellence: A Human-Focused Approach," he emphasized the need to attract and retain skilled talent in the aviation industry through clear career development pathways.

The session, moderated by Flight Safety Foundation President and CEO Dr. Hasan Shahidi, also featured experts from CAAC and IATA. CAAM's participation reflects its ongoing commitment to strengthening aviation safety, security and sustainability toward achieving Safe Sustainable Skies.



Sarawak Aviation Safety Talk

CAAM, in collaboration with the Ministry of Transport Sarawak, successfully organised the Sarawak Aviation Safety Talk 2024 in Kuching, Sarawak. The programme brought together aviation stakeholders across the state, reinforcing safety awareness and regulatory alignment.

ICAO Air Navigation Conference

CAAM participated in the Fourteenth ICAO Air Navigation Conference (AN-CONF/14) in Montreal, Canada, under the theme "Performance Improvement Driving Sustainability".

The conference addressed performance enhancement, environmental sustainability and aviation's long-term goal of achieving net zero carbon emissions by 2050.

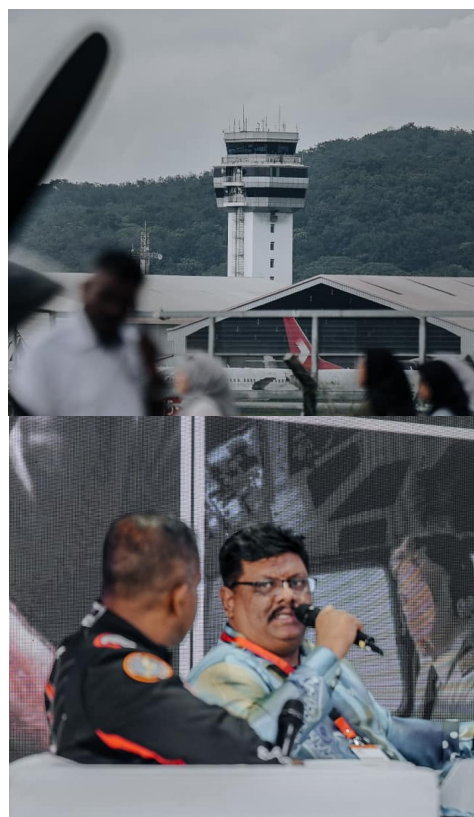




ASEAN-EU CORSIA Workshop

CAAM and the European Union Aviation Safety Agency (EASA) successfully co-hosted the ASEAN-EU Workshop on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) in Kota Kinabalu, Sabah.

The workshop gathered over 350 participants from ASEAN member states, airlines, and government agencies. This collaborative effort marked an important step toward promoting sustainability and advancing climate action in international aviation.



Selangor Aviation Show 2024

CAAM had the pleasure of participating in the annual Selangor Aviation Show 2024, marking its third consecutive year of involvement in this premier industry event. The show brought together global aviation leaders and innovators to explore the future of aerospace.



Malaysia Aviation Safety Seminar 2024 (MASS '24)

The Malaysia Aviation Safety Seminar 2024 (MASS '24) officially kicked off in Kuala Lumpur, marking the second collaboration between CAAM, The Boeing Company, and the Federal Aviation Administration (FAA), with strong support from the Ministry of Transport (MOT). The event gathered over 700 delegates from around the world, reinforcing Malaysia's commitment to advancing global aviation safety.

MASS '24 served as a premier platform to share best practices and explore innovative solutions that strengthen sustainability and resilience in the aviation sector. The seminar was launched by YB Datuk Haji Hasbi Habibollah, Deputy Minister of Transport, followed by a plenary session moderated by Dato' Captain Norazman Mahmud, featuring panelists from ICAO, FAA, The Boeing Company and IATA.

Throughout the event, participants engaged in six breakout sessions led by industry leaders and experts from across the region, focusing on critical safety topics and future-ready initiatives that shape a safer, more sustainable aviation landscape.



ASEAN Ramp Inspection Programme Meeting

CAAM successfully organised the 7th National Coordinator Meeting and 7th Inspector Attachment Program (IAP) on Ramp Inspection Training for the ASEAN Foreign Operator Safety Assessment (AFOSA) in Putrajaya.

The meeting served as an important platform for sharing updates, exchanging best practices, and strengthening collaboration among ASEAN member states to enhance aviation safety and security. Through this initiative, CAAM continues to reaffirm Malaysia's commitment as an ICAO Council State and its dedication to promoting a strong culture of safety and cooperation in the region.

Regional Aviation Safety Data Sharing Initiative

Indonesia, Malaysia, Philippines, Singapore, and Thailand have joined forces to launch the Regional Aviation Safety Data and Information Sharing Initiative, a first-of-its-kind collaboration in the Asia-Pacific region. The initiative aims to enhance aviation safety by sharing safety data and information to identify hazards, analyse trends and develop effective risk mitigation measures.

The partnership was formalised through a Memorandum of Understanding (MoU) signed during the 59th Conference of Directors General of Civil Aviation (DGCA) Asia and Pacific Regions in Cebu, Philippines. The five States will jointly develop a procedural framework to govern data confidentiality and security, ensuring compliance with ICAO's safety management principles.

This initiative reflects a collective commitment to proactive safety management, enabling data-driven regulatory oversight and regional cooperation. As emphasised by CAAM CEO Dato' Captain Norazman Mahmud, sharing safety insights across borders strengthens the foundation for a resilient, safe, and sustainable aviation sector in the Asia-Pacific region.





ICAO Air Services Negotiation Event 2024

The ICAO Air Services Negotiation Event 2024 (ICAN2024) was successfully launched in Kuala Lumpur, bringing together representatives from over 80 member states both physically and virtually. The event marked an important milestone for Malaysia's aviation diplomacy and commitment to global air transport development.

ICAN2024 provided a key platform for bilateral, regional, and plurilateral air services negotiations, fostering collaboration among policymakers, regulators, and industry leaders. The event featured high-level discussions, agreement signings, and networking sessions - further strengthening Malaysia's role in promoting international air connectivity and cooperation.

CAAM also hosted a seminar on "Aviation Sustainability: Strategies for Sustainable Growth in the Airline Industry" during the event. The session was officiated by Mr. Thirunaukaraser A/L Suppan, Director of Quality & Standards Division, and moderated by Mr. Kelvin Lee from IATA, featuring sustainability experts from Malaysia Aviation Group (MAG), AirAsia, Batik Air, and MJets. Attended by over 60 local and international participants, the seminar served as a key platform for sharing best practices and strategies to drive sustainable growth in aviation, reinforcing Malaysia's commitment to a greener and more resilient industry.

CAAM ANS Safety Seminar 2024

CAAM successfully organised the CAAM Air Navigation Service (ANS) Safety Seminar 2024 (CASS'24) in Sepang, Selangor. Themed, "Empowering Safety Awareness," the seminar aimed to strengthen safety culture within Malaysia's air navigation sector.

The event gathered industry leaders and experts to discuss advancements and challenges in air traffic safety management. Through interactive sessions and discussions, participants exchanged insights to further enhance the safety, efficiency and resilience of Malaysia's airspace.



Sabah Drone Open Day

The Sabah Drone Open Day 2024, held at the Sabah International Convention Centre, marked an important step in advancing drone technology to support Sabah's economic transformation. CAAM participated in the Expert Talk Session titled "Drone Tech Potential for Sabah Economic Transformation," highlighting how drones can drive innovation, boost efficiency, and create new growth opportunities in the region.

CAAM also set up an informative booth to engage participants and share insights on UAS regulations, aviation safety, and CAAM's crucial role in ensuring safe and responsible drone operations across Malaysia.

ASEAN Air Transport Working Group Meetings

CAAM participated in the 50th ASEAN Air Transport Working Group (ATWG) and related meetings in Chiang Mai, Thailand, focusing on strengthening regional collaboration and promoting sustainable air transport development. CAAM took part in key sessions including the 25th ASEAN Air Transport Technical Cooperation (ATTC) Sub-WG Meeting and the 14th Air Traffic Management Strategic Planning Group (ATM SPG) Meeting, aimed at enhancing technical cooperation, efficiency and safety in regional aviation.

CAAM also joined the 2nd ASEAN CORSIA Workshop, reaffirming Malaysia's commitment to environmental sustainability and responsible aviation practices. Its active involvement highlights Malaysia's ongoing efforts to drive innovation, collaboration and sustainable growth within ASEAN's aviation sector.



Air Navigation Services Stakeholder Engagement

CAAM hosted the Air Navigation Services Operation Stakeholder Engagement Committee (CSEC-OPS) meeting in Sepang, Selangor. The session brought together over 80 representatives from airlines, airport operators, ground handlers and industry associations to discuss ways to enhance operational efficiency and safety at KLATCC and Kuala Lumpur International Airport (KLIA).

The meeting provided a valuable platform for open dialogue and collaboration, reflecting the shared commitment of all stakeholders to strengthen Malaysia's air navigation services.



IATA Asia Pacific SAF and CORSIA Workshop

CAAM and the International Air Transport Association (IATA) teamed up for the IATA Asia Pacific Workshop on Sustainable Aviation Fuel (SAF) and CORSIA compliance which was held in Kuala Lumpur.

The program aimed to provide the latest insights into the implementation of SAF and CORSIA in civil aviation. Participants also had the opportunity to learn about the latest research, technologies and initiatives in the production and use of SAF, driving towards zero carbon emissions in public aviation.





Malaysia-Singapore Search and Rescue Exercise

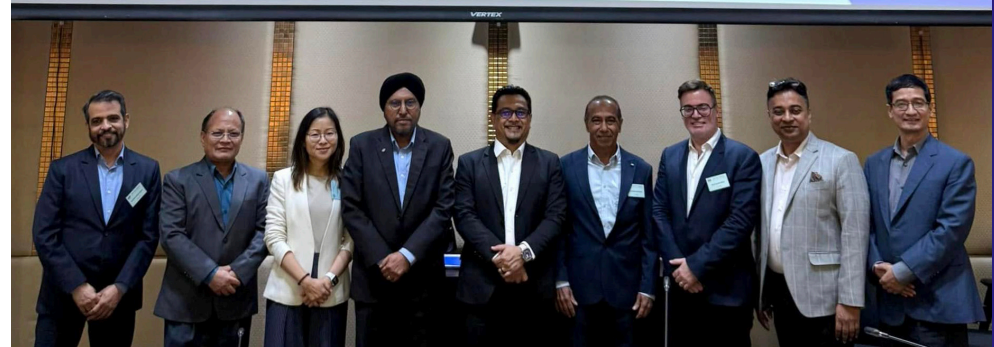
The Malaysia-Singapore Search and Rescue Exercise (SAREX CAAM-CAAS 2/2024) was successfully held in Kuching, Sarawak, aimed at strengthening border cooperation and enhancing bilateral coordination between both nations. The exercise tested the effectiveness and communication protocols of CAAM and the Civil Aviation Authority of Singapore (CAAS) in managing joint search and rescue operations through a Level II Tabletop Exercise (TTX).

The event brought together 15 agencies from both countries. This strong multi-agency collaboration demonstrated the shared commitment of Malaysia and Singapore to improving regional search and rescue readiness, setting a solid foundation for future cross-border cooperation.

RASG-APAC/14 Meeting

CAAM participated in the 14th Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/14) meeting held in Bangkok, Thailand, led by Dato' Captain Norazman Mahmud, CEO of CAAM and the appointed Chair of RASG-APAC/14. The meeting gathered 93 participants from 18 States, deliberating on 21 Working Papers and 3 Information Papers, reflecting the region's collective commitment to strengthening aviation safety.

As Chair, Dato' Captain Norazman commended the ongoing collaboration and shared progress among RASG members in addressing safety challenges and enhancing regional coordination. CAAM's active involvement reaffirms Malaysia's strong commitment to advancing aviation safety standards and fostering closer partnerships across the Asia-Pacific region.





Malaysia Aviation Industry Insight Session

In conjunction with International Civil Aviation Day, CAAM hosted the inaugural Malaysia Aviation Industry Insight Session at KLATCC, Sepang. Themed “Reflecting on 2024, Charting the Future in Aviation for 2025”, the event gathered over 150 industry representatives for an insightful session featuring key speakers including Dato’ Captain Norazman Mahmud, CEO of CAAM, and senior officials from CAAM and the Ministry of Transport (MOT), who shared achievements from 2024 and outlined plans for 2025.

The session concluded with an interactive dialogue with participants, promoting open discussion and collaboration. CAAM aims to continue hosting similar engagement sessions to strengthen partnerships, enhance safety and security, and support the growth of a sustainable aviation industry in Malaysia

Post-Implementation Review of Jakarta FIR Realignment

CAAM hosted the Post-Implementation Review Meeting on the Realignment of the Jakarta Flight Information Region (FIR) in Sepang, Selangor. The session was co-chaired by representatives from CAAM and the Directorate General of Civil Aviation (DGCA) Indonesia, with participation from key delegates from both countries.

The meeting strengthened collaboration in regional airspace management and further reinforced the long-standing partnership and mutual understanding between Malaysia and Indonesia, marking another milestone in regional aviation cooperation.





Media Appreciation Luncheon

CAAM hosted a Media Appreciation Luncheon to express gratitude for the media's continuous support throughout 2024. The event gathered members of the press who have played a key role in highlighting CAAM's initiatives and the growth of Malaysia's aviation industry.

During the session, Dato' Captain Norazman Mahmud, CEO of CAAM, shared insights on the aviation outlook for 2025, including CAAM's plans to advance technology and digitalisation. The engagement also reaffirmed CAAM's commitment to maintaining a strong and collaborative relationship with the media for more effective communication ahead.

Conclusion

2024 was a defining year for CAAM, marked by strengthened international leadership, robust safety governance and meaningful stakeholder engagement. As Malaysia's civil aviation authority, CAAM remains committed to upholding the highest standards of safety, efficiency and sustainability, while continuing to collaborate closely with industry, government and international partners in shaping a resilient and future-ready aviation sector.

FINANCIAL REPORT



**SIJIL KETUA AUDIT NEGARA
MENGENAI PENYATA KEWANGAN
PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
BAGI TAHUN BERAKHIR 31 DISEMBER 2024**

Sijil Mengenai Pengauditan Penyata Kewangan

Pendapat

Saya telah mengaudit Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia. Penyata kewangan tersebut merangkumi Penyata Kedudukan Kewangan pada 31 Disember 2024 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 dinyatakan pada muka surat 3 hingga 34.

Pada pendapat saya, penyata kewangan ini memberi gambaran yang benar dan saksama terhadap kedudukan kewangan Pihak Berkuasa Penerbangan Awam Malaysia pada 31 Disember 2024 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.

Penegasan Perkara

Tanpa menjejaskan pendapat Audit, saya ingin menarik perhatian terhadap Peruntukan Manfaat Kakitangan dan pengurusan bagi hasil tidak dikenal pasti Pihak Berkuasa Penerbangan Awam Malaysia pada 31 Disember 2024 seperti berikut:

- a. Pihak Berkuasa Penerbangan Awam Malaysia telah memperuntukkan manfaat kakitangan melibatkan Gantian Cuti Rehat (GCR) berjumlah RM30,095,147 seperti yang dinyatakan pada Nota 13 kepada Penyata Kewangan. Bagaimanapun, jumlah tersebut tidak dapat disahkan disebabkan GCR tidak diperuntukkan dengan tepat bagi pegawai yang bersara, belum bersara dan pegawai yang berkhidmat secara peminjaman; imbuhan tetap tidak diambil kira bagi pengiraan GCR; dan kesilapan merekodkan data tahun kelahiran pegawai. Sehubungan itu pada akhir tempoh pelaporan, Pihak Berkuasa Penerbangan Awam Malaysia hendaklah menilai semula peruntukan manfaat kakitangan tersebut berdasarkan peruntukan Piawaian Perakaunan Sektor Awam Malaysia (MPSAS) 25.
- b. Pihak Berkuasa Penerbangan Awam Malaysia hendaklah melaksanakan semakan terperinci bagi mengenal pasti dan menyelesaikan terimaan hasil terkumpul berjumlah RM4,753,651 yang dilaporkan sebagai Pemiutang Lain-lain pada Nota 11 kepada Penyata Kewangan. Jumlah ini merupakan terimaan hasil terkumpul yang tidak dapat dikenal pasti sejak tahun 2021. Penyelarasan rekod antara bahagian dan pengesahan baki dengan setiap syarikat penerbangan hendaklah dilakukan dengan berkesan bagi memastikan baki yang dilaporkan dalam penyata kewangan adalah tepat selaras dengan peruntukan Piawaian Perakaunan Sektor Awam Malaysia (MPSAS) 9.

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,

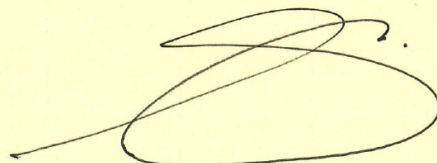
sama ada wujudnya ketidakpastian ketara yang berkaitan dengan peristiwa atau keadaan yang mungkin menimbulkan keraguan yang signifikan terhadap keupayaan Pihak Berkuasa Penerbangan Awam Malaysia sebagai satu usaha berterusan. Jika saya membuat kesimpulan bahawa ketidakpastian ketara wujud, saya perlu 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

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.



(DATO' SERI WAN SURAYA WAN MOHD RADZI)
KETUA AUDIT NEGARA
MALAYSIA

PUTRAJAYA
25 NOVEMBER 2025

**PENYATA Pengerusi dan Seorang Anggota Pihak Berkuasa Penerbangan
Awam Malaysia**

Kami, Dato' Mohamed Sharil Bin Mohamed Tarmizi dan Puan Norizam binti Abas yang merupakan Timbalan 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 2024 dan hasil kendaliannya serta perubahan kedudukan kewangan bagi tahun berakhir pada tarikh tersebut.

Bagi pihak Anggota Pihak Berkuasa Penerbangan Awam Malaysia



.....
DATO' MOHAMED SHARIL BIN MOHAMED TARMIZI

b.p. Pengerusi

Tarikh: 26 JUN 2025



.....
PUAN NORIZAM BINTI ABAS

Anggota Pihak Berkuasa Penerbangan Awam Malaysia

Tarikh: 26 JUN 2025

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

Saya **DATO' KAPTEN NORAZMAN BIN MAHMUD**, 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/Ekuiti, Penyata Aliran Tunai dan Penyata Perbandingan Bajet **PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA** dalam kedudukan kewangan 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 di atas)
di **PUTRAJAYA**)
26 JUN 2025)
pada.....)



Di hadapan saya,



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 2024

	NOTE	2024 (RM)	2023 (RM) Restated
CURRENT ASSETS			
Cash and Bank Balances	4	282,182,645	254,740,898
Fixed Deposits		30,000,000	-
Accounts Receivable for Exchange Transactions	5	8,920,742	10,362,793
Accounts Receivable for Non-Exchange Transactions	6	882,479	811,651
Prepayments	7	1,885,142	1,497,594
Total Current Assets	8	323,871,008	267,412,936
NON-CURRENT ASSETS			
Employee Loans		55,890	-
Property, Plant, and Equipment	9	6,848,732	7,489,955
Work in Progress		-	5,064,278
Intangible Assets	10	8,015,976	-
Total Non-Current Assets		14,920,598	12,554,233
Total Assets		338,791,606	279,967,169
CURRENT LIABILITIES			
Accounts Payable for Exchange Transactions	11	54,298,798	45,432,294
Deposits and Advances	12	479,646	360,919
Income Tax Provisions		1,827,655	1,100,245
Provision for Employee Benefits	13	826,789	623,327
Deferred Grant	14	95,056,397	121,992,574
Hire Purchase Creditors	15	676,955	2,162,059
Total Current Liabilities		153,166,240	171,671,418
NON-CURRENT LIABILITIES			
Provision for Employee Benefits	13	29,268,358	29,073,578
		29,268,358	29,073,578
Total Liabilities		182,434,598	200,744,996
NET ASSETS		156,357,008	79,222,173
NET ASSETS			
Accumulated Surplus		156,357,008	79,222,173
TOTAL NET ASSETS		156,357,008	79,222,173

CIVIL AVIATION AUTHORITY OF MALAYSIA

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

STATEMENT OF FINANCIAL POSITION

FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2024

	NOTE	2024 (RM)	2023 (RM) Restated
REVENUE			
Revenue from Exchange Transactions	16	98,027,092	86,221,707
Revenue from Non-Exchange Transactions	17	437,468,385	369,212,915
Other Revenue	18	10,726,426	129,795
Total Revenue		546,221,903	455,564,417
EXPENSES			
Wages, Salaries and Employee Benefits	19	146,787,317	141,897,677
Authority Board Member Benefits	20	388,428	457,251
Supplies, Consumables and Services	21	312,205,898	240,194,069
Rental Expenses	22	1,641,654	1,805,500
Domestic and Foreign Contributions	23	420,153	469,510
Other Expenses	24	895,201	610,860
Depreciation of Property, Plant and Equipment/Intangible Assets	9,10	2,201,869	2,379,604
Financial Cost	25	36,194	147,167
Provision for Employee Benefits	13	2,429,938	14,562,028
Total Expenses		467,006,652	402,523,666
Accumulated Surplus Before Tax	26	79,215,251	53,040,751
Tax		(2,080,416)	(1,154,873)
NET SURPLUS FOR THE CURRENT YEAR		77,134,835	51,885,878

CIVIL AVIATION AUTHORITY OF MALAYSIA

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

STATEMENT OF CHANGES IN NET ASSETS

AS AT 31 DECEMBER 2024

	Note	Accumulated Surplus (RM)	Accumulated Fund for Staff Loan (RM)	Total Net Assets (RM)
Balance As At 1 January 2023		27,336,292	-	27,336,292
Net Surplus For The Year		51,608,119	-	51,608,119
As Restated	32	277,762	-	277,762
Balance As At 31 December 2023		79,222,173	-	79,222,173

	Accumulated Surplus (RM)	Accumulated Fund for Staff Loan (RM)	Total Net Assets (RM)
Balance As At 1 January 2024	79,222,173	-	79,222,173
Stated in the Current Year	-	2,000,000	2,000,000
Net Surplus For The Year	75,134,835	-	75,134,835
Balance As At 31 December 2024	154,357,008	2,000,000	156,357,008

CIVIL AVIATION AUTHORITY OF MALAYSIA

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

STATEMENT OF CASH FLOWS

FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2024

	NOTE	2024 (RM)	2023 (RM) Restated
Cash Flows from Operating Activities			
Surplus Before Tax		79,215,251	53,040,751
Adjustments for:			
Hibah		(7,173,391)	(4,070,768)
Gain on Sale of Assets		(10,710,713)	(17,688)
Foreign Exchange Loss		(7,388)	36,814
Depreciation of Property, Plant and Equipment		950,290	2,374,475
Amortization of Intangible Assets		1,251,578	-
Finance Costs		36,194	147,167
Employee Benefit Provision		2,429,938	12,024,347
Net Change in Impairment of Receivables		134,218	(206,995)
Operating Surplus Before Changes in Working Capital		66,125,977	63,328,103
Changes in Accounts Receivable for Exchange Transactions		1,443,013	102,870
Changes in Accounts Receivable for Non-Exchange Transactions		(119,330)	445,516
Changes in Prepayments		(387,548)	(974,098)
Changes in Advances		-	(54,054)
Changes in Accounts Payable for Exchange Transactions		8,998,027	2,814,053
Changes in Deposits & Advances		118,727	2,474
Changes in Deferred Grants		(26,936,177)	73,696,689
Cash flows from Operating Activities		49,242,689	139,361,553
Tax Payment		(1,353,006)	(63,960)
Employee Benefit Payment		(2,031,696)	(2,618,561)
Hibah received		7,038,211	4,037,051
Net Cash Flows from Operating Activities		52,896,198	140,716,083
Cash Flows from Financing Activities			
Payments of Finance Lease		(1,652,821)	(6,057,414)
Net Cash Flows from Financing Activities		(1,652,821)	(6,057,414)
Cash Flows from Investing Activities			
Purchase of Property, Plant and Equipment		(316,028)	(1,250,089)
Proceeds from the Disposal of Property, Plant and Equipment		10,717,674	17,688
Purchase of Intangible Assets		(4,203,276)	-
Payments for Work in Progress		-	(2,927,431)
Fixed Deposit Investments		(30,000,000)	-
Net Cash Flows from Investing Activities		(23,801,630)	(4,159,832)
Net Increase in Cash and Cash Equivalents		27,441,747	130,498,838
Cash and Cash Equivalents at the Beginning of Period		254,740,898	124,242,061
Cash and Cash Equivalents at the End of Period	4	282,182,645	254,740,898

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 2024

	Budget Amount		Actual Amount on a Comparable Casis RM	Difference Between Final Budget and Actual Amount RM
	Original RM	Final RM		
RECEIPTS				
Non-exchange transactions				
Grants received - Managing	150,297,000	150,297,000	150,297,000	-
Grants received - Development (Reclass OE to DE)	218,723,000	218,723,000	218,724,000	1,000
Revenue from Operating services	100,300,000	98,100,000	97,644,047	(455,953)
	469,320,000	467,120,000	466,665,047	(454,953)
Exchange transactions				
Revenue from Regulatory Services	24,679,960	22,202,030	26,518,683	4,316,653
	24,679,960	22,202,030	26,518,683	4,316,653
TOTAL RECEIPTS	493,999,960	489,322,030	493,183,730	3,861,700
PAYMENTS				
Emoluments:-				
Salaries and Wages	88,975,294	88,195,319	85,918,127	(2,277,192)
Fixed Allowances and Remuneration	32,173,051	40,132,691	40,132,691	-
Statutory Contributions for Employees	15,182,956	15,182,956	14,311,308	(871,648)
Overtime Allowance	885,250	1,094,371	1,025,624	(68,747)
Other Financial Benefits	7,456,600	2,443,427	1,992,506	(450,921)
Annual Remuneration Payments and Financial Assistance	3,392,000	4,193,100	4,193,100	-
Authority Board Member Allowances	1,427,131	1,463,131	388,428	(1,074,703)
Services and supplies:-				
Travel and Living Expenses	10,716,771	10,533,869	9,137,961	(1,395,908)
Relocation and Transportation of Goods	4,125,740	3,599,340	327,503	(3,271,837)
Communication and Utilities	16,877,995	15,545,490	13,868,626	(1,676,864)
Rent	4,868,176	4,600,974	4,166,841	(434,133)
Food and Beverages	97,860	90,830	65,463	(25,367)
Fuel Supplies	216,500	157,921	137,554	(20,367)
Other Supplies & Materials	1,487,584	1,833,434	1,406,625	(426,809)
Purchased Maintenance & Minor Repairs	189,837,648	186,042,875	152,309,262	(33,733,613)
Professional Services and Other Purchased Services and Hospitality	91,432,310	74,873,471	48,290,143	(26,583,328)
Assets				
Fixed Asset	2,417,185	2,743,739	1,160,806	(1,582,933)
Grants and Fixed Charges				
Domestic Grants	66,400	118,440	112,440	(6,000)
Foreign Grants	449,000	294,795	294,795	-
Remuneration	630,000	630,000	262,482	(367,518)
Replacement for Leave	3,460,000	3,460,000	2,031,696	(1,428,304)
Miscellaneous Expenses				
Other Payments	343,260	1,100,538	1,100,538	-
Total payments	476,518,711	458,330,711	382,634,519	(75,696,192)
Net payments	17,481,249	30,991,319	110,549,211	79,557,892

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 2024

Notes to the Budget and Actual Amount Comparison Statement:-

The Authority's budget has been approved and presented for the financial period from 1 January 2024 to 31 December 2024 presented in the Authority Meeting Number 10/2023 dated 27 November 2023.

The Authority's receipts in 2024 are allocated from non-exchange transactions and exchange transactions amounting to RM494.00 million. The final budget amount was recorded at RM489.32 million which consists of non-exchange transactions consisting of operating grants, development grants under the description of OE to DE reclassification grants and revenue from operational services provided to the civil aviation industry in Malaysia amounting to RM467.12 million. Meanwhile, exchange transactions consist of revenue from regulatory services provided to the civil aviation industry in Malaysia amounting to RM22.20 million. Overall, the Authority has successfully achieved 100% of the target set for 2024.

The operating expenditure allocation approved by the Ministry is RM150.29 million. This allocation is entirely to cover the needs under the Emoluments section. Meanwhile, a total of RM218.72 million in development grants (reclass OE to DE) was channeled by the Ministry to cover the needs under the Maintenance and Preservation of Air Traffic Operations and Civil Aviation Safety (CAAM) section.

The Authority's annual budget preparation consists of several key elements such as Emoluments, Services and Supplies, Assets, Grants and Fixed Charges and Other Expenses. Under emoluments, the allocation was reduced by 5%, which is RM149.49 million, as a result of the actual expenditure performance for the year 2023, making the expenditure estimate more accurate by using actual data.

Overall service and supply expenditure increased by 26%, which is RM319.66 million.

This increase involves an increase in requirements under the Maintenance and Preservation of Civil Aviation Safety and Air Traffic Operations Assets (CAAM) for which allocations must be requested and channeled by the Ministry.

Expenditure on assets also increased to RM2.42 million in 2024. This requirement was increased to provide the Authority with an opportunity to increase efficiency in daily operations. In addition, expenditure on grants and fixed charges also increased to RM4.61 million in the same financial year. This increase is to accommodate the demand for staff who will be implementing early GCR issuance applications based on the guidelines issued by the Government.

Overall, the final allocation for 2024 amounts to RM458.33 million, resulting in a final overall savings of RM79.56 million.

CIVIL AVIATION AUTHORITY OF MALAYSIA

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

NOTES TO THE FINANCIAL STATEMENTS

FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2024

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 26 June 2025

3. ACCOUNTING POLICY

3.1 BASIS OF THE FINANCIAL STATEMENTS

The Authority's Financial Statements have been prepared. The Authority's financial statements are prepared in accordance with the Malaysian Public Sector Accounting Standards (MPSAS).

The preparation of financial statements requires judgments, estimates and assumptions that affect the use of policies and the amounts of assets, liabilities, income and expenses reported.

The estimates and assumptions used are reviewed from time

to time. Any changes to accounting estimates are recognised in the current period if they affect only that period, or in both the current and future periods if they affect both periods.

There are no standards and amendments to standards that are effective in the preparation of the financial statements of the current financial year.

There are no standards and amendments to standards that have been issued but are not yet effective other than those stated below:

Changes in Accounting Policies Due to Changes to MPSAS

The following are the changes to accounting standards issued by the Department of Accountants of Malaysia (JANM):-

Effective January 1, 2024

A. Improvements to MPSAS due to the IPSAS Conceptual Framework for General Purpose Financial Reporting by Public Sector Entities

The qualitative characteristics in the MPSAS standards have been replaced to be consistent with the qualitative characteristics in the International Public Sector Accounting Standards (IPSAS) Conceptual Framework.

B. General Improvements to MPSAS

i. Removal of references in MPSAS to international or national accounting standards relating to non-current assets held for sale and discontinued operations.

This improvement removes references to IFRS 5 and MFRS 5, Non-Current Assets Held for Sale and Discontinued Operations because those references are not appropriate for full application to the public sector.

ii. Reduction in the scope of MPSAS 27, Agriculture

Bearer plants have been removed from the scope of MPSAS 27, Agriculture and transferred under the scope of MPSAS 17, Property, Plant and Equipment in line with the same requirements by IPSAS and International Financial Reporting Standards (IFRS).

iii. Explanation of acceptable methods for depreciation and amortization

Explanation that depreciation and amortization methods based on revenue generation by the activities that use the asset are inappropriate because the price component for revenue generated may be due to inflation, which is unrelated to the way the asset is used.

iv. Service concession asset presentation

The change involves MPSAS 32, Concession Services Arrangements where asset classes for concession services assets need not be presented as a separate class. Instead, they should be aggregated into classes of similar nature in accordance with the requirements of MPSAS 17, Property, Plant and Equipment or MPSAS 31, Intangible Assets.

The previous requirement of MPSAS 32 which required concession services assets to be classified as a single class even though the nature and function of the assets were different, was seen as conflicting with the requirements of MPSAS 17 and MPSAS 31.

As a result of this change, the carrying amount of concession services assets at the end of the reporting year should be disclosed as an additional note. Any measurement changes from reclassification of these asset classes should be made retrospectively.

C. MPSAS Improvements Based on Government Financial Statistics Reporting Guide

The improvement is to increase the consistency of terminology used by MPSAS (MPSAS 12, Inventory and MPSAS 17, Property, Plant and Equipment) with the Government Finance Statistics (GFS) Reporting Guidelines issued by the International Monetary Fund (IMF).

D. Impairment of revalued assets

Improvements to clarify that assets measured at revalued amount under MPSAS 17, Property, Plant and Equipment and MPSAS 31, Intangible Assets, are included within the scope of MPSAS 21, Impairment of Non-Cash-Generating Assets and MPSAS 26, Impairment of Cash-Generating Assets in line with the corresponding improvements to IPSAS.

E. Application of MPSAS

Improvements by removing the definition of Government Business Enterprise (GBE) in MPSAS 1, Presentation of Financial Statements.

The term GBE in other MPSASs has also been removed.

MPSAS clarifies that all public sector entities are required to apply MPSASs except for commercial public sector entities and entities required by law to apply standards other than MPSASs.

The adoption of standards and changes to standards in the initial period did not have a significant financial impact on the Financial Statements for the current and prior financial periods.

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 recognized as an expense in surplus or deficit immediately when the asset's carrying value exceeds its recoverable amount.

For each asset, an assessment is made at each reporting date as to whether there is any indication that a previously recognized impairment loss may no longer exist or may have decreased. If such an indication exists, the Authority estimates the recoverable amount of the asset. A previously recognized impairment loss is reversed only if there has been a change in the assumptions used to determine the asset's recoverable amount since the last impairment loss was recognised. Reversal is limited to the extent that the carrying value of the asset does not exceed the recoverable amount or does not exceed the probable carrying value after accumulated depreciation such that no impairment loss was recognized for the asset in the previous year. The reversal is recognized in surplus or deficit.

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 recognized 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 a depreciated replacement cost approach. Under this approach, the present value of the remaining service potential of the asset is determined as the replacement cost of the depreciated asset. The depreciated replacement cost will be measured by taking into account the replacement cost of the asset minus the accumulated depreciation calculated on that cost to reflect the service potential of the asset that has been used or has expired.

In determining the fair value less costs to sell, the price of the asset in the binding agreement will be adjusted to determine the disposal price of the asset. If there is no binding agreement, but the asset is actively traded in the market, then the fair value less costs to sell is determined by reference to the latest market value less disposal costs. If there is no binding sale agreement or active market for the asset, the Authority determines the fair value less costs to sell based on the best available information.

For each asset, an assessment is made at each reporting date as to whether there is any indication that a previously recognized impairment loss may no longer exist or may have decreased. If such an indication exists, the Authority estimates the asset's recoverable service amount. A previously recognized impairment loss is reversed only if there has been a change in the assumptions used to determine the amount of recoverable service of the asset since the last impairment loss was recognized. Reversal is limited to the extent that the carrying value of the asset does not exceed the amount of recoverable services or does not exceed the probable carrying value after accumulated depreciation such that no impairment loss was recognized for the asset in the previous year. The reversal is recognized in 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) 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 takes into account the provision of replacement leave for its staff in accordance with the optional retirement conditions under Section 12 of Act 227/239 where they have reached the age of 40 and have served for more than 10 years.

GCR will be taken into account when service has been rendered by all staff where it has increased their entitlement to future absence pay up to a maximum of 180 days. The Authority's obligation in relation to this GCR is to estimate the amount of future benefits that will accrue to staff in return for their services in the current and previous periods; the benefit is discounted to determine its present value. Any unrecognized past service costs and the present value of plan assets, if any should be deducted. The discount rate is the Government bond yield rate on the reporting date. The calculation is done every year using the Credit Unit Projection Method. All changes in GCR provisions are fully recognized in surplus or deficit in the period in which they occur. The formula for the payment of GCR salary for permanent staff is as follows:

[1/30 X The final salary to be received based on the projected increase of 3 salary steps X The number of accrued vacation days (subject to a maximum limit of 180 days)]

The Authority will also reward contractual staff who have completed their service based on the following formula:

[17.5% - 12% (employer's EPF contribution) X last basic salary X total months of service]

(-) Share interest on the employer's EPF contribution (estimated at RM100)

3.4 FINANCIAL ASSETS

3.4.1 Financial assets are recognized 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 recognized 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 amortized cost using the effective interest approach and minus the impairment. Amortized 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 recognized in surplus or deficit.

ii) Investments Held To Maturity

Non-derivative financial assets with fixed or determinable payment maturities are classified as held-to-maturity investments when the Authority has the positive intent and ability to hold to maturity. After initial measurement, held-to-maturity investments are measured at amortized cost using the effective interest method less impairment. Amortization cost is calculated taking into account any discount or premium on acquisition and fees or costs that are part of the effective interest rate. Losses arising from impairment are recognized in the statement of financial performance.

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;
- iv.** data showing that there is a decline in the future cash flow estimates.

For the category of financial assets measured at amortized 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 is made on all invoice amounts that are more than one (1) year in arrears.

Impairment losses, in terms of financial assets measured at amortized 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 recognized in surplus or deficit immediately. If, in the subsequent period, any amount of the impairment loss declines, the previously recognized impairment loss will be reversed directly in the allowance account. Such reversals are recognized in surplus or deficit immediately.

3.4.7 Derecognition of Financial Assets

Financial assets are derecognized 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 recognized 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 recognized 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 recognized as assets shall be recognized as revenue, except to the extent that liabilities are also recognized 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 recognized carrying amount of that liability and recognize the same amount of revenue by the reduction.

Revenue from Non-Exchange Transactions are as follows:

i) Government 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 authorizations 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 recognized 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

Revenue from these fines and penalties is recognized 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 recognized 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.

3.5.2 Revenue from Exchange Transactions

Revenue from exchange transactions is recognized when it is probable that future economic benefits or potential services will flow to the entity and these benefits can be measured reliably.

The result of the Exchange Transaction is as follows:

i) Services and Service Fees

These services and service fees involve all receipts in relation to services provided by the Authority including air traffic control services, calibration of navigation and flight communication equipment, examination services and other services provided by the Authority.

Revenue is recognized with reference to the level of completion of the transaction at the reporting date when all of the following conditions are met:

- The amount of revenue can be reliably measured;
- There is a possibility that economic benefits or potential future services associated with the transaction will flow to the Authority;
- The level of completion of the transaction on the reporting date can be reliably measured;
- The amount of revenue can be measured reliably.

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

ii) Proceeds from the Sale of Goods

Includes all receipts from the sale of quotation/tender documents and publications as well as the sale of physical property (excluding investments) and others.

Revenue is recognized when all of the following conditions have been met:

- The Authority has transferred the significant risks and rewards of ownership of the goods to the buyer; and
- The Authority does not maintain continuous involvement in management at the level normally associated with ownership nor effective control over the goods sold.

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

The amount of cost of goods sold is expensed to surplus or deficit simultaneously with the recognition of revenue.

iii) Interests / Hibah

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

iv) Gains from Investments

Gains from investments are recognized 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.

v) Other Receipts

Other receipts are receipts other than those stipulated in items 3.6.2 (i) to 3.6.2 (iv) recognized after services are rendered and have been measured reliably.

3.6 PROVISIONS AND LIABILITIES

Provisions are recognized 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.

Property, plant and equipment are stated at cost less accumulated depreciation and impairment (if any). Costs include all direct costs involved in bringing the asset to a location and condition that enables it to operate in the manner desired by management. The replacement cost of any asset that requires periodic replacement will be capitalized while the carrying value of the replaced part will be derecognised.

Daily service costs will be recognized as expenses in surplus or deficit.

If an asset is acquired through a non-exchange transaction, the cost should be measured based on the fair value at the date of acquisition. These assets will then be credited in the surplus or deficit, unless there are conditions regarding the use of the asset, in which case it should be recognized in the liability.

The carrying value of items of property, plant and equipment should be derecognized upon disposal or when no future economic benefits or service potential are expected from their use or disposal. The gain or loss on derecognition of property, plant and equipment is determined by comparing the net disposal value with the carrying value of the asset where the difference is accounted for as a gain or loss in surplus or deficit.

Depreciation on property, plant and equipment is done using the straight-line method based on the estimated useful life of the asset according to the following rates:

• Vehicles	20%
• Airplane	5%
• Office furniture, fittings, and equipment	20%
• Computer equipment	20%
• Intangible Asset (Notes 3.8)	20%

If there is a sign of significant change in the factors affecting the residual value, life expectancy or useful pattern of assets since the date of the last annual report then the residual value, depreciation method and useful life of depreciable assets will be reviewed and adjusted prospectively.

3.8 INTANGIBLE ASSETS

Intangible assets acquired separately are initially recognised at cost. Subsequently, intangible assets are stated at cost less accumulated amortisation and accumulated impairment losses, if any.

Work in progress is not depreciated. Work in progress that has been fully completed is recognised as an intangible asset in the year it is completed.

Work in progress is not depreciated. Work in progress that has been fully completed is recognised as an intangible asset in the year it is completed.

Intangible assets are amortised using the straight-line method over their depreciable cost over their useful lives. The annual amortisation rate is as set out in Note 3.7.

3.9 CASH AND CASH EQUIVALENTS

The cash flow statement has been prepared using the indirect method. Cash and cash equivalents comprise of cash on hand and at bank and highly liquid investments that are readily convertible to known amounts of cash and are subject to an insignificant risk of changes in value.

Fixed deposits with maturities of not more than 3 months are categorised as cash and cash equivalents.

3.10 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 was approved and presented on a cash basis for the financial period from 1 January 2024 to 31 December 2024 and was presented in the Authority Meeting Number 10/2023 dated 27 November 2023.

3.11 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 realize the assets and settle the liabilities simultaneously.

3.12 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.

3.13 CONTINGENT LIABILITIES AND CONTINGENT ASSETS

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

3.13.2 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 recognize contingent assets in the financial statements but discloses their existence where inflows of economic benefits are possible but not certain.

3.14 FINANCIAL LIABILITIES

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

3.14.2 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.

3.14.3 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.

3.14.4 The Authority has the following categories of financial liabilities:

i) Loans and Payables

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

The effective interest method is the method for calculating the amortized 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.

3.14.5 Financial liabilities are derecognized when the obligations specified in contracts are discharged, terminated, or expired.

Any difference between the carrying values of derecognized financial liabilities and paid consideration is recognized in surplus or deficit in the period of derecognition.

3.15 CRITICAL ACCOUNTING JUDGEMENTS AND KEY SOURCES OF ESTIMATED UNCERTAINTY

3.15.1 CRITICAL ACCOUNTING JUDGEMENTS

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

3.15.2 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.

ii) Change in Estimated Life of Assets

All assets are depreciated using the straight-line method over the life of the asset. Changes in estimated asset usage patterns can impact the asset's life expectancy and residual value. This will cause asset depreciation in the future to be revised.

iii) Allocation Measurement

The Authority always uses the best estimate as the basis for measuring the provision. The estimate is made based on past experience, other indications or assumptions, recent developments and reasonable future events in determining a provision.

3.16 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.

3.17 Income Tax

Current income tax assets and liabilities are valued at the amount expected to be earned or paid to the Inland Revenue Board (IRB) using tax rates and laws that have been enacted or substantially enacted at the reporting date in which the Authority operates and generates taxable income.

3.18 Financial Costs

All finance costs will be charged to surplus or deficit.

3.19 Leases

A finance lease transfers substantially all the risks and rewards incidental to ownership of the leased asset to the Authority as the lessee. Initial recognition of a finance lease recognises an asset and liability at the lower of the fair value of the leased asset and the present value of the minimum lease payments. The capitalised amount is amortised over the period over which the Authority expects to benefit from the lease.

An operating lease retains substantially all the risks and rewards of ownership of the lessor. It is recognised systematically over the lease term. Leasehold improvements are capitalised and their costs are amortised over the remaining lease term or the estimated useful life of the improvements, whichever is shorter. Lease incentives received are recognised on a straight-line basis over the lease term as a reduction in rental expense.

4. CASH AND BANK BALANCES

	2024 (RM)	2023 (RM)
Cash on hand	9,000	9,000
Cash at bank	262,173,645	239,731,898
Fixed deposit	20,000,000	15,000,000
	282,182,645	254,740,898

The fixed deposit interest rate is 3.95% (2023: from 3.20% - 4.00%) and the fixed deposit period above is not more than 3 months.

5. FIXED DEPOSIT

(Financial assets held to maturity)

	2024 (RM)	2023 (RM)
Bank Rakyat	10,000,000	-
Public Bank	10,000,000	-
Bank Islam	10,000,000	-
Fixed deposits at licensed banks and financial institutions	30,000,000	-

The fixed deposit interest rate is from 3.85% to 4.05% and the fixed deposit period above is between 3 to 6 months.

6. ACCOUNTS RECEIVABLE FOR EXCHANGE TRANSACTIONS

	2024 (RM)	2023 (RM)
Route Air Navigation Services (RANS)	10,033,627	11,405,765
Calibrations	556,060	556,060
Interest Accrued	168,897	33,717
Other Professions	137,506	172,506
Deposits	120,356	120,356
Advances	20,985	56,860
	11,037,431	12,345,264
Minus: Provision for Impairment of Receivables	(2,116,689)	(1,982,471)
	8,920,742	10,362,793

Accounts Receivable does not incur interest and generally the period involved is from 1 day to 30 days. Accounts Receivable are recognized at Fair Value upon initial recognition. The amount expected to be recovered within 12 months, will be recognized at the original invoice amount. Otherwise, it will be recognized at the Present Value of the original invoice amount.

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.

The movement of the receivables impairment provision account is as follows:

	2024 (RM)	2023 (RM)
On 1 January	1,982,471	2,376,428
Net change	134,218	(393,957)
On 31 December	2,116,689	1,982,471

7. ACCOUNTS RECEIVABLE FOR NON-EXCHANGE TRANSACTIONS

	2024 (RM)	2023 (RM)
Air Operating Certificate and Pilot License Renewal Services	329,258	284,484
Other Services	765,831	661,691
Certificate of Airworthiness charge	243,515	210,401
Other Debtors	99,657	117,347
	1,438,261	1,273,923
Less: Provision of Impairment of Receivable	(555,782)	(462,272)
	882,479	811,651
<u>Analysis of Accounts Receivable for Non-Exchange Transactions</u>		
Acceptance does not exceed 1 year	882,479	811,651
Receipts over 1 year	-	-
	882,479	811,651

Movements in the allowance for impairment of receivables account are as follows:

	2024 (RM)	2023 (RM)
On 1 January	462,272	275,310
Net change	93,510	186,962
On 31 December	555,782	462,272

8. PREPAYMENT

	2024 (RM)	2023 (RM)
Prepayment	1,885,142	1,497,594

Included in the prepayment is the advance payment for the replacement project of office buildings and Air Traffic Control Centers in Tawau Sabah and Kuching Sarawak.

9. PROPERTY, PLANT AND EQUIPMENT

	Vehicle	Airplane	Office Furniture, Fitting and Equipment	Computer Equipment	Amounts
	RM	RM	RM	RM	RM
<u>2024</u>					
<u>Cost</u>					
As at 1 January 2024	4,541,147	13,900,000	8,919,844	10,616,261	37,977,252
Addition	-	-	299,779	9,300	309,079
Disposal	-	(13,900,000)	(23,000)	-	(13,923,000)
As at 31 December 2024	4,541,147	-	9,196,623	10,625,561	24,363,331
<u>Accumulated Depreciation</u>					
As at 1 January 2024	146,984	-	723,477	79,830	950,290
Current depreciation	-	(13,899,997)	(29,991)	-	(13,922,988)
As at 31 December 2024	4,353,283	-	7,348,229	5,813,087	17,514,599
<u>Net book value</u>					
As at 31 December 2024	187,864	-	1,848,394	4,812,474	6,848,732

	Vehicle	Airplane	Office Furniture, Fitting and Equipment	Computer Equipment	Amounts
2023	RM	RM	RM	RM	RM
<u>Cost</u>					
As at 1 January 2023	5,077,949	13,900,000	7,906,339	12,933,441	39,817,729
Addition	-	-	1,065,326	194,760	1,260,086
Disposal	(536,802)	-	(51,821)	(2,511,940)	(3,100,563)
As at 31 December 2023	4,541,147	13,900,000	8,919,844	10,616,261	37,977,252
<u>Accumulated Depreciation</u>					
As at 1 January 2023	4,596,163	13,899,997	6,130,069	6,578,190	31,204,419
Current depreciation	146,935	-	568,099	1,664,570	2,379,604
Disposal	(536,799)	-	(50,424)	(2,509,503)	(3,096,726)
As at 31 December 2023	4,206,299	13,899,997	6,647,744	5,733,257	30,487,297
<u>Net book value</u>					
As at 31 December 2023	334,848	3	2,272,100	4,883,004	7,489,955

Included in property, plant and equipment is computer equipment with a net carrying value of RM2,198,252 purchased through finance lease.

10. INTANGIBLE ASSETS

	Computer Software	Work in Progress	Amounts
2024	RM	RM	RM
<u>Cost</u>			
As of January 1	-	5,064,278	5,064,278
Addition	-	4,203,276	4,203,276
Transfer	9,267,554	(9,267,554)	-
As of December 31	9,267,554	-	9,267,554
<u>Amortization</u>			
On 1 January	-	-	-
Current year amortization	1,251,578	-	1,251,578
On 31 December	1,251,578	-	1,251,578
<u>Net carrying value</u>			
As of 31 December 2024	8,015,976	-	8,015,976
2023			
<u>Cost</u>			
As of January 1	-	2,136,847	2,136,847
Addition	-	2,927,431	2,927,431
Transfer	-	-	-
As of December 31	-	5,064,278	5,064,278

Work in Progress has been fully completed in 2024 and transferred to Intangible Assets involving Financial Systems, Human Resources and e-Licensing Systems, Audit Management System, e-Exam.

11. ACCOUNTS PAYABLE FOR EXCHANGE TRANSACTIONS

	2024 (RM)	2023 (RM) Restated
Trade Creditors	40,474,386	37,309,469
Various staff creditors	595,611	497,055
Other Creditors	4,753,651	4,618,496
Finance Lease Creditors	-	131,523
Accrued Expenses	8,475,150	2,875,751
	54,298,798	45,432,294

There is no interest charge on the total liabilities stated. Part of the liabilities has been planned to be covered using the Development Expenditure Grant allocation approved by the Ministry of Finance.

12. DEPOSITS AND ADVANCES

	2024 (RM)	2023 (RM)
Deposit - Advance Received	189,078	168,445
Deposit - Collateral	290,568	192,474
	479,646	360,919

13. PROVISION OF EMPLOYEE BENEFITS

	2024(RM)	2023 (RM) Restated
Balance on 1 January	29,696,907	17,753,441
Additions in the current year	2,429,936	14,562,028
Payments in the current year	(2,031,696)	(2,618,562)
Balance on 31 December	30,095,147	29,696,907
<u>Analysis of Employee Benefits Allocation</u>		
Payment does not exceed 1 year	826,789	623,327
Payment over 1 year	29,268,358	29,073,578
	30,095,147	29,696,907

14. DEFERRED GRANT

	2024 (RM)	2023 (RM)
Balance on 1 January	121,992,574	48,295,886
(+) Add the current year	228,199,272	418,151,236
	350,191,846	466,447,122
(-) Current year amortization	(255,135,449)	(344,454,548)
Balance on 31 December	95,056,397	121,992,574

Types of Grant Receipts

- Development grants are intended to be used by the Authority that has been appointed as the implementing agency for the development of projects under RMK-11 and RMK-12.
- 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).

	2024 RM)	2023 (RM) Restated
15. FINANCE LEASE CREDITOR		
Minimum lease payment:		
Not more than 1 year	676,955	2,198,253
More than 1 year and not more than 5 years	-	-
	676,955	2,198,253
Less: Financial cost	-	(36,194)
	676,955	2,162,059
Current value of minimum lease payments:		
Not more than 1 year	676,955	2,162,059
More than 1 year and not more than 5 years	-	-
	676,955	2,162,059
16. REVENUE FROM EXCHANGE TRANSACTIONS		
	2024 RM)	2023 (RM) Restated
Route Air Navigation Services (RANS)	90,260,997	81,304,545
Others	449,884	277,044
Hibah	7,173,391	4,070,769
Pilot Examination	124,620	524,549
Engineer Examination	18,200	44,800
	98,027,092	86,221,707
17. REVENUE FROM NON-EXCHANGE TRANSACTIONS		
	2024 RM)	2023 (RM) Restated
Certificate of Airworthiness	11,689,830	8,725,861
Pilot's Licenses	6,824,730	6,136,320
Airport Operation Licenses	1,117,000	4,349,150
Engineer Licenses	914,828	945,175
Aircraft Registrations	1,122,800	768,167
Aviation Operation Certificate (AOC)	1,241,850	1,142,491
Others	5,997,093	591,158
Air Service License and Permits	872,450	695,475
Ground Handling Certification	1,507,724	1,404,570
Grants:		
Managing Grant	150,297,000	150,297,000
Utilisation of Development Grant	50,415,172	48,919,100
Repayment of other Development Grants (classification of operating expenses to development expenses)	205,467,908	145,238,448
	437,468,385	369,212,915

	2024 RM)	2023 (RM) Restated
18. OTHER REVENUE		
Gain from Sale of Assets	10,710,713	13,911
Foreign Currency Exchange Profits	16,025	109,017
Rebate	8,812	2,695
Return on Expenses	(9,124)	4,172
	10,726,426	129,795

	2024 RM)	2023 (RM) Restated
19. WAGES, SALARIES AND EMPLOYEE BENEFITS		
Salaries and Wages	100,038,285	98,595,665
Allowances and Fixed Remunerations	39,855,870	38,254,982
Other Financial Benefits	5,866,717	4,067,442
Overtime Allowances	1,026,445	979,588
	146,787,317	141,897,677

20. Members of Authority/Senior Management

Members of the Authority are those who have the power and responsibility for planning, directing and controlling the activities of the Authority either directly or indirectly. The Members of the Authority consist of the Chairman and Members of the Authority appointed by the Y.B. Minister of Transport. The aggregate allowance received is as follows:

	2024 RM)	2023 (RM)
Monthly Fixed Allowance of Members	309,178	378,751
Member Meeting Attendance Allowance	36,500	34,750
Committee Meeting Attendance Allowance	42,750	43,750
Total Aggregate Allowance	388,428	457,251

Number of Members / Members

Authority Members	7	7
Administrative and Senior Management Members	3	3

	2024 RM)	2023 (RM) Restated
21. SUPPLIES, CONSUMABLES AND SERVICES		
Maintenance and Minor Repairs	231,694,537	165,971,088
Professional and Other Purchased Services and Hospitality	53,960,267	51,711,875
Travelling and Lodging Expenses	9,642,342	5,848,647
Communications and Utilities	15,249,226	15,163,549
Supply of Raw Materials and Materials for Maintenance and Repairs	140,538	139,347
Supplies and Other Materials	1,191,485	1,182,185
Transportation of Goods	327,503	177,378
	312,205,898	240,194,069

22. RENTAL EXPENSES	2024 RM)	2023 (RM)
Rental Expenses - Vehicles	896,251	1,012,845
Rental Expenses - Equipment	745,403	792,655
	1,641,654	1,805,500

23. DOMESTIC AND FOREIGN CONTRIBUTIONS	2024 RM)	2023 (RM)
Domestic contributions	125,358	72,800
Foreign contributions	294,795	396,710
	420,153	469,510

Foreign grants are contributions from the Authority for membership of ICAO, CANSO and so on.

24. OTHER EXPENSES	2024 RM)	2023 (RM)
Food and beverage	65,605	72,851
Uncapitalized assets	305,462	350,749
Foreign exchange losses	8,637	145,831
Remuneration for contract employees	262,482	242,009
Write-off of accounts receivable	-	162
Stamp duty and miscellaneous	294	6,252
Provision for impairment of receivables	252,721	(206,994)
	895,201	610,860

25. FINANCIAL COSTS	2024 RM)	2023 (RM)
Finance Lease Cost	36,194	147,167

26. TAXES	2024 RM)	2023 (RM)
Current year's tax allocation	2,080,416	1,149,631
Less than the previous year's allocation	-	5,242
	2,080,416	1,154,873

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

	2024 RM)	2023 (RM)
Surplus before tax	79,215,251	53,040,751
Income tax rate at 30%	23,764,575	15,912,225
Adjustment of tax effect on:-		
Difference Tax Rate	(71,601)	(71,600)
Non-taxable income	(161,714,554)	(135,448,094)
Non-allowable expenses	140,101,996	120,757,100
Under provision of income tax for last year	-	5,242
	2,080,416	1,154,873

27. KEY MANAGEMENT PERSONNEL

During the current financial year, the Authority has permanent, contract and secondment officers and staff. The Authority's operations are managed by the following officers and staff of the Authority:-

	2024 Total Number	2023 Total Number
Top Management Group	3	3
Management and Professional Group	616	618
Executive Group	765	763

28. FINANCIAL RISK MANAGEMENT

28.1 Financial Management Risk Objectives and Policies

The Authority's financial risk management policy aims to ensure that there are sufficient financial resources for business development, 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.

28.2 Credit Risk

Credit risk or the risk of a third party failing to pay, controlled by the application of credit approval procedures, limits and strict supervision. Credit risk is minimized and strictly monitored by limiting the Authority's cooperation with business partners who have high creditworthiness. Debtors are continuously monitored through the Authority's management reporting procedures. The Authority does not have significant exposure to any individual customer or third party nor any significant concentration of credit risk associated with any financial instrument.

28.3 Interest Rate Risk

Interest rate risk is the risk that the fair value or future cash flows of the Authority's financial instruments will change due to changes in the interest rate market.

The objective of interest rate risk management is to manage and control interest rate risk exposure within acceptable parameters, while optimizing return on risk. The weighted average interest rate and maturity profile of the Authority's financial instruments on 31 December 2023 are as follows:

28.4 Liquidity Risk

Liquidity and cash flow risk is the risk that the Authority will encounter difficulty in meeting its financial obligations due to a lack of funds. The Authority's exposure to liquidity risk arises from differences in the maturities of its financial assets and financial liabilities. The table below shows the maturity profile of the Authority's liabilities at the reporting date based on contractual undiscounted repayment obligations.

	Within a year RM	More than a year RM	Total RM
On 31 December 2024			
Accounts Payable for Exchange Transactions	50,021,762	4,277,036	54,298,798
	50,021,762	4,277,036	54,298,798
On 31 December 2023			
Accounts Payable for Exchange Transactions	44,489,918	942,376	45,432,294
	44,489,918	942,376	45,432,294

The Authority manages liquidity and cash flow risks by ensuring sufficient cash and providing sufficient funds to meet commitments from operating expenses and financial liabilities.

28.5 Foreign Exchange Risk

The Authority operates in Malaysia and outside Malaysia and is therefore exposed to foreign exchange risk. However, the Authority’s foreign exchange risk is minimal.

28.6 Fair Value

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

29. 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 maximize the Fund.

30. NOTES FOR BUDGET AND ACTUAL COMPARISON STATEMENTS

The Authority’s budget was approved and presented for the financial period from 1 January 2024 to 31 December 2024 presented in Authority Meeting Number 10/2023 dated 27 November 2023.

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 2023 is as below:

	Operation (RM)	Investment (RM)	Financing (RM)	Amounts (RM)
The actual amount is comparable as presented in the budget and the actual comparative statement	86,747,580	23,801,631	-	110,549,211
Basic difference	(33,851,381)	(47,603,262)	(1,652,822)	(83,107,465)
The actual amount is comparable in the Statement of Cash Flows	52,896,199	(23,801,631)	(1,652,821)	27,441,746

31. CAPITAL COMMITMENT

	2024 RM)	2023 (RM)
Approved and Contracted	2,500,524	5,513,218

33. PRIOR YEAR ADJUSTMENTS

Some of the comparative figures have been adjusted to take into account the effects of reclassification and adjustments made in the previous year to several accounts that were misstated. The net amount of misstated adjustments made in the previous year amounted to RM277,762, making the audited net addition for the previous financial year change from RM52,762,989 to RM53,040,751, an increase of approximately 0.5%. These adjustments made in the previous year are made to provide a truer and fairer picture of the Authority's financial statements. The effects of these reclassifications and adjustments made in the previous year on the Authority's financial statements are as follows:

	As Stated Earlier RM	Reclassification RM (Note A)	Prior Year Adjustments RM (Note B)	As Restated RM
On 31 December 2023				
Effect on the Statement of Financial Position				
Cash and Cash Equivalents	239,740,898	15,000,000	-	254,740,898
Fixed Deposits	15,000,000	(15,000,000)	-	-
Accounts Receivable for Exchange Transactions	10,185,583	177,216	-	10,362,793
Deposits & Prepayments	1,617,950	(120,356)	-	1,497,594
Advances	56,860	(56,860)	-	-
Property, Plant and Equipment	7,498,864	-	1,031	7,499,895
Accounts Payable for Exchange Transactions	48,256,650	-	(2,824,356)	45,432,294
Employee Benefit Provisions - Current Liabilities	1,377,713	-	(754,386)	623,327
Employee Benefit Provisions - Long-Term Liabilities	25,781,514	-	3,292,064	29,073,578
Accumulated Surplus Fund	78,944,411	-	277,762	79,222,173
Impact on the Statement of Financial Performance				
Revenue from Exchange Transactions	85,652,407	569,300	-	86,221,707
Revenue from Non-Exchange Transactions	371,047,887	(569,300)	(1,265,671)	369,212,915
Other Revenue	133,572	-	(3,777)	129,795
Wages, Salaries and Employee Benefits	142,526,272	(457,251)	(171,344)	141,897,677
Authority Board Member Benefits	-	457,251	-	457,251
Supplies, Consumables and Services	244,114,246	-	(3,920,177)	240,194,069
Rental Expenses	1,803,999	-	1,501	1,805,500
Depreciation of Property, Plant and Equipment	2,374,475	-	5,129	2,379,604
Provision for Employee Benefit	12,024,347	-	2,537,681	14,562,028

Note B:

In the previous financial year, the Authority has made asset disposals, calculated new employee benefit provisions (leave allowances), reduced pilot license revenue, additional/deductible adjustments to employee wages, salaries and benefits, Authority Member benefits, supplies of consumables and services and rental expenses.

Appropriate adjustments have been made in the current financial year, to provide a true and fair view of the balances of the accounts or transactions involved.

VERSI BAHASA MELAYU

PENYATA KEWANGAN 2024

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 2024

	Nota	2024 RM	2023 RM <i>Seperti Dinyatakan Semula</i>
ASET SEMASA			
Tunai dan Kesetaraan Tunai	4	282,182,645	254,740,898
Simpanan Tetap	5	30,000,000	-
Akaun Belum Terima Bagi Urus Niaga Pertukaran	6	8,920,742	10,362,793
Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran	7	882,479	811,651
Prabayar	8	1,885,142	1,497,594
Jumlah Aset Semasa		<u>323,871,008</u>	<u>267,412,936</u>
ASET BUKAN SEMASA			
Pinjaman Kakitangan		55,890	-
Hartanah, Loji dan Peralatan	9	6,848,732	7,489,955
Kerja dalam Kemajuan		-	5,064,278
Aset Tak Ketara	10	<u>8,015,976</u>	<u>-</u>
Jumlah Aset Bukan Semasa		<u>14,920,598</u>	<u>12,554,233</u>
Jumlah Aset		<u>338,791,606</u>	<u>279,967,169</u>
LIABILITI SEMASA			
Akaun Belum Bayar Bagi Urus Niaga Pertukaran	11	54,298,798	45,432,294
Deposit dan Pendahuluan	12	479,646	360,919
Peruntukan Cukai Pendapatan		1,827,655	1,100,245
Peruntukan Manfaat Kakitangan	13	826,789	623,327
Geran Tertunda	14	95,056,397	121,992,574
Pemiutang Sewa Beli	15	676,955	2,162,059
Jumlah Liabiliti Semasa		<u>153,166,240</u>	<u>171,671,418</u>
LIABILITI BUKAN SEMASA			
Peruntukan Manfaat Kakitangan	13	<u>29,268,358</u>	<u>29,073,578</u>
		<u>29,268,358</u>	<u>29,073,578</u>
Jumlah Liabiliti		<u>182,434,598</u>	<u>200,744,996</u>
ASET BERSIH		<u>156,357,008</u>	<u>79,222,173</u>
ASET BERSIH			
Lebihan Berkumpul		156,357,008	79,222,173
JUMLAH ASET BERSIH		<u>156,357,008</u>	<u>79,222,173</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 2024

	Nota	2024 RM	2023 RM <i>Seperti Dinyatakan Semula</i>
Hasil			
Hasil daripada Urus Niaga Pertukaran	16	98,027,092	86,221,707
Hasil daripada Urus Niaga Bukan Pertukaran	17	437,468,385	369,212,915
Lain-lain Hasil Urus Niaga Pertukaran	18	10,726,426	129,795
Jumlah Hasil		<u>546,221,903</u>	<u>455,564,417</u>
Perbelanjaan			
Upah, Gaji dan Manfaat Pekerja	19	146,787,317	141,897,677
Manfaat Anggota Pihak Berkuasa	20	388,428	457,251
Bekalan, Bahan Guna Habis dan Perkhidmatan	21	312,205,898	240,194,069
Perbelanjaan Sewa	22	1,641,654	1,805,500
Pemberian Dalam dan Luar Negeri	23	420,153	469,510
Perbelanjaan Lain-Lain	24	895,201	610,860
Susut Nilai Hartanah, Loji dan Peralatan/Aset Tak Ketara	9,10	2,201,869	2,379,604
Kos Kewangan	25	36,194	147,167
Peruntukan Manfaat Kakitangan	13	2,429,938	14,562,028
Jumlah Perbelanjaan		<u>467,006,652</u>	<u>402,523,666</u>
Lebihan Sebelum Cukai		79,215,251	53,040,751
Cukai	26	(2,080,416)	(1,154,873)
LEBIHAN BERSIH BAGI TAHUN SEMASA		<u><u>77,134,835</u></u>	<u><u>51,885,878</u></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 PERUBAHAN ASET BERSIH
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2024

		<u>Lebihan</u> <u>Terkumpul</u>	<u>Dana</u> <u>Terkumpul</u> <u>Pinjaman</u> <u>Kakitangan</u>	<u>Jumlah Aset</u> <u>Bersih</u>
	<u>Nota</u>	<u>RM</u>	<u>RM</u>	<u>RM</u>
Baki Pada 1 Januari 2023		27,336,292	-	27,336,292
Lebihan Bersih Bagi Tahun		51,608,119	-	51,608,119
Seperti Dinyatakan semula	32	277,762	-	277,762
Baki Pada 31 Disember 2023		<u>79,222,173</u>	<u>-</u>	<u>79,222,173</u>
Baki Pada 1 Januari 2024		79,222,173	-	79,222,173
Dinyatakan dalam tahun semasa			2,000,000	2,000,000
Lebihan Bersih Bagi Tahun		75,134,835	-	75,134,835
Baki Pada 31 Disember 2024		<u>154,357,008</u>	<u>2,000,000</u>	<u>156,357,008</u>

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

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PENYATA ALIRAN TUNAI
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	Nota	2024 RM	2023 RM <i>Seperti Dinyatakan Semula</i>
Aliran Tunai Dari Aktiviti Operasi			
Lebih Sebelum Cukai		79,215,251	53,040,751
Pelarasan bagi:			
Hibah		(7,173,391)	(4,070,768)
Keuntungan Penjualan Aset		(10,710,713)	(17,688)
Kerugian Pertukaran Matawang Asing		(7,388)	36,814
Susut Nilai Hartanah, Loji dan Peralatan		950,291	2,374,475
Pelunasan Aset Tak Ketara		1,251,578	-
Kos Kewangan		36,194	147,167
Peruntukan Manfaat Kakitangan		2,429,938	12,024,347
Perubahan Bersih Rosot Nilai Penghutang		134,218	(206,995)
Lebih Operasi Sebelum Perubahan Modal Kerja		<u>66,125,978</u>	<u>63,328,103</u>
Perubahan dalam Akaun Belum Terima Bagi Urus Niaga Pertukaran		1,443,013	102,870
Perubahan dalam Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran		(119,330)	445,516
Perubahan dalam Prabayar		(387,548)	(974,098)
Perubahan dalam Pendahuluan Diri		-	(54,054)
Perubahan dalam Akaun Belum Bayar Bagi Urus Niaga Pertukaran		8,998,027	2,814,053
Perubahan dalam Deposit dan Pendahuluan		118,727	2,474
Perubahan dalam Geran Tertunda		(26,936,177)	73,696,689
Aliran tunai daripada aktiviti operasi		<u>49,242,690</u>	<u>139,361,553</u>
Bayaran Cukai		(1,353,006)	(63,960)
Pembayaran Manfaat Kakitangan		(2,031,696)	(2,618,561)
Hibah diterima		7,038,211	4,037,051
Aliran Tunai Bersih Daripada Aktiviti Operasi		<u>52,896,199</u>	<u>140,716,083</u>
Aliran Tunai Dari Aktiviti Pembiayaan			
Pembayaran Pemiutang Sewa Beli		(1,652,821)	(6,057,414)
Aliran Tunai Bersih Daripada Aktiviti Pembiayaan		<u>(1,652,821)</u>	<u>(6,057,414)</u>
Aliran Tunai Dari Aktiviti Pelaburan			
Pembelian Hartanah Loji dan Peralatan		(309,080)	(1,250,089)
Penerimaan daripada Pelupusan Hartanah, Loji dan Peralatan		10,710,725	17,688
Pembelian Aset Tak Ketara		(4,203,276)	-
Pembayaran bagi Kerja Dalam Kemajuan		-	(2,927,431)
Pelaburan simpanan tetap		(30,000,000)	-
Aliran Tunai Bersih Daripada Aktiviti Pelaburan		<u>(23,801,631)</u>	<u>(4,159,832)</u>
Tambahan Bersih Dalam Tunai dan Kesetaraan Tunai		<u>27,441,747</u>	<u>130,498,838</u>
Tunai dan Kesetaraan Tunai pada Awal Tahun		<u>254,740,898</u>	<u>124,242,061</u>
Tunai dan Kesetaraan Tunai pada Akhir Tahun	4	<u>282,182,645</u>	<u>254,740,898</u>

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

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PENYATA PERBANDINGAN BAJET DAN AMAUN SEBENAR
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	Jumlah Bajet		Amaun sebenar pada asas setanding RM	Perbezaan bajet akhir dan amaun sebenar RM
	Asal RM	Akhir RM		
TERIMAAN				
Transaksi bukan pertukaran				
Geran diterima - Mengurus	150,297,000	150,297,000	150,297,000	-
Geran diterima - Pembangunan (Reclass OE ke DE)	218,723,000	218,723,000	218,724,000	1,000
Hasil daripada perkhidmatan Operasi	100,300,000	98,100,000	97,644,047	(455,953)
	469,320,000	467,120,000	466,665,047	(454,953)
Transaksi pertukaran				
Hasil daripada perkhidmatan Kawal Selia	24,679,960	22,202,030	26,518,683	4,316,653
	24,679,960	22,202,030	26,518,683	4,316,653
JUMLAH TERIMAAN	493,999,960	489,322,030	493,183,730	3,861,700
PEMBAYARAN				
Emolumen:-				
Gaji dan Upahan	88,975,294	88,195,319	85,918,127	(2,277,192)
Elaun Dan Imbuhan Tetap	32,173,051	40,132,691	40,132,691	-
Sumbangan Berkanun Untuk Kakitangan	15,182,956	15,182,956	14,311,308	(871,648)
Elaun Lebih Masa	885,250	1,094,371	1,025,624	(68,747)
Faedah Kewangan Yang Lain	7,456,600	2,443,427	1,992,506	(450,921)
Bayaran Imbuhan Tahunan Dan Bantuan Kewangan	3,392,000	4,193,100	4,193,100	-
Elaun Ahli Lembaga Pihak Berkuasa	1,427,131	1,463,131	388,428	(1,074,703)
Perkhidmatan dan bekalan:-				
Perbelanjaan Perjalanan dan Sara Hidup	10,716,771	10,533,869	9,137,961	(1,395,908)
Perpindahan dan Pengangkutan Barang	4,125,740	3,599,340	327,503	(3,271,837)
Perhubungan dan Utiliti	16,877,995	15,545,490	13,868,626	(1,676,864)
Sewaan	4,868,176	4,600,974	4,166,841	(434,133)
Bahan-bahan Makanan dan Minuman	97,860	90,830	65,463	(25,367)
Bekalan Bahan Bakar	216,500	157,921	137,554	(20,367)
Bekalan & Bahan-bahan lain	1,487,584	1,833,434	1,406,625	(426,809)
Penyelenggaraan & Pembaikan Kecil Yang Dibeli	189,837,648	186,042,875	152,309,262	(33,733,613)
Perkhidmatan Ikhtisas dan Perkhidmatan Lain Yang Dibeli dan Hospitaliti	91,432,310	74,873,471	48,290,143	(26,583,328)
Aset				
Harta Modal	2,417,185	2,743,739	1,160,806	(1,582,933)
Pemberian dan Kenaan Tetap				
Pemberian Dalam Negeri	66,400	118,440	112,440	(6,000)
Pemberian Luar Negeri	449,000	294,795	294,795	-
Ganjaran	630,000	630,000	262,482	(367,518)
Gantian Cuti Rehat	3,460,000	3,460,000	2,031,696	(1,428,304)
Perbelanjaan Lain - Lain				
Bayaran-Bayaran Lain	343,260	1,100,538	1,100,538	-
JUMLAH PEMBAYARAN	476,518,711	458,330,711	382,634,519	(75,696,192)
JUMLAH	17,481,249	30,991,319	110,549,211	79,557,892

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 PERBANDINGAN BAJET DAN AMAUN SEBENAR
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2024

Nota kepada Penyata Perbandingan Bajet dan Amaun Sebenar:-

Bajet Pihak Berkuasa telah diluluskan dan dibentangkan bagi tempoh kewangan dari 1 Januari 2024 sehingga 31 Disember 2024 dibentangkan dalam Mesvuarat Pihak Berkuasa Bilangan 10/2023 bertarikh 27 November 2023.

Terimaan Pihak Berkuasa di tahun 2024 diperuntukkan daripada transaksi bukan pertukaran dan transaksi tukaran berjumlah RM494.00 juta. Jumlah bajet akhir direkodkan sebanyak RM489.32juta yang terdiri daripada transaksi bukan tukaran terdiri daripada geran mengurus, geran pembangunan di bawah perihal geran reclass OE ke DE dan hasil daripada perkhidmatan operasi yang diberikan kepada pihak industri penerbangan awam di Malaysia sebanyak RM467.12 juta. Manakala transaksi tukaran pula terdiri dari hasil perkhidmatan kawal selia yang diberikan kepada pihak industri penerbangan awam di Malaysia berjumlah RM22.20 juta. Secara keseluruhannya, Pihak Berkuasa telah berjaya mencapai 100% daripada sasaran yang telah ditetapkan bagi tahun 2024.

Peruntukan perbelanjaan mengurus yang telah diluluskan oleh Kementerian adalah berjumlah RM150.29 juta. Peruntukan ini adalah sepenuhnya bagi menampung keperluan di bawah perihal Emolumen. Manakala sejumlah peruntukan di bawah geran pembangunan (reclass OE ke DE) sebanyak RM218.72 juta disalurkan oleh pihak Kementerian bagi menampung keperluan di bawah perihal Penyelenggaraan dan Pemeliharaan Aset-Aset Operasi Trafik Udara dan Keselamatan Penerbangan Awam (CAAM).

Penyediaan belanjawan tahunan Pihak Berkuasa terdiri daripada beberapa elemen utama seperti keperluan Emolumen, Perkhidmatan dan Bekalan, Aset, Pemberian dan Kenaan Tetap serta Perbelanjaan lain - lain. Di bawah emolumen, peruntukan dikurangkan sebanyak 5% iaitu sebanyak RM149.49 juta hasil daripada prestasi perbelanjaan sebenar bagi tahun 2023 menjadikan anggaran perbelanjaan lebih tepat dengan menggunakan data sebenar.

Perbelanjaan perkhidmatan dan bekalan secara keseluruhan pula meningkat kepada 26% iaitu sebanyak RM319.66 juta. Peningkatan ini adalah melibatkan pertambahan keperluan di bawah perihal Penyelenggaraan dan Pemeliharaan Aset-Aset Operasi Trafik Udara dan Keselamatan Penerbangan Awam (CAAM) yang mana peruntukan perlu dipohon dan disalurkan oleh pihak Kementerian.

Perbelanjaan untuk aset juga meningkat kepada RM2.42 juta di tahun 2024. Keperluan ini dipertingkatkan bagi memberi peluang kepada Pihak Berkuasa untuk meningkatkan kadar kecukupan dalam operasi harian bekerja. Selain itu, perbelanjaan untuk pemberian dan kenaan tetap juga meningkat kepada RM4.61 juta di tahun kewangan yang sama. Peningkatan ini adalah bagi menampung permintaan kepada kakitangan yang akan melaksanakan permohonan pengeluaran GCR awal berdasarkan kepada garis panduan yang telah dikeluarkan oleh pihak Kerajaan.

Secara keseluruhan, peruntukan akhir bagi tahun 2024 berjumlah RM458.33 juta memberikan kesan penjimatan keseluruhan akhir berjumlah RM79.56 juta.

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NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2024

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 Anggota Pihak Berkuasa pada 26 Jun 2025.

3. Dasar Perakaunan

3.1 Asas Penyediaan Penyata Kewangan

Penyata kewangan Pihak Berkuasa disediakan mengikut Piawaian Perakaunan Sektor Awam Malaysia (MPSAS - *Malaysian Public Sector Accounting Standard*).

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 disemak dari semasa ke semasa. Sebarang perubahan kepada anggaran perakaunan akan diiktiraf dalam tempoh semasa jika hanya memberi kesan kepada tempoh tersebut, atau dalam tempoh semasa dan masa hadapan jika perubahan tersebut memberi kesan kepada kedua-dua tempoh.

Tiada piawaian dan pindaan kepada piawaian yang berkuatkuasa di dalam penyediaan penyata kewangan tahun kewangan semasa.

Tiada piawaian dan pindaan kepada piawaian yang telah dikeluarkan tetapi belum berkuatkuasa selain yang dinyatakan di bawah:

Perubahan Dalam Polisi Perakaunan Disebabkan Perubahan kepada MPSAS

Berikut merupakan perubahan kepada piawaian perakaunan yang telah dikeluarkan oleh Jabatan Akauntan Negara Malaysia (JANM) :-

Efektif 1 Januari 2024

A. Penambahbaikan MPSAS disebabkan oleh Kerangka Konseptual IPSAS untuk Pelaporan Kewangan Tujuan Am oleh Entiti Sektor Awam

Ciri kualitatif di dalam piawaian MPSAS telah digantikan supaya selaras dengan ciri kualitatif di dalam Kerangka Konseptual Piawaian Perakaunan Sektor Awam Antarabangsa (*International Public Sector Accounting Standards (IPSAS)*).

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BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2024

3. Dasar Perakaunan (Sambungan)

3.1 Asas Penyediaan Penyata Kewangan (Sambungan)

B. Penambahbaikan Am kepada MPSAS

i) *Penyingkiran rujukan di dalam MPSAS kepada piawaian perakaunan antarabangsa atau kebangsaan berkaitan aset bukan semasa dipegang untuk dijual dan operasi dihentikan.*

Penambahbaikan ini menyingkirkan rujukan kepada IFRS 5 dan MFRS 5, Aset Bukan Semasa Dipegang untuk Dijual dan Operasi Dihentikan disebabkan rujukan tersebut tidak sesuai untuk digunapakai sepenuhnya untuk sektor awam.

ii) *Pengecilan skop MPSAS 27, Pertanian*

Tumbuhan penghasil telah dikeluarkan daripada skop MPSAS 27, Pertanian dan dipindahkan di bawah skop MPSAS 17, Hartanah, Loji dan Peralatan selaras dengan keperluan yang sama oleh IPSAS dan Piawaian Pelaporan Kewangan Antarabangsa (IFRS).

iii) *Penjelasan kaedah boleh diterima untuk susutnilai dan pelunasan*

Penjelasan bahawa kaedah susutnilai dan pelunasan berdasarkan janaan hasil oleh aktiviti yang menggunakan aset tersebut adalah tidak sesuai disebabkan komponen harga untuk hasil dijana mungkin disebabkan inflasi, yang mana tidak berkait dengan cara aset tersebut digunakan.

iv) *Persembahan aset konsesi perkhidmatan*

Perubahan melibatkan MPSAS 32, Aturan Perkhidmatan Konsesi di mana kelas aset untuk aset perkhidmatan konsesi tidak perlu ditunjukkan sebagai satu kelas berasingan. Sebaliknya, ia perlu diagregatkan di dalam kelas yang bersifat serupa selaras dengan keperluan MPSAS 17, Hartanah, Loji dan Peralatan atau MPSAS 31, Aset Tak Ketara.

Keperluan MPSAS 32 sebelum ini yang memerlukan aset konsesi perkhidmatan perlu dikelaskan sebagai satu kelas walaupun sifat dan fungsi aset adalah berbeza, dilihat bercanggah dengan keperluan MPSAS 17 dan MPSAS 31.

Kesan daripada perubahan ini, amaun bawaan aset perkhidmatan konsesi pada akhir tahun pelaporan hendaklah didedahkan sebagai nota tambahan. Sebarang perubahan pengukuran daripada reklasifikasi semula kelas aset ini hendaklah dibuat secara retrospektif.

C. Penambahbaikan MPSAS berdasarkan Panduan Pelaporan Statistik Kewangan Kerajaan

Penambahbaikan adalah bagi meningkatkan konsistensi terminologi digunapakai oleh MPSAS (MPSAS 12, Inventori dan MPSAS 17, Hartanah, Loji dan Peralatan) dengan *Government Finance Statistics (GFS) Reporting Guidelines* yang dikeluarkan oleh *International Monetary Fund* (IMF).

D. Penjelasan nilai aset dinilai semula

Penambahbaikan bagi menjelaskan bahawa aset diukur pada amaun dinilai semula berdasarkan MPSAS 17, Hartanah, Loji dan Peralatan dan MPSAS 31, Aset Tak Ketara, adalah termasuk di dalam skop MPSAS 21, penjejasan nilai Aset Tidak-Menjana-Tunai dan MPSAS 26, penjejasan nilai Aset Menjana-Tunai selaras dengan penambahbaikan yang sama oleh IPSAS.

E. Pemakaian MPSAS

Penambahbaikan dengan menyingkirkan definisi Perusahaan Perniagaan Kerajaan (*Government Business Enterprise* (GBE)) di MPSAS 1, Persembahan Penyata Kewangan.

Terma GBE di dalam MPSAS yang lain juga disingkirkan. MPSAS menjelaskan bahawa semua sektor entiti awam perlu mengunapakai MPSAS kecuali sektor entiti awam komersial dan entiti yang diwajibkan oleh undang-undang untuk mengunapakai piawaian selain MPSAS.

Pemakaian piawaian dan perubahan piawaian pada tempoh permulaan tidak memberi kesan kewangan signifikan kepada Penyata Kewangan bagi tempoh kewangan semasa dan terdahulu.

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3. Dasar Perakaunan (Sambungan)

3.2 Penjejasan Nilai Aset Bukan Kewangan (Sambungan)

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 penjejasan nilai. Jika sebarang petunjuk wujud, penjejasan 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 diambilkira, jika ada. Jika tiada urus niaga pasaran terkini berlaku, model penilaian yang sesuai hendaklah digunakan.

Kerugian penjejasan nilai diiktiraf sebagai perbelanjaan dalam lebihan atau kurangan serta merta apabila nilai dibawa aset melebihi amaun boleh pulihnya.

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

3.2.2 Aset Penjanaan Bukan Tunai

Pihak Berkuasa akan menilai pada setiap tarikh pelaporan sama ada terdapat petunjuk bahawa aset penjanaan 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 penjejasan diiktiraf sebagai perbelanjaan dalam lebihan atau kurangan 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.

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3. Dasar Perakaunan (Sambungan)

3.2 Penjejasan Nilai Aset Bukan Kewangan (Sambungan)

3.2.2 Aset Bukan Penjana Tunai (Sambungan)

Bagi setiap aset, penilaian dibuat pada setiap tarikh laporan sama ada terdapat sebarang petunjuk yang sebelum ini kerugian penjejasan nilai yang diiktiraf mungkin tidak lagi wujud atau telah berkurangan. Jika petunjuk sedemikian wujud, Pihak Berkuasa menganggarkan jumlah perkhidmatan boleh pulih aset. Kerugian penjejasan nilai yang diiktiraf sebelumnya dibalikkan hanya jika terdapat perubahan dalam andaian yang digunakan untuk menentukan jumlah perkhidmatan boleh pulih aset sejak kerugian penjejasan 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 penjejasan nilai diiktiraf bagi aset tersebut dalam tahun sebelumnya. Pembalikan tersebut diiktiraf dalam lebihan atau kurangan.

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 lebihan atau kurangan dalam tempoh kewangan ianya berlaku.

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

ii) Manfaat Cuti Rehat dan Ganjaran Kakitangan Kontrak

Bagi kakitangan tetap Pihak Berkuasa sama ada memilih skim berpencen 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.

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3.3 Manfaat Kakitangan (Sambungan)

3.3.2 Manfaat Selepas Perkhidmatan

ii) Manfaat Cuti Rehat dan Ganjaran Kakitangan Kontrak

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

GCR akan diambil kira apabila perkhidmatan telah diberikan oleh semua kakitangan yang mana ia telah meningkatkan hak mereka ke atas ganjaran ketidakhadiran di masa hadapan sehingga maksimum 180 hari. Obligasi Pihak Berkuasa berhubung dengan GCR ini adalah untuk menganggar amaun manfaat masa hadapan yang akan diperoleh oleh kakitangan sebagai balasan kepada perkhidmatan mereka dalam tempoh semasa dan tempoh terdahulu; manfaat tersebut didiskaunkan untuk menentukan nilai kininya. Sebarang kos perkhidmatan lampau yang tidak diiktiraf dan nilai kini pelan aset, jika ada perlu ditolak. Kadar diskaun adalah kadar hasil bon Kerajaan pada tarikh pelaporan. Pengiraan dilakukan setiap tahun menggunakan Kaedah Unjuran Unit Kredit. Semua perubahan dalam peruntukan GCR diiktiraf sepenuhnya dalam lebihan atau kurangan dalam tempoh ia berlaku. Formula bagi pembayaran gaji GCR kakitangan tetap adalah seperti berikut:

$1/30 \times \text{Gaji akhir yang akan diterima berdasarkan unjuran kenaikan 3 tangga gaji} \times \text{Jumlah hari cuti rehat yang dikumpulkan (tertakluk kepada had maksimum 180 hari)}$

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 berkenaan.
- 3.4.2 Pada pengiktirafan awal, aset kewangan adalah diukur pada nilai saksama, termasuk kos urusan 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.

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3.4 Aset Kewangan (Sambungan)

3.4.5 Selain dari tunai dan kesetaraan tunai, Pihak Berkuasa hanya mempunyai kategori-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 penjejasan 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 penjejasan nilai diiktiraf sebagai kurangan di dalam penyata prestasi kewangan.

ii) Pelaburan Dipegang Hingga Matang

Aset kewangan bukan derivatif dengan tempoh matang pembayaran tetap atau boleh ditentukan dan tetap diklasifikasikan sebagai pelaburan dipegang hingga matang apabila Pihak Berkuasa mempunyai niat positif dan keupayaan untuk memegang sehingga matang. Selepas pengukuran awal, pelaburan dipegang hingga matang diukur pada kos yang dilunaskan menggunakan kaedah faedah berkesan dan ditolak penjejasan nilai. Kos pelunasan dikira dengan mengambil kira apa-apa diskaun atau premium atas pengambilalihan dan yuran atau kos yang merupakan sebahagian daripada kadar faedah berkesan. Kerugian yang timbul daripada penjejasan nilai diiktiraf dalam penyata prestasi kewangan.

3.4.6 Penjejasan Nilai Aset Kewangan

Pada akhir setiap tempoh pelaporan, Pihak Berkuasa akan menilai sama ada terdapat sebarang bukti objektif bahawa aset kewangan perlu penjejasan 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 penjejasan nilai.

Penjejasan nilai dibuat ke atas kesemua amaun invoice yang mempunyai tunggakan lebih dari satu (1) tahun.

Kerugian penjejasan 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 penjejasan nilai diiktiraf dalam lebihan atau kurangan dengan serta-merta. Jika, dalam tempoh kemudiannya, sebarang amaun kerugian penjejasan nilai menurun, kerugian penjejasan nilai yang diiktiraf sebelumnya akan dibalikkan secara langsung dalam akaun elaun. Pembalikkan ini diiktiraf dalam lebihan atau kurangan dengan serta-merta.

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3.4 Aset Kewangan (Sambungan)

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.

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.

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3.5 Pengiktirafan Pendapatan (Sambungan)

3.5.1 Hasil daripada Urus Niaga Bukan Pertukaran (Sambungan)

iii) Denda dan Penalti (Sambungan)

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 Penyumbang 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.

3.5.2 Hasil daripada Urus Niaga Pertukaran

Hasil daripada urusan niaga 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:

- 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
- Amaun hasil 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 penglibatan berterusan dalam pengurusan pada tahap yang biasanya dikaitkan dengan pemilikan mahupun kawalan efektif ke atas barangan yang dijual.

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3. Dasar Perakaunan (Sambungan)

3.5 Pengiktirafan Pendapatan (Sambungan)

3.5.2 Hasil daripada Urus Niaga Pertukaran (Sambungan)

ii) Perolehan daripada Jualan Barangan (Sambungan)

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

Amaun bagi kos barang yang dijual dibelanjakan kepada lebih atau kurang serentak dengan pengiktirafan hasil.

iii) Faedah / Hibah

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

iv) Faedah daripada Pelaburan

Hasil keuntungan daripada pelaburan diiktiraf atas dasar perkadaran masa yang mengambilkira 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.

v) Lain - Lain Terimaan

Lain-lain terimaan selain dinyatakan pada perkara 3.5.2 (i) hingga 3.5.2 (iv) 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 lebih atau kurang 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.

Hartanah, loji dan peralatan dinyatakan pada kos tolak susutnilai dan penjejasan nilai terkumpul (jika ada). Kos termasuk semua kos langsung yang terlibat untuk membawa aset tersebut ke lokasi dan keadaan yang membolehkannya beroperasi dalam cara yang dikehendaki oleh pihak pengurusan. Kos penggantian bagi mana-mana aset yang memerlukan penggantian secara berkala akan dipermodalkan manakala nilai dibawa bagi bahagian yang diganti tersebut akan dinyahiktirafkan. Kos-kos perkhidmatan harian akan diiktiraf sebagai perbelanjaan dalam lebih atau kurang.

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3. Dasar Perakaunan (Sambungan)

3.7 Hartanah, Loji, Peralatan dan Susut nilai (Sambungan)

Jika berlaku sesuatu aset diperolehi melalui urusniaga bukan pertukaran, kos hendaklah diukur berdasarkan nilai saksama pada tarikh perolehan. Aset-aset ini kemudiannya akan dikreditkan di dalam lebihan atau kurangan, melainkan jika terdapat syarat-syarat mengenai penggunaan aset tersebut, di mana ia perlu diiktiraf di dalam liabiliti.

Nilai dibawa item hartanah, loji dan peralatan hendaklah dinyahiktirafkan semasa pelupusan atau apabila tiada manfaat ekonomi masa hadapan atau potensi perkhidmatan yang dijangka daripada penggunaan atau pelupusannya. Keuntungan atau kerugian atas nyahiktiraf hartanah, loji dan peralatan adalah ditentukan dengan membandingkan nilai pelupusan bersih dengan nilai dibawa aset di mana perbezaannya diambilkira sebagai keuntungan atau kerugian di dalam lebihan atau kurangan.

Kerja dalam kemajuan tidak disusut nilai. Kerja dalam kemajuan yang telah disempurnakan sepenuhnya diiktiraf sebagai aset tak ketara pada tahun ianya disempurnakan.

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

Kenderaan	20%
Pesawat Kapal Terbang	5%
Perabot, Kelengkapan dan Peralatan Pejabat	20%
Peralatan Komputer	20%
Aset Tak Ketara (Nota 3.8)	20%

Jika terdapat tanda perubahan yang ketara dalam faktor-faktor yang memberi kesan kepada nilai sisa, jangkaan hayat atau corak berguna aset sejak tarikh laporan tahunan lepas maka nilai sisa, kaedah susutnilai dan hayat berguna aset yang boleh disusutnilai akan disemak semula dan dilaraskan secara prospektif.

3.8 Aset Tidak Ketara

Aset tidak ketara yang diperolehi secara berasingan pada awalnya diiktiraf pada harga kos. Seterusnya, aset tidak ketara dinyatakan pada harga kos ditolak pelunasan terkumpul dan kerugian penjejasan nilai terkumpul, jika ada.

Kerja dalam kemajuan tidak disusut nilai. Kerja dalam kemajuan yang telah disempurnakan sepenuhnya diiktiraf sebagai aset tak ketara pada tahun ianya disempurnakan.

Pelunasan aset tidak ketara menggunakan kaedah garis lurus ke atas nilai kos yang boleh dilunaskan bagi tempoh usia guna aset. Kadar pelunasan tahunan adalah seperti dinyatakan di Nota 3.7.

3.9 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 serta pelaburan berkecairan tinggi yang sedia ditukar kepada amaun tunai yang diketahui dan tertakluk kepada risiko perubahan nilai yang tidak ketara.

Simpanan tetap dengan tempoh matang tidak lebih dari 3 bulan dikategorikan sebagai tunai dan kesetaraan tunai.

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3. Dasar Perakaunan (Sambungan)

3.10 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 2024 sehingga 31 Disember 2024 dalam Mesyuarat Pihak Berkuasa Bilangan 10/2023 bertarikh 27 November 2023.

3.11 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.

3.12 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 daripada Pengerusi dan ahli-ahli Lembaga Pengarah Pihak Berkuasa.

3.13 Liabiliti Luar Jangka dan Aset Luar Jangka

3.13.1 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.

3.13.2 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.

3.14 Liabiliti Kewangan

3.14.1 Liabiliti kewangan diiktiraf dalam penyata kedudukan kewangan apabila Pihak Berkuasa menjadi pihak kepada peruntukan kontrak instrumen.

3.14.2 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.

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3.14 Liabiliti Kewangan (Sambungan)

3.14.3 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.

3.14.4 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 penjejasan nilai.

Kaedah faedah berkesan adalah kaedah untuk mengira kos dilunaskan liabiliti kewangan dan untuk memperuntukan 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.

3.14.5 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.

3.15 Pertimbangan Perakaunan Kritikal dan Sumber Utama Ketidakpastian Anggaran

3.15.1 Pertimbangan Perakaunan Kritikal

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

3.15.2 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 Penjejasan 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 penjejasan nilai, Pihak Berkuasa menganggap faktor seperti ketidakmampuan bayar penghutang dan keingkaran atau kelewatan pembayaran yang ketara. Jika terdapat bukti objektif penjejasan nilai, jumlah dan masa aliran tunai masa depan dianggarkan berdasarkan sejarah pengalaman kerugian untuk aset yang mempunyai ciri-ciri risiko kredit yang serupa.

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3.15 Pertimbangan Perakaunan Kritikal dan Sumber Utama Ketidakpastian Anggaran

3.15.2 Sumber Utama Ketidakpastian Anggaran

ii) Perubahan Anggaran Jangka Hayat bagi Aset

Semua aset disusutnilaikan mengikut kaedah garis lurus sepanjang jangka hayat aset tersebut. Perubahan dalam anggaran corak penggunaan aset boleh memberi kesan kepada jangka hayat dan nilai sisa aset tersebut. Ini akan menyebabkan susutnilai aset pada masa hadapan akan disemak semula.

iii) Pengukuran Peruntukan

Pihak Berkuasa sentiasa menggunakan anggaran terbaik sebagai asas untuk mengukur sesuatu peruntukan itu. Anggaran itu dibuat berdasarkan kepada pengalaman lalu, lain-lain petunjuk atau andaian, perkembangan terkini dan peristiwa masa hadapan yang munasabah dalam menentukan sesuatu peruntukan.

3.16 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 lebihan atau kurangan.

3.17 Cukai Pendapatan

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.

3.18 Kos Kewangan

Semua kos kewangan akan dicajkan ke lebihan atau kurangan.

3.19 Pajakan

Pajakan kewangan memindahkan, sebahagian besar risiko dan ganjaran yang berkaitan dengan pemilikan aset yang dipajak kepada Pihak Berkuasa sebagai penerima pajak. Pengiktirafan awal untuk pajakan kewangan mengiktiraf aset dan liabiliti pada amaun terendah antara nilai saksama aset yang dipajak dan nilai kini bayaran pajakan minimum. Nilai yang dipermodalkan dilunaskan sepanjang tempoh Pihak Berkuasa menjangka untuk menerima manfaat daripada pajakan tersebut.

Pajakan operasi, mengekalkan sebahagian besar risiko dan ganjaran pemilikan pemberi pajak. Ia diiktiraf secara sistematik sepanjang tempoh pajakan. Penambahbaikan pegangan pajakan dipermodalkan dan kosnya dilunaskan sepanjang baki tempoh pajakan atau anggaran usia guna penambahbaikan dengan mengambil tempoh yang lebih pendek. Insentif pajakan yang diterima diiktirafkan dengan kadar sama rata ke atas jangka masa pajakan sebagai pengurangan belanja sewa.

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4. Tunai dan Kesetaraan Tunai	2024 RM	2023 RM
Tunai di tangan	9,000	9,000
Tunai di bank	262,173,645	239,731,898
Simpanan tetap	20,000,000	15,000,000
	<u>282,182,645</u>	<u>254,740,898</u>

Kadar faedah simpanan tetap adalah 3.95% (2023: dari 3.20% - 4.00%) dan tempoh simpanan tetap di atas tidak lebih dari 3 bulan.

5. Simpanan Tetap (Aset kewangan dipegang sehingga matang)	2024 RM	2023 RM
Bank Rakyat	10,000,000	-
Public Bank	10,000,000	-
Bank Islam	10,000,000	-
Simpanan tetap di bank - bank dan institusi kewangan berlesen	<u>30,000,000</u>	<u>-</u>

Kadar faedah simpanan tetap adalah dari 3.85% hingga 4.05% dan tempoh simpanan tetap di atas adalah diantara 3 hingga 6 bulan.

6. Akaun Belum Terima Bagi Urus Niaga Pertukaran	2024 RM	2023 RM
Caj Pemaliman Udara	10,033,627	11,405,765
Kalibrasi	556,060	556,060
Faedah Terakru	168,897	33,717
Lain-lain Ikhtisas	137,506	172,506
Deposit	120,356	120,356
Pendahuluan	20,985	56,860
	<u>11,037,431</u>	<u>12,345,264</u>
Tolak: Peruntukan penjejasan Nilai Penghutang	<u>(2,116,689)</u>	<u>(1,982,471)</u>
	<u>8,920,742</u>	<u>10,362,793</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 invois asal. Jika tidak, ia akan diiktiraf pada Nilai Kini amaun invois asal.

Akaun Belum Terima mempunyai umur di antara 1 bulan hingga lebih dari 1 tahun. Penjejasan nilai dibuat keatas kesemua amaun invois yang mempunyai tunggakan lebih dari satu (1) tahun.

Pergerakan akaun peruntukan penjejasan nilai individu penghutang adalah seperti berikut:

	2024 RM	2023 RM
Pada 1 Januari	1,982,471	2,376,428
Perubahan bersih	134,218	(393,957)
Pada 31 Disember	<u>2,116,689</u>	<u>1,982,471</u>

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7. Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran

	2024 RM	2023 RM
Perkhidmatan Memperbaharui Sijil Pengendalian Udara dan Lesen Juruterbang	329,258	284,484
Perkhidmatan Lain-lain	765,831	661,691
Caj Certificate of Airworthiness	243,515	210,401
Penghutang Lain-lain	99,657	117,347
	<u>1,438,261</u>	<u>1,273,923</u>
Tolak: Peruntukan penjejasan Nilai Penghutang	<u>(555,782)</u>	<u>(462,272)</u>
	<u>882,479</u>	<u>811,651</u>
<u>Analisa Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran</u>		
Terimaan tidak melebihi 1 tahun	<u>882,479</u>	<u>811,651</u>
Terimaan melebihi 1 tahun	<u>-</u>	<u>-</u>
	<u>882,479</u>	<u>811,651</u>

Pergerakan akaun peruntukan penjejasan nilai penghutang adalah seperti berikut:

	2024 RM	2023 RM
Pada 1 Januari	462,272	275,310
Perubahan bersih	<u>93,510</u>	<u>186,962</u>
Pada 31 Disember	<u>555,782</u>	<u>462,272</u>

8. Prabayar

	2024 RM	2023 RM
Prabayar	<u>1,885,142</u>	<u>1,497,594</u>

Termasuk di dalam prabayar adalah bayaran terdahulu bagi projek penggantian bangunan pejabat dan Pusat Kawalan Trafik Udara di Tawau Sabah dan Kuching Sarawak.

9. Hartanah, Loji dan Peralatan

	Kenderaan RM	Pesawat Kapal Terbang RM	Perabot, Kelengkapan dan Peralatan Pejabat RM	Peralatan Komputer RM	Jumlah RM
<u>2024</u>					
<u>Kos</u>					
Pada 1 Januari 2024	4,541,147	13,900,000	8,919,844	10,616,261	37,977,252
Tambahan	-	-	299,779	9,300	309,079
Pelupusan	-	(13,900,000)	(23,000)	-	(13,923,000)
Pada 31 Disember 2024	<u>4,541,147</u>	<u>-</u>	<u>9,196,623</u>	<u>10,625,561</u>	<u>24,363,331</u>
<u>Susut nilai terkumpul</u>					
Pada 1 Januari 2024	4,206,299	13,899,997	6,647,744	5,733,257	30,487,297
Susut nilai semasa	146,984	-	723,476	79,830	950,290
Pelupusan	-	(13,899,997)	(22,991)	-	(13,922,988)
Pada 31 Disember 2024	<u>4,353,283</u>	<u>-</u>	<u>7,348,229</u>	<u>5,813,087</u>	<u>17,514,599</u>
<u>Nilai bawa bersih</u>					
Pada 31 Disember 2024	<u>187,864</u>	<u>-</u>	<u>1,848,394</u>	<u>4,812,474</u>	<u>6,848,732</u>

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9. Hartanah, Loji dan Peralatan (Sambungan)

	Kenderaan	Pesawat Kapal Terbang	Perabot, Kelengkapan dan Peralatan Pejabat	Peralatan Komputer	Jumlah
	RM	RM	RM	RM	RM
2023					
<u>Seperti dinyatakan semula</u>					
<u>Kos</u>					
Pada 1 Januari 2023	5,077,949	13,900,000	7,906,339	12,933,441	39,817,729
Tambahan	-	-	1,065,326	194,760	1,260,086
Pelupusan	(536,802)	-	(51,821)	(2,511,940)	(3,100,563)
Pada 31 Disember 2023	4,541,147	13,900,000	8,919,844	10,616,261	37,977,252
<u>Susut nilai terkumpul</u>					
Pada 1 Januari 2023	4,596,163	13,899,997	6,130,069	6,578,190	31,204,419
Susut nilai semasa	146,935	-	568,099	1,664,570	2,379,604
Pelupusan	(536,799)	-	(50,424)	(2,509,503)	(3,096,726)
Pada 31 Disember 2023	4,206,299	13,899,997	6,647,744	5,733,257	30,487,297
<u>Nilai bawa bersih</u>					
Pada 31 Disember 2023	334,848	3	2,272,100	4,883,004	7,489,955

Termasuk di dalam hartanah, loji dan peralatan adalah peralatan komputer dengan nilai bawa bersih berjumlah RM2,198,252 yang dibeli melalui perjanjian sewa beli.

10. Aset Tak Ketara

	Perisian Komputer	Kerja dalam Kemajuan	Jumlah
	RM	RM	RM
2024			
<u>Kos</u>			
Pada 1 Januari	-	5,064,278	5,064,278
Tambahan	-	4,203,276	4,203,276
Pindahan	9,267,554	(9,267,554)	-
Pada 31 Disember	9,267,554	-	9,267,554
<u>Pelunasan</u>			
Pada 1 Januari	-	-	-
Pelunasan tahun semasa	1,251,578	-	1,251,578
Pada 31 Disember	1,251,578	-	1,251,578
<u>Nilai bawa bersih</u>			
Pada 31 Disember 2024	8,015,976	-	8,015,976
2023			
<u>Kos</u>			
Pada 1 Januari	-	2,136,847	2,136,847
Tambahan	-	2,927,431	2,927,431
Pindahan	-	-	-
Pada 31 Disember	-	5,064,278	5,064,278

Kerja dalam Kemajuan telah selesai sepenuhnya dalam tahun 2024 dan dipindahkan kepada Aset Tak Ketara melibatkan Sistem Kewangan, Sumber Manusia dan Sistem Perlesenan e-Licensing, Audit Management System, e-

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11. Akaun Belum Bayar Bagi Urus Niaga Pertukaran

	2024 RM	2023 RM <i>Seperti</i> <i>Dinyatakan</i> <i>Semula</i>
Pemiutang Perniagaan	40,474,386	37,309,469
Pemiutang Pelbagai Kakitangan	595,611	497,055
Pemiutang Lain-lain	4,753,651	4,618,496
Pemiutang Sewa Beli Belum Bayar	-	131,523
Belanja Terakru	8,475,150	2,875,751
	<u>54,298,798</u>	<u>45,432,294</u>

Tiada sebarang kenaikan faedah kepada jumlah liabiliti yang dinyatakan. Sebahagian liabiliti tersebut telah dirancang untuk ditampung menggunakan peruntukan Geran Belanja Pembangunan yang telah diluluskan oleh pihak Kementerian Kewangan.

12. Deposit dan Pendahuluan

	2024 RM	2023 RM
Deposit - Terimaan Terdahulu	189,078	168,445
Deposit - Cagaran	290,568	192,474
	<u>479,646</u>	<u>360,919</u>

13. Peruntukan Manfaat Kakitangan - Gantian Cuti Rehat

	2024 RM	2023 RM <i>Seperti</i> <i>Dinyatakan</i> <i>Semula</i>
Pada 1 Januari	29,696,907	17,753,441
Tambahan dalam tahun semasa	2,429,936	14,562,028
Pembayaran dalam tahun semasa	(2,031,696)	(2,618,562)
Pada 31 Disember	<u>30,095,147</u>	<u>29,696,907</u>
<u>Analisa Peruntukan Manfaat Kakitangan</u>		
Bayaran tidak melebihi 1 tahun	826,789	623,327
Bayaran melebihi 1 tahun	29,268,358	29,073,578
	<u>30,095,147</u>	<u>29,696,907</u>

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14. Geran Tertunda

	2024 RM	2023 RM
Pada 1 Januari	121,992,574	48,295,886
(+) Tambahan tahun semasa	228,199,272	418,151,236
	350,191,846	466,447,122
(-) Pelunasan tahun semasa	(255,135,449)	(344,454,548)
Pada 31 Disember	95,056,397	121,992,574

Jenis - jenis terimaan geran

- i) Geran pembangunan bertujuan untuk digunakan oleh Pihak Berkuasa yang telah dilantik sebagai agensi pelaksana bagi pembangunan projek-projek di bawah RMK-11 dan RMK-12.
- 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).

15. Pemiutang Sewa Beli

	2024 RM	2023 RM <i>Seperti Dinyatakan Semula</i>
Bayaran pajakan minimum:		
Tidak melebihi 1 tahun	676,955	2,198,253
Melebihi 1 tahun dan tidak melebihi 5 tahun	-	-
	676,955	2,198,253
Tolak: Kos kewangan	-	(36,194)
Nilai kini bayaran pajakan minimum	676,955	2,162,059
Nilai kini bayaran pajakan minimum:		
Tidak melebihi 1 tahun	676,955	2,162,059
Melebihi 1 tahun dan tidak melebihi 5 tahun	-	-
	676,955	2,162,059

16. Hasil daripada Urus Niaga Pertukaran

	2024 RM	2023 RM <i>Seperti Dinyatakan Semula</i>
Caj Pemaliman Udara	90,260,997	81,304,545
Lain-lain	449,884	277,044
Hibah	7,173,391	4,070,769
Peperiksaan Juruterbang	124,620	524,549
Peperiksaan Jurutera	18,200	44,800
	98,027,092	86,221,707

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17. Hasil daripada Urus Niaga Bukan Pertukaran

	2024	2023
	RM	RM
		<i>Seperti</i>
		<i>Dinyatakan</i>
		<i>Semula</i>
<i>Certificate Of Airworthiness</i>	11,689,830	8,725,861
Lesen Juruterbang	6,824,730	6,136,320
Lesen Operasi Lapangan Terbang	1,117,000	4,349,150
Lesen Jurutera	914,828	945,175
Pendaftaran Kapal Terbang	1,122,800	768,167
Sijil Pengendalian Udara / <i>Aviation Operation Certificate (AOC)</i>	1,241,850	1,142,491
Lain-Lain	5,997,093	591,158
Lesen dan Permit Perkhidmatan Udara	872,450	695,475
Persijilan <i>Ground Handling</i>	1,507,724	1,404,570
Geran:		
Geran Mengurus	150,297,000	150,297,000
Pelunasan Geran Pembangunan	50,415,172	48,919,100
Pelunasan Geran Pembangunan lain (klasifikasi belanja operasi kepada belanja pembangunan)	205,467,908	145,238,448
	<u>437,468,385</u>	<u>369,212,915</u>

18. Lain-lain Hasil Pertukaran

	2024	2023
	RM	RM
		<i>Seperti</i>
		<i>Dinyatakan</i>
		<i>Semula</i>
Keuntungan Penjualan Hartanah, Loji dan Peralatan	10,710,713	13,911
Keuntungan Pertukaran Matawang Asing Direalisasi	16,025	109,017
Rebat	8,812	2,695
Lain-lain	(9,124)	4,172
	<u>10,726,426</u>	<u>129,795</u>

19. Upah, Gaji dan Manfaat Pekerja

	2024	2023
	RM	RM
		<i>Seperti</i>
		<i>Dinyatakan</i>
		<i>Semula</i>
Gaji dan Upahan	100,038,285	98,595,665
Elaun dan Imbuhan Tetap	39,855,870	38,254,982
Faedah-Faedah Kewangan yang Lain	5,866,717	4,067,442
Elaun Lebih Masa	1,026,445	979,588
	<u>146,787,317</u>	<u>141,897,677</u>

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20. Anggota Pihak Berkuasa/Pengurusan Kanan

Anggota Pihak Berkuasa 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. Anggota Pihak Berkuasa adalah terdiri dari Pengerusi dan Anggota Pihak Berkuasa yang dilantik oleh Y.B. Menteri Pengangkutan. Agregat elaun yang diterima adalah seperti berikut:

	2024 RM	2023 RM
Elaun Tetap Bulanan Anggota	309,178	378,751
Elaun Kehadiran Mesyuarat Anggota	36,500	34,750
Elaun Kehadiran Mesyuarat Jawatankuasa	42,750	43,750
Jumlah keseluruhan Agregat Elaun	<u>388,428</u>	<u>457,251</u>
<u>Bilangan Ahli / Anggota</u>		
Anggota Pihak Berkuasa	7	7
Anggota Pentabir dan Pengurusan Kanan	3	3

21. Bekalan, Bahan Guna Habis dan Perkhidmatan

	2024 RM	2023 RM <i>Seperti Dinyatakan Semula</i>
Penyelenggaraan dan Pembaikan Kecil yang Dibeli	231,694,537	165,971,088
Perkhidmatan Ikhtisas dan Lain yang Dibeli dan Hospitaliti	53,960,267	51,711,875
Perbelanjaan Perjalanan dan Sara Hidup	9,642,342	5,848,647
Perhubungan dan Utiliti	15,249,226	15,163,549
Bekalan Bahan Mentah dan Bahan untuk Penyelenggaraan Pembaikan	140,538	139,347
Bekalan dan Bahan-Bahan Lain	1,191,485	1,182,185
Pengangkutan Barang-Barang	327,503	177,378
	<u>312,205,898</u>	<u>240,194,069</u>

22. Perbelanjaan sewa

	2024 RM	2023 RM
Perbelanjaan sewa - Kenderaan	896,251	1,012,845
Perbelanjaan sewa - Peralatan	745,403	792,655
	<u>1,641,654</u>	<u>1,805,500</u>

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23. Pemberian Dalam dan Luar Negeri

	2024 RM	2023 RM
Pemberian dalam negeri	125,358	72,800
Pemberian luar negeri	294,795	396,710
	<u>420,153</u>	<u>469,510</u>

Pemberian luar negeri merupakan sumbangan Pihak Berkuasa kepada bagi keahlian ICAO, CANSO dan sebagainya.

24. Perbelanjaan Lain-lain

	2024 RM	2023 RM
Bahan-bahan makanan minuman	65,605	72,851
Aset tidak dipermodalkan	305,462	350,749
Kerugian mata wang asing direalisasi	8,637	145,831
Ganjaran bagi kakitangan berstatus kontrak	262,482	242,009
Hapuskira Akaun Belum Terima	-	162
Duti setem dan pelbagai	294	6,252
Peruntukan penjejasan nilai penghutang	252,721	(206,994)
	<u>895,201</u>	<u>610,860</u>

25. Kos Kewangan

	2024 RM	2023 RM
Faedah sewa beli	<u>36,194</u>	<u>147,167</u>

26. Cukai

	2024 RM	2023 RM
Peruntukan cukai tahun semasa	2,080,416	1,149,631
Terkurang peruntukan tahun sebelum	-	5,242
	<u>2,080,416</u>	<u>1,154,873</u>

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26. Cukai (Sambungan)

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:

	2024 RM	2023 RM
Lebihan sebelum cukai	79,215,251	53,040,751
Kadar cukai pendapatan pada 30%	23,764,575	15,912,225
Pelarasan kesan cukai terhadap:-		
Perbezaan kadar cukai	(71,601)	(71,600)
Pendapatan tidak dikenakan cukai	(161,714,554)	(135,448,094)
Perbelanjaan tidak dibenarkan dari pengiraan cukai	140,101,996	120,757,100
Terkurang peruntukan tahun sebelum	-	5,242
	<u>2,080,416</u>	<u>1,154,873</u>

27. Kakitangan Pengurusan Tertinggi

Di dalam tahun kewangan semasa, Pihak Berkuasa mempunyai pegawai dan kakitangan tetap, kontrak dan peminjaman. Operasi Pihak Berkuasa diuruskan oleh pegawai dan kakitangan Pihak Berkuasa seperti berikut:-

	2024 Bilangan Jumlah	2023 Bilangan Jumlah
Kumpulan Pengurusan Tertinggi	3	3
Kumpulan Pengurusan dan Profesional	616	618
Kumpulan Pelaksana	765	763

28. Pengurusan Risiko Kewangan

28.1 Objektif dan Polisi Risiko Pengurusan

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 urusniaga spekulatif.

28.2 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.

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28. Pengurusan Risiko Kewangan

28.3 Risiko Kadar Faedah

Risiko kadar faedah merupakan risiko nilai saksama atau aliran tunai masa hadapan bagi Pihak Berkuasa akan menurun-naik disebabkan oleh perubahan dalam kadar faedah pasaran.

Pihak Berkuasa terdedah kepada risiko kadar faedah dari simpanan tetap dngan institusi kewangan dan bank berlesen. Simpanan tetap diletakkan pada kadar kompetitif di bawah terma dan syarat yang paling

Analisis sensitiviti nilai saksama bagi instrumen berkadar tetap

Pihak Berkuasa tidak mengakaunkan aset dan liabiliti kewangan berkadar tetap pada nilai saksama melalui lebihan atau defisit. Oleh itu, perubahan kadar faedah pada akhir tahun pelaporan tidak akan menjejaskan lebihan atau defisit.

28.4 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.

	Dalam tempoh setahun RM	Lebih tempoh setahun RM	Jumlah RM
Pada 31 Disember 2024			
Akaun Belum Bayar Bagi Urus Niaga	50,021,762	4,277,036	54,298,798
	<u>50,021,762</u>	<u>4,277,036</u>	<u>54,298,798</u>
Pada 31 Disember 2023			
Akaun Belum Bayar Bagi Urus Niaga	44,489,918	942,376	45,432,294
	<u>44,489,918</u>	<u>942,376</u>	<u>45,432,294</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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28. Pengurusan Risiko Kewangan (Sambungan)

28.5 Risiko Tukaran Asing

Pihak Berkuasa beroperasi di Malaysia dan luar Malaysia dan dengan itu terdedah kepada risiko tukaran asing. Walau bagaimanapun, risiko tukaran asing Pihak Berkuasa adalah minima.

28.6 Nilai Saksama

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

29. 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.

30. Nota Bagi Penyata Perbandingan Bajet Dan Sebenar

Bajet Pihak Berkuasa telah diluluskan dan dibentangkan bagi tempoh kewangan dari 1 Januari 2024 sehingga 31 Disember 2024 dibentangkan dalam Mesyuarat Pihak Berkuasa Bilangan 10/2023 bertarikh 27 November 2023.

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 di dalam penyata perbandingan bajet dan sebenar dan jumlah sebenar dalam penyata aliran tunai bagi tahun kewangan berakhir 31 Disember 2023 adalah seperti di bawah:

	Operasi RM	Pelaburan RM	Pembiayaan RM	Jumlah RM
Jumlah sebenar setanding seperti yang dikemukakan dalam penyata perbandingan bajet dan sebenar	86,747,580	23,801,631	-	110,549,211
Perbezaan asas	(33,851,381)	(47,603,262)	(1,652,822)	(83,107,465)
Jumlah sebenar setanding dalam Penyata Aliran Tunai	<u>52,896,199</u>	<u>(23,801,631)</u>	<u>(1,652,821)</u>	<u>27,441,746</u>

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31. Komitmen Modal

	2024 RM	2023 RM
Diluluskan dan dikontrakkan	2,500,524	5,513,218

Komitmen modal ini adalah bayaran bagi Aset Tidak Ketara.

32. Pelarasan Tahun Lalu

Sebahagian daripada angka-angka bandingan telah diubahsuai bagi mengambilkira kesan klasifikasi semula serta pelarasan tahun lalu beberapa akaun yang telah tersalahnyata. Jumlah bersih salahnyata yang dibuat pelarasan tahun lalu adalah berjumlah RM277,762 menjadikan tambahan bersih beraudit bagi tahun kewangan lalu berubah daripada RM52,762,989 kepada RM53,040,751 iaitu penambahan sebanyak kira-kira 0.5%. Pelarasan tahun lalu ini dibuat bagi memberikan gambaran yang lebih benar dan saksama ke atas penyata kewangan Pihak Berkuasa. Kesan klasifikasi semula serta pelarasan tahun lalu ini ke atas penyata kewangan Pihak Berkuasa adalah seperti berikut:

	Seperti Dinyatakan Terdahulu RM	Klasifikasi Semula RM (Nota a)	Pelarasan Tahun Lalu RM (Nota b)	Seperti Dinyatakan Semula RM
Pada 31 Disember 2023				
<i>Kesan ke atas Penyata Kedudukan Kewangan</i>				
Tunai dan Kesetaraan Tunai	239,740,898	15,000,000	-	254,740,898
Simpanan Tetap	15,000,000	(15,000,000)	-	-
Akaun Belum Terima Bagi Urus Niaga Pertukaran	10,185,583	177,216	-	10,362,793
Deposit & Prabayar	1,617,950	(120,356)	-	1,497,594
Pendahuluan Diri	56,860	(56,860)	-	-
Hartanah, Loji dan Peralatan	7,498,864	-	1,031	7,499,895
Akaun Belum Bayar Bagi Urus Niaga Pertukaran	48,256,650	-	(2,824,356)	45,432,294
Peruntukan Manfaat Kakitangan-Liabiliti Semasa	1,377,713	-	(754,386)	623,327
Peruntukan Manfaat Kakitangan				
-Liabiliti Jangka Panjang	25,781,514	-	3,292,064	29,073,578
Lebihan Terkumpul Kumpulan Wang	78,944,411	-	277,762	79,222,173
<i>Kesan ke atas Penyata Prestasi Kewangan</i>				
Hasil daripada Urus Niaga Pertukaran	85,652,407	569,300	-	86,221,707
Hasil daripada Urus Niaga Bukan Pertukaran	371,047,887	(569,300)	(1,265,671)	369,212,915
Lain-lain Hasil	133,572	-	(3,777)	129,795
Upah, Gaji dan Manfaat Pekerja	142,526,272	(457,251)	(171,344)	141,897,677
Manfaat Anggota Pihak Berkuasa	-	457,251	-	457,251
Bekalan, Bahan Guna Habis dan Perkhidmatan	244,114,246	-	(3,920,177)	240,194,069
Perbelanjaan sewa	1,803,999	-	1,501	1,805,500
Susut Nilai Hartanah, Loji dan Peralatan	2,374,475	-	5,129	2,379,604
Peruntukan Manfaat Kakitangan	12,024,347	-	2,537,681	14,562,028

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32. Pelarasan Tahun Lalu (Sambungan)

Nota b:

Di dalam tahun kewangan sebelum ini, Pihak Berkuasa telah membuat pelupusan aset, membuat pengiraan peruntukan manfaat kakitangan (ganjaran cuti rehat) yang baharu, pengurangan hasil lesen juruterbang, pelarasan tambahan /kurangan belanja kepada upah, gaji dan manfaat pekerja, manfaat Anggota Pihak Berkuasa, bekalan bahan guna habis dan perkhidmatan serta perbelanjaan sewa.

Pelarasan yang sewajarnya telah dibuat di dalam tahun kewangan semasa, bagi memberikan gambaran yang benar dan saksama ke atas baki akaun-akaun atau transaksi-transaksi yang terlibat.

