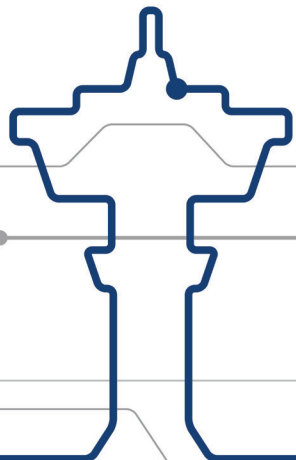


ANNUAL REPORT

CIVIL AVIATION AUTHORITY OF MALAYSIA



CONTENTS

01	CEO'S MESSAGE	3
02	AUTHORITY MEMBERS	4
03	CAAM AUTHORITY'S COMMITTEES	5
04	CAAM MANAGEMENT	6
05	CAAM OVERVIEW	8
06	ORGANIZATION CHART	10
07	CAAM APPROVAL HOLDERS	12
08	CAAM UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS	14
09	AIR TRAFFIC MOVEMENT	15
10	KEY HIGHLIGHTS	16
11	FINANCIAL	26



DATO' CAPTAIN NORAZMAN BIN MAHMUD
Chief Executive Officer

As we reflect on 2023, it has been a year of transformation, resilience, and progress for the Civil Aviation Authority of Malaysia (CAAM). Our unwavering commitment to enhancing aviation safety, regulatory oversight, and industry development has positioned Malaysia as a key player in the global aviation sector.

The past year has seen remarkable strides in the recovery and growth of the aviation industry. With air travel demand rebounding, CAAM has worked diligently to ensure that our aviation infrastructure, regulations, and safety measures keep pace with industry needs. In line with our mission, we have strengthened collaboration with domestic and international stakeholders, reinforcing our commitment to global aviation standards and best practices.

A major highlight of the year was the successful launch of our inaugural Malaysia Aviation Safety Seminar (MASS '23). This event served as a critical platform for aviation stakeholders to exchange insights, share best practices, and reinforce a collective commitment to aviation safety. The overwhelming participation and engagement from industry leaders reaffirmed the importance of collaboration in shaping a safer aviation ecosystem.

Another milestone was the introduction of the CAAM Aviation

CEO'S MESSAGE

Safety Reporting System (CAREs), a transformative step towards improving the efficiency and accessibility of aviation safety reporting. By simplifying the Mandatory Occurrence Reporting (MOR) and Voluntary Occurrence Reporting (VOR) processes, CAREs enhances our ability to proactively identify and mitigate safety risks, ultimately fostering a more robust safety culture in Malaysia's aviation industry.

We also made substantial progress in the digital transformation of aviation services, leveraging technology to enhance efficiency, security, and sustainability. The introduction of new air traffic management initiatives and the adoption of greener aviation practices reflect our dedication to innovation and environmental responsibility.

While we celebrate our achievements, we remain mindful of the challenges ahead. The evolving landscape of aviation requires continuous adaptation, and CAAM is committed to fostering a resilient, sustainable, and forward-looking aviation ecosystem. We will continue to work closely with our stakeholders including industry players, government agencies, and international bodies to uphold Malaysia's status as a trusted aviation hub.

I extend my sincere gratitude to our stakeholders, industry partners, and the entire CAAM team for their unwavering support and dedication. Your commitment has been instrumental in driving our success, and I am confident that, together, we will continue to elevate Malaysia's aviation industry to new heights.

Let us move forward with innovation, excellence, and a shared vision for a safer and more sustainable aviation future.

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*



**YBHG. TAN SRI PROF.
DATO' IR. DR. CHUAH
HEAN TEIK**
*Authority Member
Independent & Non-
Executive*

CAAM AUTHORITY'S COMMITTEES

Technical and Licensing Committee

Chairman

- Datuk Ben Chan Chong Choon

Members

- Dato' Mohamed Sharil bin Mohamed Tarmizi
- Dato' Captain Norazman bin Mahmud (CEO)

Finance Committee

Chairman

- Norizam binti Abas

Members

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

Procurement Committee

Chairman

- Dato' Normah binti Osman

Members

- Tan Sri Ir. Prof. Dato' Dr. Chuah Hean Teik
- Dato' Captain Norazman bin Mahmud (CEO)

Nomination and Remuneration Committee

Chairman

- Dato' Mohamed Sharil bin Mohamed Tarmizi

Members

- Datuk Ben Chan Chong Coon
- Dato' Captain Norazman bin Mahmud (CEO)

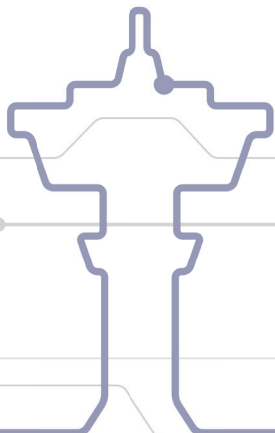
Audit, Risk and Integrity Committee

Chairman

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

Members

- Tan Sri Dato' Seri Dr. Halim Mohammad
- Dato' Captain Norazman bin Mahmud (CEO)



CAAM MANAGEMENT



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



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



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



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



**CAPTAIN
EMILIA BINTI
KAMARUDIN**
*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*



**SURESH VB
MENON**
*Air Navigation
Services
Operations*



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



**NASURUDDIN
BIN ZAINOL
ABIDIN**
*Air Navigation
Services Safety*



**MOHD RAZI BIN
ABU SAMAH**
CAAM Sabah



**HAJIJAH BINTI
MOHD BUJANG**
CAAM Sarawak



**AZMAN BIN
AHMAD**
*Malaysia
Aviation
Academy (MAvA)*



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



**NORAZILAH
BINTI
ABDULLAH**
*Finance
Management*



**HASLINDATUL
IKMAR BINTI
KHISHAM**
Legal Advisor



**MOHD RASHIDI
BIN ABDUL
RAHIM**
*State Safety
Program*



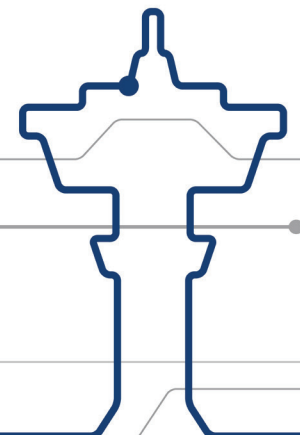
**NURILYA ANIS
BINTI AB RAHIM**
*Corporate
Communications*



**NUR FAZIRA
BINTI
SHAHARUDIN**
Integrity



**NOOR ILANI
BINTI MAT
HASSAN**
Internal Audit



CAAM OVERVIEW

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

CAAM's main role is to contribute to the development of Malaysia's civil aviation technical sector and 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.

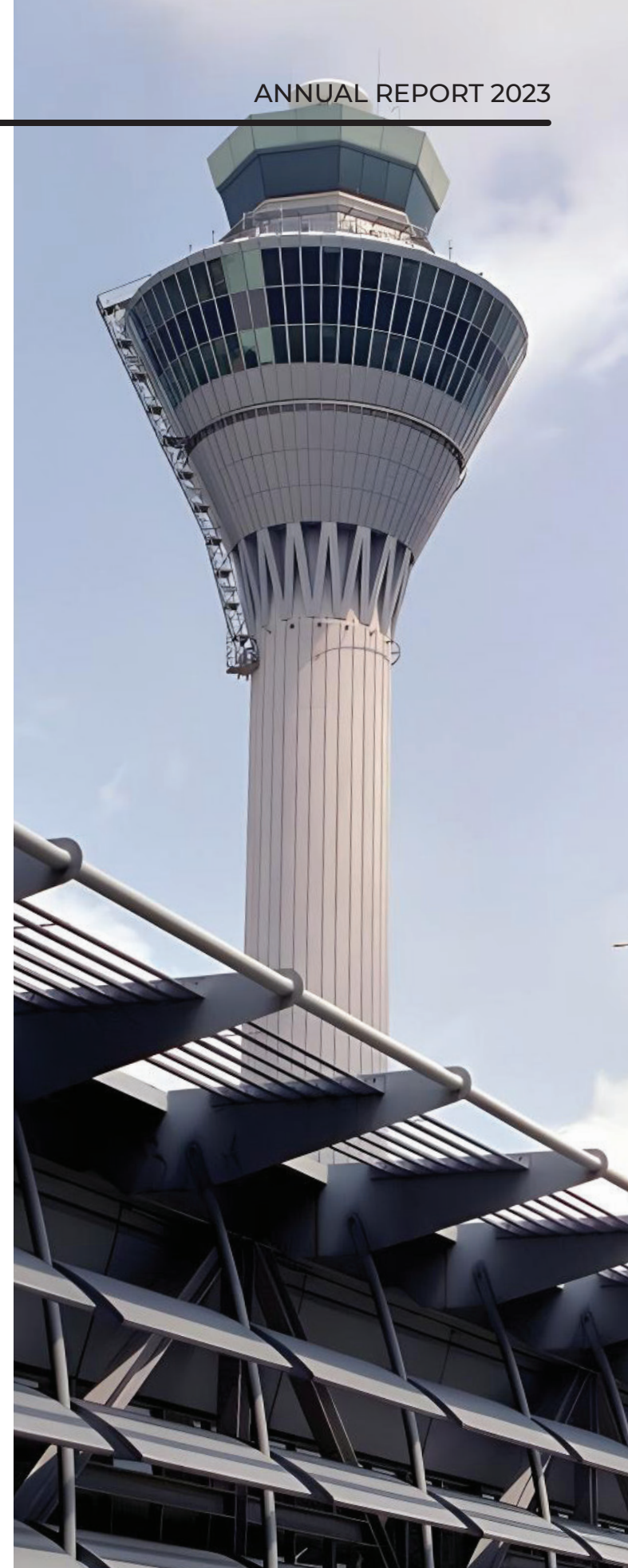


CAAM establishes a comprehensive policy covering all key aspects of aviation, focusing on growth areas, strategic development objectives, long-term strategies and transformational approaches.

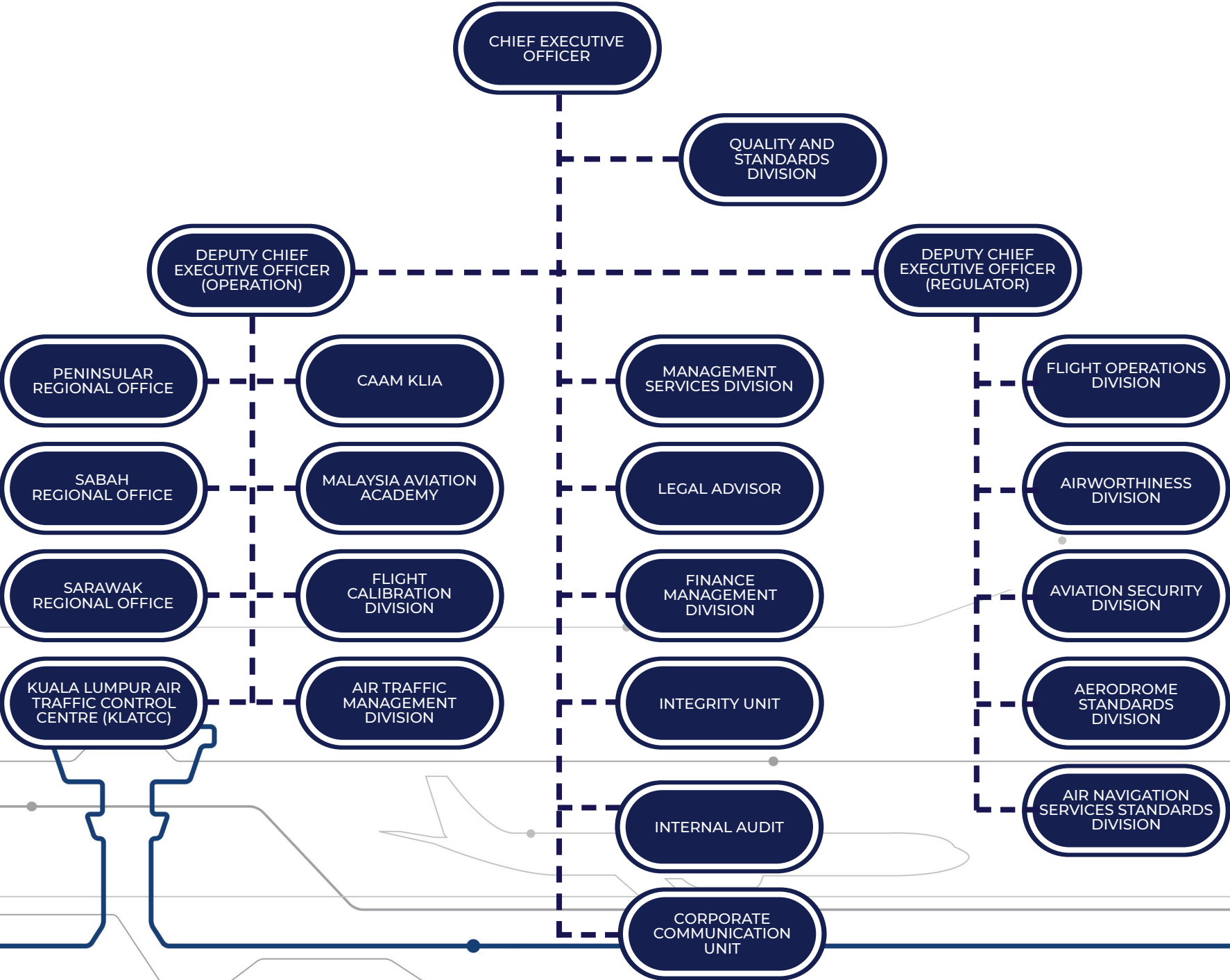
One of CAAM's vital role is maintaining the country's competitive edge within the global aviation sector. As a regulatory body, CAAM's responsibilities as provided under Act 788 include:

- **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.**

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.



ORGANIZATION CHART





VISION

To be the world's leading aviation authority.



MISSION

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



CAAM
APPROVAL HOLDERS

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



804

Registered Aircraft

30

Air Operator Certificate Holders (AOC)

114

Certificate of Aerodrome (CoA)

211

Maintenance, Repair and Overhaul Organisations (MRO)

38

Continuing Airworthiness Management Organisation (CAMO)

19

Maintenance Training Organisations (MTO)



Flight Crew License Holders

Active

4313

Total Pilot

14985

Aircraft Maintenance License Holders

3853**9**

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

17

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

5

Approved Training
Organisation-Flying Club
(ATO-FC)

1

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

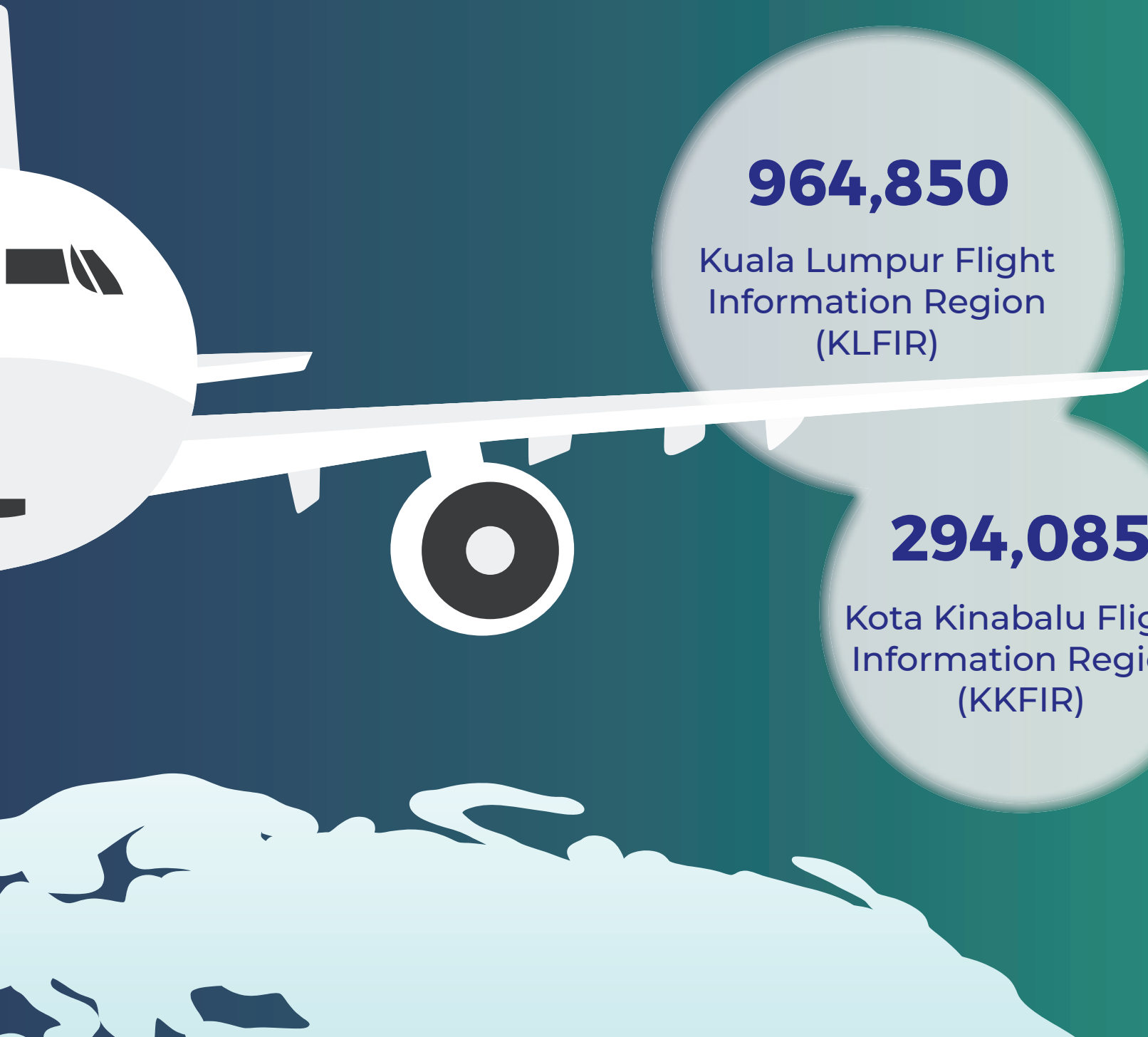
2

Approved Training Organisation
- Air Traffic Control

CAAM
**UNMANNED AIRCRAFT SYSTEM (UAS)
OPERATIONS**



AIR TRAFFIC MOVEMENTS

A stylized white airplane is shown in profile, flying from left to right. The background is a dark blue gradient with light blue clouds at the bottom. Two light blue circular callouts contain text about air traffic movements.

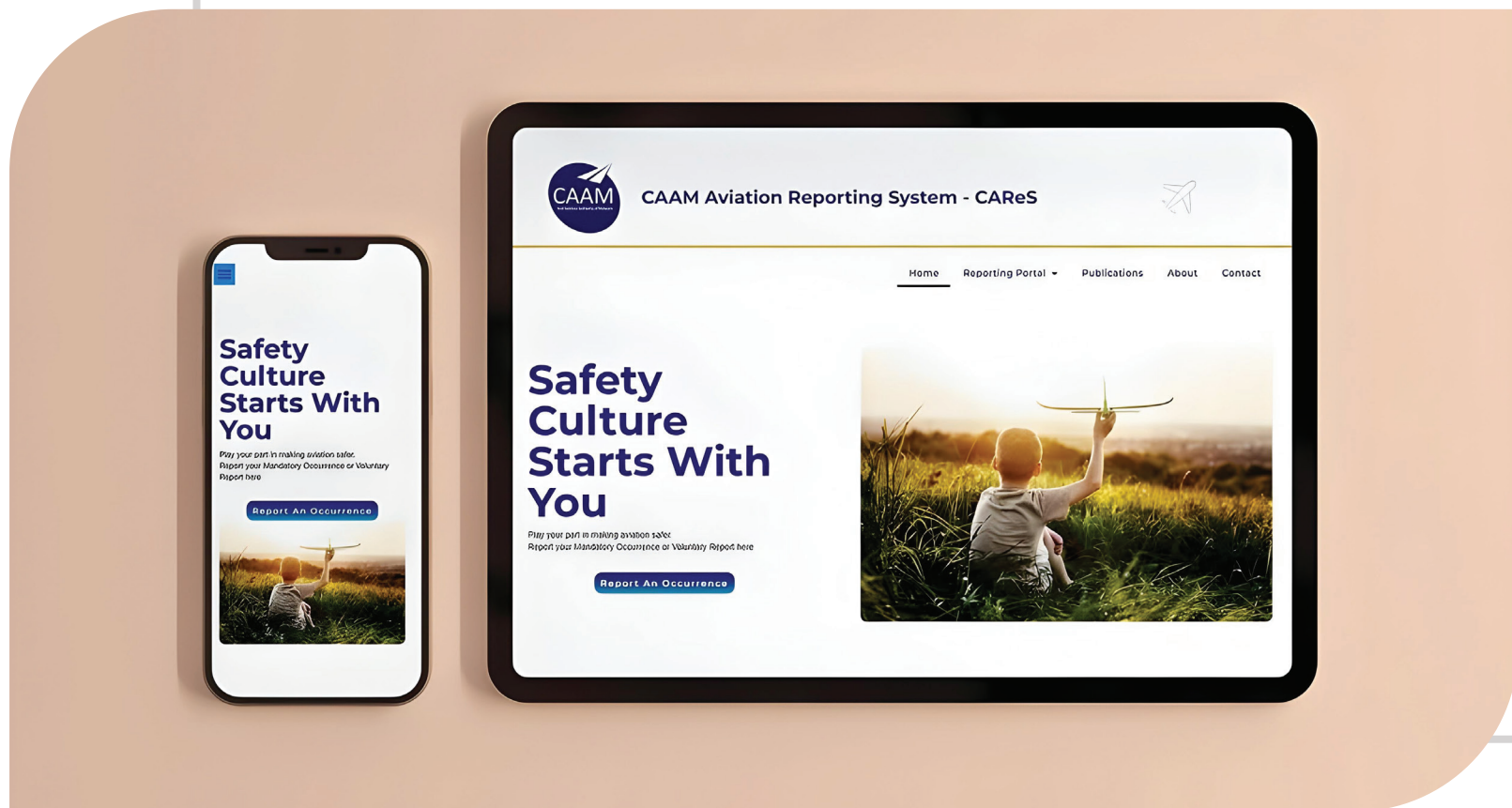
964,850

Kuala Lumpur Flight
Information Region
(KLFIR)

294,085

Kota Kinabalu Flight
Information Region
(KKFIR)

KEY HIGHLIGHT



The Launch of CAAM Safety Reporting System (CAREs)

As part of CAAM's effort to increase efficiency and ease the process of Mandatory Occurrence Reporting (MOR) and voluntary occurrence reporting (VOR), CAAM had successfully launched the CAAM Aviation Safety Reporting System or known as CAREs. This new system which can be accessible via the CAAM website replaces the previous reporting channel with the aim of improving the reporting process and encouraging reporting culture in Malaysian aviation industry.

Reporting occurrences is of paramount importance in the aviation industry as it helps to identify potential

hazards, reduce risks, and improve safety standards. CAREs is designed as a platform that simplifies the reporting process, making it easier for aviation stakeholders to report occurrences.

CAAM recognises that mandatory and voluntary reporting is essential in ensuring that all incidents, hazards, and near-misses are reported, which helps to identify potential safety issues and allows for corrective actions to be taken. The introduction of CAREs is a significant step towards improving the safety culture in the aviation industry in Malaysia.

The Launching of Certified Unmanned Aircraft System (C-UAS) and Manned Electric Vertical Take-off and Landing (eVTOL) National Regulatory Sandbox (NRS)

CAAM together with Futurise Sdn Bhd officially launched the Certified Unmanned Aircraft System (C-UAS) and Manned Electric Vertical Take-off and Landing (eVTOL) National Regulatory Sandbox (NRS). The launching ceremony was officiated by YB Datuk Haji Hasbi Haji Habibollah, Deputy Minister of Transport and witnessed by Dato' Captain Norazman Mahmud, CEO of CAAM and Rosihan Zain Baharudin, Chief Executive Officer of Futurise.



Announced during the RegTalk series under the theme “Advanced Air Mobility (AAM) & Certified UAS Regulatory Challenges”, the certification and regulatory sandbox hopes to balance public safety with industry needs. The initiatives are also aimed at facilitating a conducive environment while enabling active and unhindered cultivation of innovative air mobility solutions to pave the way for Malaysian smart mobility. Manned eVTOL NRS on C-UAS will ensure all UAS operating within the sandbox meets all regulatory standards as set by CAAM, an essential requirement to certify that all UAS that are to be deployed during testing are operated under equivalent safety standards.



CAAM Introduces Customer Relationship Management (CRM) and CAAM Stakeholder Engagement Committee (CSEC)

CAAM organised an industry engagement session at the Kuala Lumpur Air Traffic Control Centre (KLATCC) in Sepang, Selangor with more than 50 representatives of the country's aviation industry players in attendance. The session saw CAAM introducing two new initiatives, the Customer Relationship Management (CRM) and CAAM Stakeholder Engagement Committee (CSEC). These two platforms serve as a vehicle to facilitate discussions on air navigation service operations issues between CAAM and the aviation industry stakeholders. The effort was well received by stakeholders and is expected to help drive the aviation industry to greater heights.

Search and Rescue Exercise (SAREX) LIMA'23 in Langkawi, Kedah

In preparation for the Langkawi International Maritime & Aerospace (LIMA) Exhibition that takes place biennially, a Level III Search and Rescue Exercise (SAREX) LIMA was organised to assess the capabilities and preparedness of participating Search and Rescue (SAR) agencies under the National SAR Organisation in the event of any air, land or sea emergencies during the LIMA Exhibition.

The exercise was organised and coordinated by CAAM and Royal Malaysian Air Force (RMAF) in collaboration with National SAR Agencies and private companies that was held at Langkawi, Kedah from 9th to 11th May 2023. Among the programmes for SAREX LIMA'23 includes the Main Exercise Brief (MEB), the Water SAREX Level III and the Land SAREX Level III. A total of 982 participants from various Government Agencies and private entities participated in the exercise.

The standard operating procedures were put to the test during the SAREX LIMA '23 to ensure its effectiveness and feasibility. All in all, the objectives and the requirements of Malaysia National SAR Plan were fulfilled by the huge success of this event.



Asia Pacific Summit for Aviation Safety (AP-SAS) 2023

CEO of CAAM, Dato' Captain Norazman Bin Mahmud had the honour of being one of the panellists for the High-Level Panel on Aviation Safety during the Asia Pacific Summit for Aviation Safety (AP-SAS) 2023 held in Singapore. The session was moderated by Mr. Han Kok Juan, Director-General, Civil Aviation Authority of Singapore (CAAS) and other panellists included Dr. Liu Fang, Special Representative of the Administrator, Civil Aviation Administration of China; Ms. Theresa Maria O'Boyle-Levestam, Acting Chief Executive Civil Aviation Authority of Fiji; Capt. Manuel Antonio L. Tamayo, Director-General Civil Aviation Authority of Philippines and Mr. Philip Goh, Regional Vice President, Asia Pacific, International Air Transport Association (IATA).

The high-level panel session addressed key topics of safety challenges during the pandemic, future recovery plans in the Asia-Pacific region and initiatives to support one another to rebuild the aviation sector. The AP-SAS program, brought together senior leaders and aviation professionals from regulators, airlines, aircraft manufacturers, maintenance organizations, air navigation service providers and aerodrome operators from across the Asia Pacific region to discuss aviation safety challenges and initiatives.



CAAM's Strategic Initiative of Short SIDs And STARs For A Sustainable And Efficient Aviation Industry

The aviation industry was seriously affected by the COVID-19 pandemic, and its recovery was an immediate priority for governments and stakeholders around the world. Following this, CAAM made the proactive approach to publish the short Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs) to facilitate airliners in their post COVID-19 recovery. This initiative benefits the overall civil aviation industry including air operators, air traffic controllers (ATC), and the environment.

SIDs and STARs are standardised routes that aircraft must follow during take-off and landing. These procedures are essential for ensuring safe and efficient operations in

congested airports. SIDs are procedures used by aircraft during take-off to navigate from the runway to the en-route phase of flight. STARs, on the other hand, are procedures used by aircraft during landing to navigate from the en-route phase of flight to the runway.

The use of SIDs and STARs has several advantages for the aviation industry, including reduced workload on air traffic controllers and improved safety. These procedures also help to reduce fuel consumption and emissions, resulting in cost savings and environmental benefits. These advantages are achieved as the published SID STARs provide the airlines, pilots and ATC a known flight path that allows proper planning, structured approach to departures and arrivals and this in turn promotes safety when all users including the Controllers are trained and familiar with these paths.

The initiative to develop these short SID STARs also came as part of CAAM's effort to promote carbon and cost reduction for all. These shortened procedures were published officially and had already taken into account the movement capacity that allowed these gaps, shortened flying distances and safe separation between aircraft. The key advantage here is that airlines flying these routes during these published times can now plan these shortened routes resulting in a much lesser fuel order due to these procedures. The reduction in fuel order is a direct saving that can be reflected in the airline annual fuel budget and recorded as immediate carbon footprint reduction.

The development of these procedures of short SIDs and STARs in Malaysian airspace was a joint collaborative work with air operators, ATC, and other aviation stakeholders. Modern aircraft today are equipped with Area Navigation (RNAV) and Required Navigation Performance (RNP) capabilities which allow the SID/STAR to be designed in such ways that were previously impossible. It enables pilots to use onboard GPS technology to follow exact tracks without the assistance of ground-based navigational aids. Short SIDs and STARs are aimed to reduce fuel use, exhaust emissions, and noise pollution, particularly in neighbourhoods near airports, by minimising the distance for an aircraft to fly. These new procedures are expected to benefit airlines and ATC in various ways, including improving safety, efficiency, and reducing operational costs.

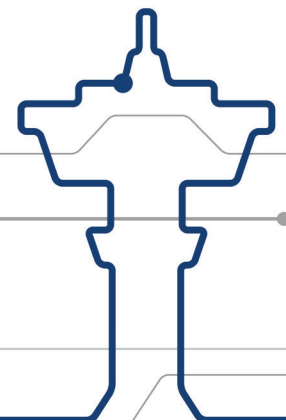
Short SIDs and STARs have several benefits to airlines, that includes reducing fuel consumption, improving safety, and reducing operational costs by optimizing aircraft flight paths, resulting in shorter flight times, reduced delays, and improved on-time performance. By flying the pre-determined standard procedure which shortens the track miles from the conventional route, fuel consumption and carbon emissions can be reduced, resulting in cost savings and environmental benefits. These procedures also help to reduce the workload of pilots and improve situational awareness which leads to safer operations. By collaborating with CAAM in the

development and publication of SIDs and STARs, air operators may contribute to the improvement of the aviation industry's safety and efficiency standards.

Short SIDs and STARs will also benefit ATC by reducing their workload and improving situational awareness. When aircraft fly the pre-determined standard procedures, ATC can manage air traffic more efficiently, leading to safer and more efficient operations without applying conventional tactical vectoring. These procedures also allow ATC to handle higher traffic volumes, reducing delays and improving on-time performance.

The aviation industry has a significant impact on the environment, with emissions from aircraft contributing to climate change. Short SIDs and STARs can help to reduce the aviation industry's impact on the environment by reducing fuel consumption and emissions. By optimizing flight paths, short SIDs and STARs can help to reduce the aviation industry's carbon footprint. These procedures at the same time can also help to reduce noise pollution, resulting in a quieter and more environmentally friendly aviation industry.

CAAM's efforts towards publishing short SIDs and STARs in Malaysia's airspace have significant benefits to the aviation industry, including improving safety, efficiency, and reducing carbon emissions. These procedures benefit not just to airlines and ATC, but also the environment. CAAM will continuously analyse and improve the short SIDs and STARs to ensure that they are safe, efficient, and optimized to reduce fuel consumption and carbon emissions. CAAM continues to work collaboratively with all stakeholders to gather feedback and improve the procedures from time to time.



CAAM Signs Air Traffic Services Coordination Procedures Agreement With DGCA Indonesia and AirNav Indonesia

CAAM, Directorate General of Civil Aviation (DGCA) Indonesia and Indonesia's Air Navigation Service Provider, AirNav will work in partnership through Air Traffic Services Coordination Procedures agreement as part of Malaysia and Indonesia's collective commitment to enhance safety, efficiency, and growth of the civil aviation industry. The signing ceremony was held in Denpasar, Bali, Indonesia and represented by Dato' Captain Norazman Bin Mahmud, Chief Executive Officer of CAAM, Captain Sigit Hani Hadiyanto, Director of Air Navigation, DGCA Indonesia and Mrs. Polana B. Pramesti, President Director Airnav Indonesia.

This milestone not only underlines the commitment of CAAM, DGCA Indonesia and AirNav Indonesia towards enhancing the safety and efficiency of our shared skies but also represents the embodiment of robust coordination and collaboration. This joint effort will streamline air traffic processes and ensure our airspace remains one of the safest and most efficient, globally. With coordinated procedures in place, air traffic management will be a harmonious concert of precision and expertise.

This collaboration also stands as a testament to the strength and trust between the two nations and embodies our shared vision of an interconnected and efficient aviation future, where seamless skies foster growth, connectivity, and opportunities. Additionally, this coordinated airspace brings forth not just safety and efficiency but economic growth and opportunities. With increased efficiency, flight delays are reduced, and connectivity increased which allows more opportunities in trade and tourism. The economic significance of this agreement extends beyond airports and airspace, promising growth and employment opportunities for both Malaysia and Indonesia.



CANSO Asia Pacific Conference 2023 in Bali, Indonesia

CAAM delegation led by Mr. Zainul Abidin Bin Maslan, Deputy CEO (Operations) joined the CANSO Asia Pacific Conference 2023 in Bali, Indonesia, hosted by AirNav Indonesia. The event that gathers Air Traffic Management (ATM) leaders from across the Asia Pacific (APAC) region provides a platform for collaboration, innovation and knowledge sharing in ATM for the APAC region as well as chances to connect industry leaders to discuss the latest advancements and challenges in the region. Mr. Zainul Abidin was invited as a panel speaker with the topic "Fostering Culture and Talent Development for Innovation". He also shared on CAAM's latest initiatives including CAAM Stakeholder Engagement Committee (CSEC).



CAAM Organises The Inaugural Malaysia Aviation Safety Seminar 2023

CAAM, in collaboration with the Federal Aviation Administration (FAA) and The Boeing Company successfully launched the inaugural Malaysia Aviation Safety Seminar 2023 (MASS '23) in Kuala Lumpur. The seminar themed "Promoting unified aviation safety across the region" was officiated by the Honorable Anthony Loke Siew Fook, Minister of Transport with delegates from 39 International Civil Aviation Organization (ICAO) Member States in attendance.

MASS '23 marks a significant milestone as key industry players gather to address the importance of promoting unified aviation safety across the region. Through collaboration and the sharing of best practices, CAAM strives to foster a safer aviation environment. The organizing of MASS '23 is part of Malaysia's commitment as a member of ICAO Council to uphold the mission of encouraging aviation safety, innovation, and sustainability.

This biennial safety seminar, held from 22nd to 23rd of August 2023 aims to address current and emerging aviation safety topics, promote best industry practices, and encourage safety data sharing among key industry players. This is to build a strong and proactive aviation safety culture based on a comprehensive safety management system and active engagements between aviation regulatory bodies, aircraft manufacturers, airlines and airport operators from the Asia Pacific Region.

The two-day seminar covers a wide range of topics, including aircraft maintenance, air traffic control procedures, ramp inspections, runway safety programme, emergency preparedness and positive safety culture. The main goal of the event is to encourage information sharing among participants, allowing them to share expertise and views on the implementation of civil aviation safety oversight systems in their respective countries. In addition to that, MASS '23 offers a vibrant environment for aviators to connect with industry leaders and discuss the latest trends and innovations in the aviation sector.





Malaysia and Indonesia Collaborates for the Malaysia-Indonesia Search And Rescue Exercise Siri 42/2023

In strengthening border cooperation between Malaysia and Indonesia in Search and Rescue (SAR) operations, CAAM with support by the Malaysian National Security Council, and Indonesia National Search and Rescue Agency (BASARNAS) joined forces for a Search and Rescue Exercise Malaysia-Indonesia (SAREX MALINDO) Siri 42/2023 from 3rd to 5th October 2023 in Kuching, Sarawak and Pontianak, Indonesia.

The yearly exercise was conducted at multiple locations including Kuching Aeronautical Rescue Sub Centre (ARSC) Sarawak; Kansar Pontianak, West Kalimantan and Indonesia RCC in Jakarta. The Tabletop Exercise (TTX)/Level II and Field Training Exercise (FTX)/Level III was held to strengthen the readiness of all agencies involved under SAR Malaysia-Indonesia in the event of an air accident SAR Malaysia-Indonesia at any area within the border of the two countries.

World Safety and Operations Conference (WSOC) The International Air Transport Association (IATA) Forum in Hanoi, Vietnam

Dato' Captain Norazman Mahmud, CEO of CAAM had the honour of speaking as a panellist during the closing of World Safety and Operations Conference (WSOC) The International Air Transport Association (IATA) Forum on the topic of "Advancing the Leadership Agenda: A Conference Review" in Hanoi, Vietnam. Other speakers of this session includes Mr Blair Cowles, Regional Director Operations, Safety, and Security, Asia-Pacific, IATA; Mr. Timothy Arel, COO of the Air Traffic Organization, US Federal Aviation Administration (FAA) and Mr. Ho Minh Tan, Deputy Director General of The Civil Aviation Authority of Vietnam (CAAV).

One of the key highlights of the WSOC IATA wrap-up session was the emphasis placed on the critical importance of collecting, processing, and sharing data among countries in the aviation sector, as well as stressing the significance of implementing technologies like AI to enhance aviation safety.





126th Civil Air Navigation Services Organisation (CANSO) Executive Committee (ExCOM) Meeting in Dubai, United Arab Emirates

Dato' Captain Norazman Mahmud, CEO of CAAM proudly represented Malaysia at the 126th Civil Air Navigation Services Organisation (CANSO) Executive Committee (ExCOM) Meeting held in conjunction with the prestigious Dubai Airshow in Dubai, United Arab Emirates.

During the 125th CANSO ExCOM meeting in September 2023, the meeting unanimously agreed to appoint Dato' Captain Norazman Mahmud as one of the Executive Committee members of CANSO, assuming the role of ExCOM Safety Champion. This not only reflects CAAM's commitment to excellence but also positions CAAM at the forefront of global aviation governance. This recognition further strengthens CAAM's dedication to continuously enhance safety and security for a sustainable aviation industry towards Safe Sustainable Skies.

Being part of CANSO opens up avenues for collaboration, knowledge exchange, and global partnerships. This affiliation will not only enhance CAAM's capabilities but also promote Malaysia on the international aviation stage. Together, CAAM will continue to elevate the country's standards, contribute to industry innovation, and showcase the excellence of the Malaysian aviation industry.

CAAM Organises Aviation Safety Culture Campaign Program at Redang Island Airport

CAAM successfully organized the Aviation Safety Culture Campaign Program at Pulau Redang Airport, Terengganu in collaboration with Malaysia Airports, Berjaya Air and SKS Airways. The program, officiated by YB Datuk Haji Hasbi Habibollah, Deputy Minister of Transport, aims to provide exposure to local residents on the safety aspects of aviation specifically within the airport vicinity.

With support from the Terengganu State Government and the Ministry of Transport, the program was attended by more than 200 local residents. Participants were given the opportunity to interact and engage with aviation personnel, explore the exhibition booths, go on a special tour of the displayed aircraft and various other side activities.

Also present were Deputy Mr. Zainul Abidin Maslan, Chief Executive Officer (Operations) of CAAM; Mr. Mohamad Radzuan Mazlan, Secretary of the Air Division of the Ministry of Transport; Mr. Kamaruzzaman Razali, Senior General Manager of Malaysia Airports Sdn. Bhd.



Third ICAO Conference on Aviation and Alternative Fuel (CAAF/3) in Dubai, United Arab Emirates

Dato' Captain Norazman Mahmud, CEO of CAAM proudly represented Malaysia at the Third ICAO Conference on Aviation and Alternative Fuel (CAAF/3) from 20-24 November 2023 in Dubai, United Arab Emirates. Joining him were esteemed delegates from the Ministry of Transport Malaysia (MOT) along with two representatives from Petronas.

The conference, with representatives from 193 ICAO Member States, serves as a crucial platform for international collaboration. The primary agenda revolves around discussions on the ICAO Global Framework for Sustainable Aviation Fuel (SAF), Low Carbon Aviation Fuels (LCAF), and other cleaner energy solutions. The overarching goal is to achieve a Long-Term Global Aspirational Goal (LTAG) of net-zero carbon emissions by 2050.

During the conference, the Malaysian delegation highlighted the Nation's commitment to environmental responsibility and showcase initiatives undertaken by Malaysia to contribute to the global effort. With a focus on alternative fuels and cleaner energies, Malaysia aims to contribute to a resilient and environmentally conscious aviation sector.



International Civil Aviation Organization Regional Aviation Safety Group-Asia Pacific 13 (ICAO RASG-APAC/13) in Hong Kong

CAAM participated in the ICAO RASG-APAC/13 hosted in Civil Aviation Department (CAD) Hong Kong from 18 to 19 December 2023. Representatives from 20 states in the Asia-Pacific region and eight international organisations convened to discuss crucial aviation safety matters.

For this meeting, CEO of CAAM, Dato' Captain Norazman Mahmud was elected as the Chair for a three-year term, while Ms. Clara Wong from CAD Hong Kong assumes the role of Vice-Chair. In his capacity

as the Chair, Dato' Captain Norazman takes on a leading role in championing safety in the Asia Pacific (APAC) region.

During the event, Malaysia showcased its commitment to advancing aviation safety with the presentation of two working papers, highlighting initiatives on digitalisation in safety and streamlining personnel licensing processes within the Malaysian aviation sector. The ICAO RASG-APAC meeting is an important forum to discuss aviation safety related issues, to share experiences and best practices, as well as to take appropriate actions to enhance safety in the Asia Pacific regions and globally.

FINANCIAL REPORT



SIJIL KETUA AUDIT NEGARA MENGENAI PENYATA KEWANGAN PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA BAGI TAHUN BERAKHIR 31 DISEMBER 2023

Sijil Mengenai Pengauditan Penyata Kewangan

Pendapat

Saya telah memberikan kuasa kepada firma audit swasta di bawah subseksyen 7(3) Akta Audit 1957 [Akta 62] untuk mengaudit Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia. Penyata kewangan tersebut merangkumi Penyata Kedudukan Kewangan pada 31 Disember 2023 Pihak Berkuasa Penerbangan Awam Malaysia dan Penyata Prestasi Kewangan, Penyata Perubahan Aset Bersih, Penyata Aliran Tunai serta Penyata Perbandingan Bajet dan Amaun Sebenar bagi tahun berakhir pada tarikh tersebut dan nota kepada penyata kewangan termasuklah ringkasan polisi perakaunan yang signifikan seperti yang dinyatakan pada muka surat 3 hingga 31.

Pada pendapat saya, penyata kewangan ini memberikan gambaran yang benar dan saksama mengenai kedudukan kewangan Pihak Berkuasa Penerbangan Awam Malaysia pada 31 Disember 2023 dan prestasi kewangan serta aliran tunai bagi tahun berakhir pada tarikh tersebut selaras dengan Piawaian Perakaunan Sektor Awam Malaysia (MPSAS) dan keperluan Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 [Akta 788].

Asas Kepada Pendapat

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

Kebebasan dan Tanggungjawab Etika Lain

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

Maklumat Lain Selain Daripada Penyata Kewangan dan Sijil Juruaudit Mengenainya

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

Tanggungjawab Anggota Pihak Berkuasa Terhadap Penyata Kewangan

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

Semasa penyediaan Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia, Anggota Pihak Berkuasa bertanggungjawab untuk menilai keupayaan Pihak Berkuasa Penerbangan Awam Malaysia untuk beroperasi sebagai satu usaha berterusan, mendedharkannya 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:

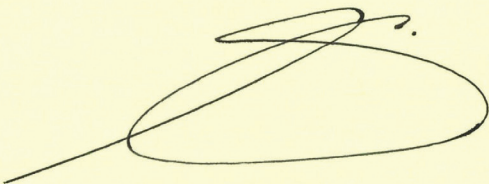
- a. mengenal pasti dan menilai risiko salah nyata ketara dalam Penyata Kewangan Pihak Berkuasa Penerbangan Awam Malaysia, sama ada disebabkan fraud atau kesilapan, merangka dan melaksanakan prosedur audit yang responsif terhadap risiko berkenaan serta mendapatkan bukti audit yang mencukupi dan bersesuaian 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 diperolehi, 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 diperolehi 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

Pihak Berkuasa Penerbangan Awam Malaysia perlu mengenalpasti hasil yang diterima daripada pembayar yang sah supaya rekod Akaun Pemiutang Lain memberi gambaran yang tepat.

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 BINTI WAN MOHD RADZI)
KETUA AUDIT NEGARA
MALAYSIA

PUTRAJAYA
12 NOVEMBER 2024



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

Kami, Dato' Mohamed Sharil Bin Mohamed Tarmizi dan Encik Lim Yong Heng 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 2023 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: 27 JUN 2024



ENCIK LIM YONG HENG

Anggota Pihak Berkuasa Penerbangan Awam Malaysia

Tarikh: 27 JUN 2024

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)

PUTRAJAYA WILAYAH PERSEKUTUAN
di.....)

pada **27 JUN 2024**)

Dibadapan saya,


MALAYSIA
PESURUHJAYA SUMPAH

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 2023

	NOTE	2023 (RM)	2022 (RM) (Restated)	2021 (RM) (Restated)
CURRENT ASSETS				
Cash and Bank Balances	4	239,740,898	124,242,061	54,821,099
Fixed Deposits	5	15,000,000	-	-
Accounts Receivable for Exchange Transactions	6	10,185,583	9,860,779	8,530,020
Accounts Receivable for Non-Exchange Transactions	7	811,651	1,480,943	827,785
Deposits and Prepayments	8	1,617,950	643,851	543,495
Advances		56,860	2,806	6,092
Total Current Assets		267,412,942	136,230,440	64,728,491
NON-CURRENT ASSETS				
Property, plant, and equipment	9	7,498,864	8,623,250	6,732,341
Work in Progress	10	5,064,278	2,136,847	386,847
Total Non-Current Assets		12,563,142	10,760,097	7,119,188
Total Assets		279,976,084	146,990,537	71,847,679
CURRENT LIABILITIES				
Accounts Payable for Exchange Transactions	11	48,256,650	48,291,248	20,584,430
Deposits and Advances	12	360,919	358,445	169,135
Income Tax Provisions		1,100,245	9,332	49,383
Provision for Employee Benefits	13	1,377,713	1,539,908	1,561,921
Deferred Grant	14	121,992,575	48,295,886	28,912,109
Hire Purchase Creditor	15	2,162,057	2,783,837	2,911,755
Total Current Liabilities		175,250,159	101,278,656	54,188,733
NON-CURRENT LIABILITIES				
Provision for Employee Benefit	13	25,781,514	16,213,533	15,985,986
Hire Purchase Creditor	15	-	2,162,056	1,051,486
		25,781,514	18,375,589	17,037,472
Total Liabilities		201,031,673	119,654,245	71,226,205
NET ASSETS		78,944,411	27,336,292	621,474
NET ASSETS				
Accumulated Surplus of The Authority's Funds		78,944,411	27,336,292	621,474
TOTAL NET ASSETS		78,944,411	27,336,292	621,474

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

CIVIL AVIATION AUTHORITY OF MALAYSIA

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

STATEMENT OF FINANCIAL PERFORMANCE FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2023

REVENUE	NOTE	2023 (RM)	2022 (RM) (Restated)
Revenue from Exchange Transactions	16	85,652,407	59,046,476
Revenue from Non-Exchange Transactions	17	371,047,887	359,661,385
Other Revenues	18	133,572	104,401
Total Revenue		456,833,866	418,812,262
EXPENSES			
Wages, Salaries and Employee Benefits	19	142,526,272	140,242,361
Supplies, Consumables and Services	20	244,114,246	240,423,526
Rental Expenses	21	1,803,999	3,390,749
Domestic and Foreign Contributions	22	469,510	336,950
Other Expenses	23	610,858	646,350
Depreciation of Property, Plant and Equipment	9	2,374,475	2,405,603
Finance Lease Cost	24	147,167	254,162
Provision for Employee Benefits	13	12,024,347	4,150,223
Total Expenses		404,070,874	391,849,924
Accumulated Surplus Before Tax		52,762,992	26,962,338
Tax	25	(1,154,873)	(247,520)
NET SURPLUS FOR THE CURRENT YEAR		51,608,119	26,714,818

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

CIVIL AVIATION AUTHORITY OF MALAYSIA

(Incorporated under the Civil Aviation Authority of Malaysia Act 2017 – Act 788)
STATEMENT OF CHANGES IN NET ASSETS
AS AT 31 DECEMBER 2023

	NOTE	The Accumulated Surplus of The Authority’s Funds (RM)	Total Net Assets (RM)
Balance As At 1 January 2022		869,292	869,292
Prior Year’s Adjustment on 1 January 2022	33	(247,818)	(247,818)
		621,474	621,474
Surplus For the Financial Year		26,714,818	26,714,818
Balance As At 31 December 2022		27,336,292	27,336,292

	The Accumulated Surplus of The Authority’s Funds (RM)	Total Net Assets (RM)
Balance As At 1 January 2023	27,336,292	27,336,292
Surplus For the Financial Year	51,608,119	51,608,119
Balance As At 31 December 2023	78,944,411	78,944,411

CIVIL AVIATION AUTHORITY OF MALAYSIA

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

STATEMENT OF CHANGES OF CASH FLOWS FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2023

	NOTE	2023 (RM)	2022 (RM) (Restated)
Cash Flows from Operating Activities			
Surplus For the Financial Year		52,762,992	26,962,338
Adjustments for:			
Hibah		(4,070,768)	(1,054,685)
Gain on Sale of Assets		(17,688)	(14,785)
Foreign Currency Exchange Losses		36,814	891
Loss on disposal of Property, Plant and Equipment		-	2
Depreciation of Property, Plant and Equipment		2,374,475	2,405,603
Financial Cost		147,167	254,162
Provision of Staff Benefits		12,024,347	4,150,223
Net Change in Receivables Impairment		(206,995)	10,479
Operating Surplus Before Changes in Working Capital		63,050,344	32,714,228
Changes in Accounts Receivable for Exchange Transactions		102,870	(1,065,928)
Changes in Accounts Receivable for Non-Exchange Transactions		445,516	(929,359)
Changes in Deposits & Prepayments		(974,098)	(100,356)
Changes in Advances		(54,054)	3,286
Changes in Accounts Payable for Exchange Transactions		3,091,812	24,795,060
Changes in Deposits & Advances		2,474	189,310
Changes in Deferred Grants		73,696,689	19,383,777
Cash Flows from Operating Activities		139,361,553	74,990,018
Tax Payment		(63,960)	(287,571)
Payment of Staff Benefits		(2,618,561)	(3,944,689)
Hibah received		4,037,051	1,054,685
Net Cash Flows from Operating Activities		140,716,083	71,812,443
Cash Flow from Financing Activities			
Payment of Hire Purchase Creditors		(6,057,414)	-
Net Cash Flow from Financing Activities		(6,057,414)	-
Cash Flows from Investing Activities			
Purchase of Plant Property and Equipment		(1,250,089)	(656,266)
Proceeds from the Disposal of Property, Plant and Equipment		17,688	14,785
Payment for Work in Process		(2,927,431)	(1,750,000)
Net Cash Flows from Investing Activities		(4,159,832)	(2,391,481)
Net Increase in Cash and Cash Equivalents		130,498,837	69,420,962
Cash and Cash Equivalents at the Beginning of Period		124,242,061	54,821,099
Cash and Cash Equivalents at the End of Period	4	254,740,898	124,242,061

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

CIVIL AVIATION AUTHORITY OF MALAYSIA

(Incorporated under the Civil Aviation Authority of Malaysia Act 2017 – Act 788)
**STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS
FOR THE FINANCIAL YEAR ENDED 31 DECEMBER 2023**

	Budget Amount		Actual Amounts RM	*Final and Actual Budget Variance RM	*Percentage Variance %
	Original RM	Final RM			
Receipts					
Revenue from Exchange Transactions	22,000,00	22,000,000	85,652,407	63,652,407	289%
Revenue from Non-Exchange Transactions	372,000,000	372,000,000	371,047,887	(952,113)	-0.3%
Total receipts	394,000,000	394,000,000	456,700,294	62,700,294	16%
Payments					
Wages, Salaries and Employee Benefits	156,618,544	156,618,544	142,526,272	(14,092,272)	-9%
Supplies, Consumables and Services	252,920,653	252,920,653	244,114,246	(8,806,407)	-3%
Rental Expenses	-	-	1,803,999	1,803,999	0%
Assets	2,508,535	2,508,535	1,250,089	(1,258,446)	-50%
Domestic and Foreign Contributions	4,136,877	4,136,877	469,510	(3,667,367)	-89%
Other Expenses	3,701,560	3,701,560	610,858	(3,090,702)	-83%
Total payments	419,886,169	419,886,169	390,774,974	(29,111,195)	-20%
Net payments	(25,886,169)	(25,886,169)	65,925,320	91,811,489	-355%

Refers to the variance between the final Budget Total and the Actual Total Amount

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

BUDGET	VARIANTS	EXPLANATION
ACCEPTANCE Revenue from Exchange Transactions	289%	The increase in revenue from Exchange Transactions is in line with the rapid increase in aircraft movements in 2023 following the restoration of the period of movement control orders compared to the previous year.
EXPENSES Wages, Salaries and Employee Benefits	-9%	The total expenditure estimate includes the estimated filling of vacant positions based on the Filling Approval Letter issued by the Public Service Department dated June 2, 2022. However, the vacancy cannot be fully filled and contributes to the actual performance being lower than the original budget.
Supplies, Consumables and Services	-3%	The execution performance of service contracts, supply and purchase of capital assets is low compared to the original budget due to the process of finalizing procurement and contracts that take a long time.
Assets	-50%	
Other Revenues	-83%	
Domestic and Foreign Grants	-89%	The performance of expenditure for overseas grants is low compared to the original budget.

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 2023

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 27 June 2024.

3. ACCOUNTING POLICY

3.1 BASIS OF THE FINANCIAL STATEMENTS

The Authority's Financial Statements have been prepared for the year ending 31 December 2023 on an accrual basis in accordance with Malaysian Public Sector Accounting Standards (MPSAS) and according to historical cost prevalence.

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

Estimates and assumptions used will be reviewed continuously. Revisions to accounting estimates will be recognized in the period the estimate is revised, if the revision only affects that period, or in the revision period and future periods if the revision affects the current and future periods.

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

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

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 as those references are not fully applicable to the public sector.

ii) Explanation of acceptable methods for depreciation and amortization

The explanation that the method of depreciation and amortization based on the generation of revenue by the activity that uses the asset is inappropriate because the price component for the revenue generated may be due to inflation, which is unrelated to how the asset is used.

iii) Other general improvements

These other general improvements are not significant because they are made to take into account the amended improvements in the International Accounting Standards. The purpose of these other general improvements is to provide more understanding other than to maintain the concepts in MPSAS. These other general improvements have impacted MPSAS 1, MPSAS 21 and MPSAS 28.

APPLICATION OF MPSAS

Improvements by removing the definition of Government Business Enterprise ("GBE") in MPSAS 1, Presentation of Financial Statements. The GBE term in the other MPSAS is also removed.

MPSAS explains that all public entity sectors must use MPSAS except the commercial public entity sector and entities that are required by law to use standards other than MPSAS.

The above amendments will be effective for financial years starting on or after 1 January 2024 where early application is encouraged. The Authority will apply the above amendments if relevant when they come into effect.

The above amendments will also not have a significant financial impact on the Authority's financial statements when they come into effect.

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:

$[1/30 \times \text{The final salary to be received based on the projected increase of 3 salary steps} \times \text{The number of accrued vacation days (subject to a maximum limit of 160 days)}]$

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

$[17.5\% - 12\% (\text{employer's EPF contribution}) \times \text{last basic salary} \times \text{total months of service}] - \text{Share interest on the employer's EPF contribution (estimated at RM100)}$

3.4 WORK IN PROGRESS

Work in progress is for real estate, plant and equipment construction works as well as computer software in implementation that have not been completed until the end of the financial year. Costs for the construction of real estate, plant and equipment will be capitalized as real estate, plant and equipment as real estate, plant and equipment according to the date the Certificate of Practical Completion is issued or the date the work is completed and paid off. As for the cost of computer software, it will be capitalized when the software is ready to be used and amortized.

3.5 FINANCIAL ASSETS

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

3.5.2 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.

3.5.3 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.

3.5.4 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.

3.5.5 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.

3.5.6 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.

3.5.7 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.

3.6 REVENUE RECOGNITION

3.6.1 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.

v) Reimbursements of Expenses

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

3.6.2 Proceeds 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 cost incurred for the transaction and the cost to complete the transaction can be reliably measured.

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 must be measured at the fair value of the consideration received or to be received.
- The amount for the cost of goods sold must be expensed to surplus or deficit simultaneously with revenue recognition.

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.

3.7 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.

3.8 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%
• Buildings and repair facilities	2%

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.

3.9 CASH AND CASH EQUIVALENTS

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

3.10 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 2023 to 31 December 2023 and was presented in the Authority Meeting Number 11/2022 dated 29 November 2022.

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 Lease

A finance lease transfers, most of the risks and rewards associated with the ownership of the leased asset to the Authority as the lessee. Initial recognition for finance leases recognizes assets and liabilities at the lower of the fair value of the leased asset and the present value of the minimum lease payments. The capitalized value is amortized over the period the Authority expects to receive benefits from the lease.

Operating leases retain most of the risks and rewards of lessor ownership. It is recognized systematically throughout the lease period. Leasehold improvements are capitalized and the cost is amortized over the remainder of the lease term or the estimated useful life of the improvements, whichever is shorter. Lease incentives received are recognized at an equal rate over the lease term as a reduction in rental expenses.

4. CASH AND BANK BALANCES

	2023 (RM)	2022 (RM)
Cash on hand	9,000	9,000
Cash at bank	239,731,898	124,233,061
	239,740,898	124,242,061

5. FIXED DEPOSIT

	2023 (RM)	2022 (RM)
Bank Rakyat	5,000,000	-
Public Bank	10,000,000	-
	15,000,000	-

Fixed deposits with licensed banks have a maturity period of 3 months with an effective interest rate of 0.22% per annum.

6. ACCOUNTS RECEIVABLE FOR EXCHANGE TRANSACTIONS

	2023 (RM)	2022 (RM)
Air Navigation Facility Charges (ANFC)	11,405,772	11,426,582
Calibrations	556,060	765,891
Interest Accrued	33,717	-
Other Professions	172,505	44,734
	12,168,054	12,237,207
Less: Provision for Impairment of Receivables	(1,982,471)	(2,376,428)
	10,185,583	9,860,779

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:

	2023 (RM)	2022 (RM)
On 1 January	2,376,428	2,641,259
Net Change	(393,957)	(264,831)
On 31 December	1,982,471	2,376,428

7. ACCOUNTS RECEIVABLE FOR NON-EXCHANGE TRANSACTIONS

	2023 (RM)	2022 (RM)
Air Operating Certificate and Pilot License Renewal Services	284,484	202,724
Other Services	661,691	1,178,946
Certificate of Airworthiness charge	210,401	226,035
Other Debtors	117,347	148,548
	1,273,923	1,756,253
Less: Provision of Impairment of Receivable	(462,272)	(275,310)
	811,651	1,480,943

Analysis of Accounts Receivable for Non-Exchange Transactions

Acceptance does not exceed 1 year

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

	2023 (RM)	2022 (RM)
On 1 January	275,310	-
Net Change	186,962	275,310
On 31 December	462,272	275,310

8. DEPOSIT AND PREPAYMENT

Included in the deposit and advance payment is the advance payment for the office building replacement project and the Air Traffic Control Center in Tawau and Kuching Sarawak.

9. PROPERTY, PLANT AND EQUIPMENT

	Vehicle	Airplane	Office Furniture, Fitting and Equipment	Computer Equipment	Amounts
	RM	RM	RM	RM	RM
2023					
<u>Cost</u>					
As at 1 January 2023	5,077,949	13,900,000	7,906,339	12,943,441	39,827,729
Addition	-	-	1,065,326	184,763	1,250,089
As at 31 December 2023	5,077,949	13,900,000	8,971,665	13,128,204	41,077,818
<u>Accumulated Depreciation</u>					
As at 1 January 2023	4,596,163	13,899,997	6,130,069	6,578,250	31,204,479
Current depreciation	146,935	-	562,970	1,664,570	2,374,475
As at 31 December 2023	4,743,098	13,899,997	6,693,039	8,242,820	33,578,954
<u>Net book value</u>					
As at 31 December 2023	334,851	3	2,278,626	4,885,384	7,498,864

	Vehicle	Airplane	Office Furniture, Fitting and Equipment	Computer Equipment	Amounts
	RM	RM	RM	RM	RM
2022					
<u>Cost</u>					
As at 1 January 2022	5,364,847	13,900,000	7,427,480	4,854,375	31,546,702
Prior Year's Adjustment	-	-	-	4,271,411	4,271,411
As at 1 January 2022	5,364,847	13,900,000	7,427,480	9,125,786	35,818,113
Addition	-	-	478,859	3,817,655	4,296,514
Disposal	(286,898)	-	-	-	(286,898)
As at 31 December 2022	5,077,949	13,900,000	7,906,339	12,943,441	39,827,729
<u>Accumulated Depreciation</u>					
As at 1 January 2022	4,736,266	13,899,997	5,470,867	4,768,831	28,875,961
Prior Year's Adjustment	-	-	-	209,811	209,811
As at 1 January 2022	4,736,266	13,899,997	5,470,867	4,978,642	29,085,772
Current depreciation	146,793	-	659,202	1,599,608	2,405,603
Disposal	(286,896)	-	-	-	(286,896)
As at 31 December 2022	4,596,163	13,899,997	6,130,069	6,578,250	31,204,479
<u>Net book value</u>					
As at 31 December 2022	481,786	3	1,776,270	6,365,191	8,623,250

Included in property, plant and equipment is computer equipment with a net book value of RM2,198,252 (2022: RM5,129,254) which was purchased through a hire purchase agreement.

10. WORK IN PROGRESS

	2023 (RM)	2022 (RM)
On 1 January	2,136,847	386,847
Addition	2,927,431	1,750,000
On 31 December	5,064,278	2,136,847

Included in the current year's additions are the implementation of the Financial and Human Resource System and the e-Licensing System.

11. ACCOUNTS PAYABLE FOR EXCHANGE TRANSACTIONS

	2023 RM)	2022 (RM) (Restated)
Trade Creditors	37,759,469	30,601,784
Various staff creditors	668,399	104,506
Other Creditors	3,352,821	1,998,228
Hire Purchase Creditors	131,523	3,257,934
Accrued Expenses	6,344,438	12,328,796
	48,256,650	48,291,248

There is no interest on the stated liability amount. Part of the liability has been planned to be accommodated using the Development Expenditure (DE) Grant allocation that has been approved by the Ministry of Finance.

12. DEPOSITS AND ADVANCES

Deposit - Advance Received
Deposit - Collateral

2023 RM)	2022 (RM)
168,445	168,445
192,474	190,000
360,919	358,445

13. PROVISION OF EMPLOYEE BENEFITS

Balance on 1 January
Additions in the current year
Payments in the current year
Balance on 31 December

2023 RM)	2022 (RM)
17,753,441	17,547,907
12,024,347	4,150,223
(2,618,561)	(3,944,689)
27,159,227	17,753,441

Analysis of Employee Benefits Allocation

Payment does not exceed 1 year
Payment over 1 year

1,377,713	1,539,908
25,781,514	16,213,533
27,159,227	17,753,441

14. DEFERRED GRANT

Balance on 1 January
(+) Addition in current year

(-) Current year amortization
Balance on 31 December

2023 RM)	2022 (RM)
48,295,886	28,912,109
418,151,236	350,399,327
466,447,122	379,311,436
(344,454,547)	(331,015,550)
121,992,575	48,295,886

Types of Grant Receipts

- Development expenditure (DE) 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).

15. FINANCE LEASE CREDITOR**Minimum lease payment:**

Not more than 1 year
More than 1 year and not more than 5 years

Less: Financial cost
Current value of minimum lease payments

2023 RM)	2022 (RM) (Restated)
2,198,252	2,931,002
-	2,198,252
2,198,252	5,129,254
(36,195)	(183,361)
2,162,057	4,945,893

Current value of minimum lease payments:

Not more than 1 year
More than 1 year and not more than 5 years

2,162,057	2,783,837
-	2,162,056
2,162,057	4,945,893

16. REVENUE FROM EXCHANGE TRANSACTIONS

Air Navigation Facility Charges (ANFC)
Others
Hibah

2023 RM)**2022 (RM)**

81,304,545	57,851,861
277,094	139,930
4,070,768	1,054,685
85,652,407	59,046,476

17. REVENUE FROM NON-EXCHANGE TRANSACTIONS

Certificate of Airworthiness
Pilot's Licenses
Airport Operating Licenses
Engineer Licenses
Aircraft Registrations
Aviation Operation Certificate (AOC)
Others
Air Service License and Permits
Pilot Examinations
Ground Handling
Engineer Examinations
Grants

2023 RM)**2022 (RM)**

8,725,861	10,240,687
7,401,945	5,751,958
4,349,150	5,971,820
945,175	898,048
768,167	587,352
1,142,491	1,776,142
591,158	335,950
695,475	593,125
524,549	1,108,176
1,404,570	1,342,752
44,800	39,825
344,454,546	331,015,550
371,047,887	359,661,385

The proceeds from the grant consist of a managing grant for emolument payments amounting to RM150,297,000, amortisation of payments under development grants amounting to RM48,919,099 and amortisation of payments under development grants (classification of operating expenses to development expenses) - Asset Maintenance and Preservation - Air Traffic Operations Assets and Civil Aviation Security (CAAM) amounting to RM145,238,447.

18. OTHER REVENUES

Gain from Sale of Assets
Foreign Currency Exchange Profits
Rebate
Return on Expenses

2023 RM)**2022 (RM)**

17,688	14,785
109,017	54,416
2,695	10,000
4,172	25,200
133,572	104,401

19. WAGES, SALARIES AND EMPLOYEE BENEFITS

Salaries and Wages
Allowances and Fixed Remunerations
Other Financial Benefits
Overtime Allowances
Fixed Monthly Allowance for Board of Directors
Board of Directors Meeting Attendance Allowance
Committee Meeting Attendance Allowance
The Authority's Benefits

2023 RM)**2022 (RM)**

98,767,011	97,653,253
38,254,980	38,119,800
4,067,442	3,264,919
979,588	594,274
310,865	438,065
34,750	40,000
43,750	52,250
67,886	79,800
142,526,272	140,242,361

20. SUPPLIES, CONSUMABLES AND SERVICES

Purchased Maintenance and Minor Repairs
Purchased Specialty and Other Services and Hospitality
Travelling and Lodging Expenses
Communications and Utilities
Supply of Raw Materials and Materials for Maintenance
Supplies and Other Materials
Transportation of Goods

2023 RM)**2022 (RM)
(Restated)**

169,324,783	174,290,855
52,278,355	46,047,970
5,848,648	4,561,111
15,163,550	14,238,301
139,347	154,177
1,182,185	954,972
177,378	176,140
244,114,246	240,423,526

21. RENTAL EXPENSES

Rental Expenses

2023 RM)**2022 (RM)**

1,803,999

3,390,749

22. DOMESTIC AND FOREIGN CONTRIBUTIONS

Domestic contributions

Foreign contributions

2023 RM)**2022 (RM)**

72,800

8,100

396,710

328,850

469,510

336,950

23. OTHER EXPENSES

Foods and Beverages

Uncapitalized Assets

Losses of Foreign Currency

Insurance and Compensation Claims

Rewards

Write Off

Stamp Duty and Various

Loss on Disposal of Property, Plant and Equipment

Provision for Impairment of Receivables

2023 RM)**2022 (RM)**

72,850

15,558

350,748

158,093

145,831

55,306

-

78,001

242,009

289,976

162

28,037

6,252

6,868

-

2

(206,994)

14,509

610,858

646,350

24. FINANCE LEASE COSTS

Finance Costs

2023 RM)**2022 (RM)
(Restated)**

147,167

254,162

25. TAXES

Current year's tax allocation

Under provision of income tax for last year

2023 RM)**2022 (RM)
(Restated)**

1,149,631

247,520

5,242

-

1,154,873

247,520

The significant difference between tax expenses and surplus amount is calculated at the statutory tax rate and the explanation is provided as follows:

Surplus before tax

Income tax rate at 30% (2022: 28%)

2023 RM)**2022 (RM)**

52,672,992

26,962,338

15,828,898

7,549,455

Adjustment of tax effect on:-

Difference in Tax Rate

Non-taxable income

Non-allowable expenses

Under provision of income tax for last year

(71,600)

(47,792)

(135,828,929)

(116,972,122)

121,221,262

109,717,979

5,242

-

1,154,873

247,520

26. HUMAN RESOURCES

In the current year, the Authority has permanent, contract and secondment officers and staff. The Authority’s operations are managed by the Authority’s officers and staff as follows:-

	2023 Total Number	2022 Total Number
Top Management Group	3	2
Management and Professional Group	618	610
Executive Group	763	740

27. KEY MANAGEMENT PERSONNEL

Key management personnel are those who have authority and responsibility for planning, directing and controlling the Authority’s activities either directly or indirectly. The Authority’s main management consists of the Chairman and members of the Board of Directors appointed by Y.B. Minister of Transport. The aggregate allowance received by Key Management is as follows:

	2023 (RM)	2022 (RM)
Monthly Fixed Allowance for Board Members	310,865	438,065
Board of Directors Meeting Attendance Allowance	33,500	40,000
Committee Meeting Attendance Allowance	45,000	52,250
Authority Benefits	69,763	79,800
Aggregate Total Allowance	459,128	610,115
Total Number of Chairman and Members of the Board of Directors	7	7

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:

	Weighted Average Interest Rate %	2023 (RM)	2022 (RM)
Fixed interest rate instruments			
Financial assets			
Fixed deposits with licensed banks	0.22%	15,000,000	-

Fixed interest rate sensitivity analysis

The Authority does not categorize any financial asset with a fixed interest rate at fair value through surplus or deficit. Therefore, there is no interest rate effect on the financial performance statement.

28.4 Liquidity Risk

Liquidity and cash flow risk is the risk that the Authority will face difficulties 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 financial assets and financial liabilities. The table below shows the maturity profile of the Authority’s liabilities at the reporting date based on repayment obligations without contractual discount.

	Within a year RM	More than a year RM	Total RM
On 31 December 2023			
Accounts Payable for Exchange Transactions	46,561,134	1,695,516	48,256,650
Finance Lease Creditors	2,198,252	-	2,198,252
	48,759,386	1,695,516	50,454,902
On 31 December 2022			
Accounts Payable for Exchange Transactions	48,291,248	-	48,291,248
Finance Lease Creditors	2,931,002	2,198,252	5,129,254
	51,222,250	2,198,252	53,420,502

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 2023 to 31 December 2023 presented in Authority Meeting Number 11/2022 dated 29 November 2022.

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)	Total (RM)
The actual amount is comparable as presented in the budget and the actual comparative statement	68,979,407	(1,250,089)	(1,803,999)	65,925,320
Basic difference	71,736,676	(2,909,743)	(4,253,415)	64,573,517
The actual amount is comparable in the Statement of Cash Flows	140,716,083	(4,159,832)	(6,057,414)	130,498,837

31. CAPITAL COMMITMENT

	2023 RM)	2022 (RM)
Approved and Contracted	5,513,218	7,614,485

32. CASH PURCHASES OF PROPERTY, PLANT AND EQUIPMENT

	2023 RM)	2022 (RM)
Purchase of Property, Plant and Equipment	1,250,089	4,296,514
Financed by Hire Purchase	-	(3,640,248)
	1,250,089	656,266

33. PRIOR YEAR ADJUSTMENTS

Some of the comparative figures have been modified to take into account the effect of reclassification and prior year’s adjustment of some accounts that have been misrepresented. The net amount of misrepresentation that was adjusted last year amounted to RM144,287, making the audited net shortfall for the last financial year change from RM26,570,529 to RM26,714,816, which is a reduction of approximately 0.5%. This last year’s adjustment was made to give a true and fair view of the Authority’s financial statements. The effect of the reclassification and adjustment is as follows:

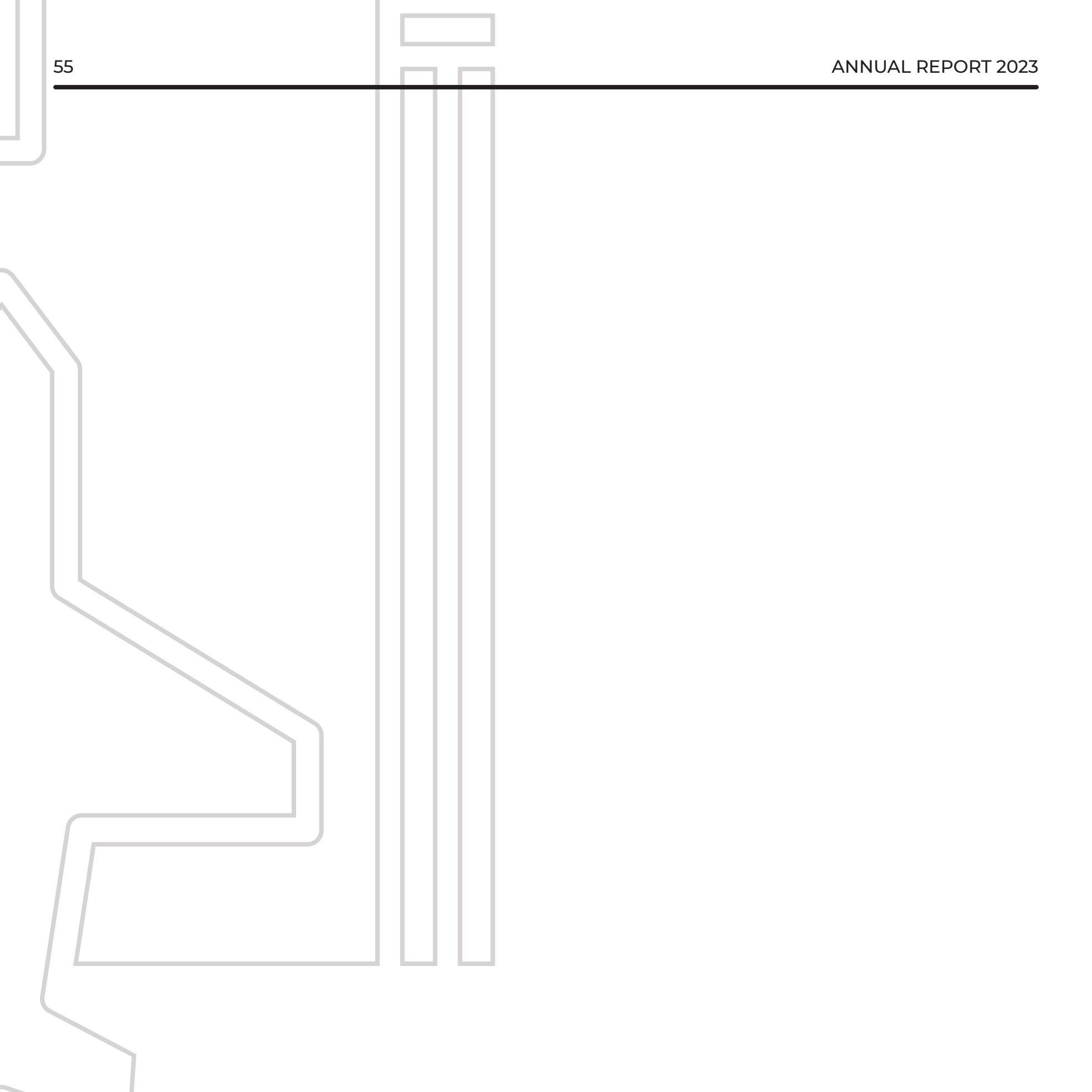
	As Stated Earlier RM	Reclassification RM (Note A)	Prior Year Adjustments RM (Note B)	As Restated RM
On 01 January 2022				
Effect on the Statement of Financial Position				
Property, Plant and Equipment	2,670,741	-	4,061,600	6,732,341
Accounts Payable for Exchange Transactions	20,238,253	-	346,178	20,584,431
Hire Purchase Creditors	-	-	3,963,241	3,963,241
Accumulated Surplus Fund	869,292	-	(247,819)	621,473
On 31 December 2022				
Effect on the Statement of Financial Position				
Property, Plant and Equipment	8,677,189	-	(53,939)	8,623,250
Accounts Payable for Exchange Transactions	53,187,551	(8,154,236)	3,257,931	48,291,247
Hire Purchase Creditors	-	8,154,236	(3,208,343)	4,945,892
Accumulated Surplus Fund	27,439,821	-	(103,532)	27,336,289
Impact on the Statement of Financial Performance				
Proceeds from Non-Exchange Transactions	359,765,786	(104,401)	(1)	359,661,384
Other Results	-	104,401	-	104,401
Supplies, Consumables and Services	240,589,920	-	(166,395)	240,423,525
Depreciation of Property, Plant and Equipment	2,637,660	-	(232,057)	2,405,603
Financial Costs	-	-	254,162	254,162
Effect on Statement of Cash Flows				
Cash Flow from Operating Activities	80,106,672	(8,154,236)	(139,997)	71,812,439
Cash Flows from Investing Activities	(10,685,710)	8,154,236	139,997	(2,391,483)

Some of the comparative figures have been reclassified to take into account the presentation of the current financial year's financial statements.

Note B:

In the previous financial year, the Authority had acquired some of its computer equipment on a hire purchase basis where the Authority had full control over the assets. At the commencement of the lease, assets and liabilities are derecognised at an amount equal to the fair value of the leased asset or, if lower, at the present value of the minimum lease payment using the Authority's loan interest rate increase.

A recognition error at the beginning of this lease has caused some of the accounts involved to be misrepresented. Appropriate adjustments have been made in the current financial year, to give a true and fair view of the balance of the accounts or the transactions involved.



PENYATA KEWANGAN

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
PENYATA KEDUDUKAN KEWANGAN
PADA 31 DISEMBER 2023

	Nota	2023 RM	2022 RM <i>Seperti Dinyatakan Semula</i>	2021 RM <i>Seperti Dinyatakan Semula</i>
ASET SEMASA				
Tunai dan Kesetaraan Tunai	4	239,740,898	124,242,061	54,821,099
Simpanan Tetap	5	15,000,000	-	-
Akaun Belum Terima Bagi Urus Niaga Pertukaran	6	10,185,583	9,860,779	8,530,020
Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran	7	811,651	1,480,943	827,785
Deposit dan Prabayar	8	1,617,950	643,851	543,495
Pendahuluan Diri		56,860	2,806	6,092
Jumlah Aset Semasa		267,412,942	136,230,440	64,728,491
ASET BUKAN SEMASA				
Hartanah, Loji dan Peralatan	9	7,498,864	8,623,250	6,732,341
Kerja Dalam Kemajuan	10	5,064,278	2,136,847	386,847
Jumlah Aset Bukan Semasa		12,563,142	10,760,097	7,119,188
Jumlah Aset		279,976,084	146,990,537	71,847,679
LIABILITI SEMASA				
Akaun Belum Bayar Bagi Urus Niaga Pertukaran	11	48,256,650	48,291,248	20,584,430
Deposit dan Pendahuluan	12	360,919	358,445	169,135
Peruntukan Cukai Pendapatan		1,100,245	9,332	49,383
Peruntukan Manfaat Kakitangan	13	1,377,713	1,539,908	1,561,921
Geran Tertunda	14	121,992,575	48,295,886	28,912,109
Pemiutang Sewa Beli	15	2,162,057	2,783,837	2,911,755
Jumlah Liabiliti Semasa		175,250,159	101,278,656	54,188,733
LIABILITI BUKAN SEMASA				
Peruntukan Manfaat Kakitangan	13	25,781,514	16,213,533	15,985,986
Pemiutang Sewa Beli	15	-	2,162,056	1,051,486
		25,781,514	18,375,589	17,037,472
Jumlah Liabiliti		201,031,673	119,654,245	71,226,205
ASET BERSIH		78,944,411	27,336,292	621,474
ASET BERSIH				
Lebihan Terkumpul Kumpulan Wang Pihak Berkuasa		78,944,411	27,336,292	621,474
JUMLAH ASET BERSIH		78,944,411	27,336,292	621,474

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 2023

	Nota	2023 RM	2022 RM <i>Seperti Dinyatakan Semula</i>
Hasil			
Hasil daripada Urus Niaga Pertukaran	16	85,652,407	59,046,476
Hasil daripada Urus Niaga Bukan Pertukaran	17	371,047,887	359,661,385
Lain-lain Hasil	18	133,572	104,401
Jumlah Hasil		<u>456,833,866</u>	<u>418,812,262</u>
Perbelanjaan			
Upah, Gaji dan Manfaat Pekerja	19	142,526,272	140,242,361
Bekalan, Bahan Guna Habis dan Perkhidmatan	20	244,114,246	240,423,526
Perbelanjaan Sewa	21	1,803,999	3,390,749
Pemberian Dalam dan Luar Negeri	22	469,510	336,950
Perbelanjaan Lain-Lain	23	610,858	646,350
Susut Nilai Hartanah, Loji dan Peralatan	9	2,374,475	2,405,603
Kos Kewangan	24	147,167	254,162
Peruntukan Manfaat Kakitangan	13	12,024,347	4,150,223
Jumlah Perbelanjaan		<u>404,070,874</u>	<u>391,849,924</u>
Lebihan Sebelum Cukai		52,762,992	26,962,338
Cukai	25	(1,154,873)	(247,520)
LEBIHAN BERSIH BAGI TAHUN SEMASA		<u><u>51,608,119</u></u>	<u><u>26,714,818</u></u>

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 2023

		<u>Lebihan Terkumpul Kumpulan Wang Pihak Berkuasa</u>	<u>Jumlah Aset Bersih</u>
	Nota	RM	RM
Baki Pada 1 Januari 2022		869,292	869,292
- <i>Seperti Dinyatakan Terdahulu</i>			
Pelarasan tahun lalu	33	(247,818)	(247,818)
Pada 1 Januari 2022		621,474	621,474
- <i>Seperti Dinyatakan Semula</i>			
Lebihan Bersih Bagi Tahun		26,714,818	26,714,818
Baki Pada 31 Disember 2022		<u>27,336,292</u>	<u>27,336,292</u>
Baki Pada 1 Januari 2023		27,336,292	27,336,292
Lebihan Bersih Bagi Tahun		51,608,119	51,608,119
Baki Pada 31 Disember 2023		<u>78,944,411</u>	<u>78,944,411</u>

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
PENYATA ALIRAN TUNAI
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

	Nota	2023 RM	2022 RM <i>Seperti Dinyatakan Semula</i>
Aliran Tunai Dari Aktiviti Operasi			
Lebihan Sebelum Cukai		52,762,992	26,962,338
Pelarasan bagi:			
Hibah		(4,070,768)	(1,054,685)
Keuntungan Penjualan Aset		(17,688)	(14,785)
Kerugian Pertukaran Matawang Asing		36,814	891
Kerugian atas Pelupusan Hartanah, Loji dan Peralatan		-	2
Susut Nilai Hartanah, Loji dan Peralatan		2,374,475	2,405,603
Kos Kewangan		147,167	254,162
Peruntukan Manfaat Kakitangan		12,024,347	4,150,223
Perubahan Bersih Rosot Nilai Penghutang		(206,995)	10,479
Lebihan Operasi Sebelum Perubahan Modal Kerja		<u>63,050,344</u>	<u>32,714,228</u>
Perubahan dalam Akaun Belum Terima Bagi Urus Niaga Pertukaran		102,870	(1,065,928)
Perubahan dalam Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran		445,516	(929,359)
Perubahan dalam Deposit dan Prabayar		(974,098)	(100,356)
Perubahan dalam Pendahuluan Diri		(54,054)	3,286
Perubahan dalam Akaun Belum Bayar Bagi Urus Niaga Pertukaran		3,091,812	24,795,060
Perubahan dalam Deposit dan Pendahuluan		2,474	189,310
Perubahan dalam Geran Tertunda		<u>73,696,689</u>	<u>19,383,777</u>
Aliran tunai daripada aktiviti operasi		139,361,553	74,990,018
Bayaran Cukai		(63,960)	(287,571)
Pembayaran Manfaat Kakitangan		(2,618,561)	(3,944,689)
Hibah diterima		<u>4,037,051</u>	<u>1,054,685</u>
Aliran Tunai Bersih Daripada Aktiviti Operasi		<u>140,716,083</u>	<u>71,812,443</u>
Aliran Tunai Dari Aktiviti Pembiayaan			
Pembayaran Pemiutang Sewa Beli		(6,057,414)	-
Aliran Tunai Bersih Daripada Aktiviti Pembiayaan		<u>(6,057,414)</u>	<u>-</u>
Aliran Tunai Dari Aktiviti Pelaburan			
Pembelian Hartanah Loji dan Peralatan		(1,250,089)	(656,266)
Penerimaan daripada Pelupusan Hartanah, Loji dan Peralatan		17,688	14,785
Pembayaran bagi Kerja Dalam Kemajuan		<u>(2,927,431)</u>	<u>(1,750,000)</u>
Aliran Tunai Bersih Daripada Aktiviti Pelaburan		<u>(4,159,832)</u>	<u>(2,391,481)</u>
Tambahan Bersih Dalam Tunai dan Kesetaraan Tunai		130,498,837	69,420,962
Tunai dan Kesetaraan Tunai pada Awal Tahun		<u>124,242,061</u>	<u>54,821,099</u>
Tunai dan Kesetaraan Tunai pada Akhir Tahun	4	<u><u>254,740,898</u></u>	<u><u>124,242,061</u></u>

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 2023

	Jumlah Bajet		Jumlah Amaun	*Varian Bajet	*Varian
	Asal	Akhir	Sebenar	Akhir Dan	Peratusan
	RM	RM	RM	Sebenar	%
Penerimaan					
Urus Niaga Pertukaran	22,000,000	22,000,000	85,652,407	63,652,407	289%
Urus Niaga Bukan Pertukaran	372,000,000	372,000,000	371,047,887	(952,113)	-0.3%
Jumlah penerimaan	394,000,000	394,000,000	456,700,294	62,700,294	16%
Pembayaran					
Upah, Gaji dan Manfaat Pekerja	156,618,544	156,618,544	142,526,272	(14,092,272)	-9%
Bekalan, Bahan Guna Habis dan Perkhidmatan	252,920,653	252,920,653	244,114,246	(8,806,407)	-3%
Perbelanjaan Sewa	-	-	1,803,999	1,803,999	0%
Aset	2,508,535	2,508,535	1,250,089	(1,258,446)	-50%
Pemberian Dalam dan Luar Negeri	4,136,877	4,136,877	469,510	(3,667,367)	-89%
Perbelanjaan Lain - Lain	3,701,560	3,701,560	610,858	(3,090,702)	-83%
Jumlah pembayaran	419,886,169	419,886,169	390,774,974	(29,111,195)	-20%
Bayaran bersih	(25,886,169)	(25,886,169)	65,925,320	91,811,489	-355%

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

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

BAJET	VARIAN	PENJELASAN
<u>PENERIMAAN</u>		
Hasil daripada Urus Niaga Pertukaran	289%	Peningkatan hasil daripada Urus Niaga Pertukaran selaras dengan peningkatan pergerakan pesawat yang pesat pada tahun 2023 selepas pemulihan tempoh perintah kawalan pergerakan berbanding tahun sebelum.
<u>PERBELANJAAN</u>		
Upah, Gaji dan Manfaat Pekerja	-9%	Jumlah anggaran perbelanjaan adalah termasuk anggaran pengisian jawatan kosong berdasarkan kepada Surat Kelulusan Pengisian yang dikeluarkan oleh Jabatan Perkhidmatan Awam bertarikh 2 Jun 2022. Walaubagaimanapun, kekosongan tidak dapat diisi sepenuhnya dan menyumbang kepada prestasi sebenar lebih rendah berbanding bajet asal.
Bekalan, Bahan Guna Habis dan Perkhidmatan	-3%	Prestasi pelaksanaan kontrak-kontrak perkhidmatan, bekalan dan pembelian harta modal rendah berbanding bajet asal berikutan proses memuktamadkan perolehan dan kontrak yang memakan masa panjang.
Aset	-50%	
Perbelanjaan Lain - Lain	-83%	
Pemberian Dalam dan Luar Negeri	-89%	Prestasi perbelanjaan bagi pemberian luar negeri rendah berbanding bajet asal.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

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 27 Jun 2024.

3. Dasar Perakaunan

3.1 Asas Penyediaan Penyata Kewangan

Penyata kewangan Pihak Berkuasa telah disediakan untuk tahun berakhir 31 Disember 2023 pada asas akrual mengikut Piawaian Perakaunan Sektor Awam Malaysia (MPSAS) serta menurut kelaziman kos sejarah.

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

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

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:

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.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

3.1 Asas Penyediaan Penyata Kewangan (Sambungan)

Penambahbaikan Am kepada MPSAS (Sambungan)

ii) 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.

iii) Penambahbaikan am lain

Penambahbaikan am lain ini adalah tidak ketara kerana ia dibuat bagi mengambilkira penambahbaikan yang dipinda di dalam Piawaian Kewangan Antarabangsa (*International Accounting Standards*). Tujuan penambahbaikan am lain ini dibuat adalah untuk memberi pemahaman yang lebih selain daripada bertujuan untuk mengekalkan konsep-konsep di dalam MPSAS. Penambahbaikan am lain ini telah memberi kesan kepada MPSAS 1, MPSAS 21 dan MPSAS 28.

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 menggunakan MPSAS kecuali sektor entiti awam komersial dan entiti yang diwajibkan oleh undang-undang untuk menggunakan piawaian selain MPSAS.

Pindaan-pindaan di atas akan berkuatkuasa bagi tahun kewangan bermula pada atau selepas 1 Januari 2024 di mana pemakaian awal adalah digalakkan. Pihak Berkuasa akan menggunakan pindaan-pindaan di atas sekiranya relevan apabila ia telah berkuatkuasa.

Pindaan-pindaan di atas juga tidak akan memberi kesan kewangan yang ketara kepada penyata kewangan Pihak Berkuasa apabila ia telah berkuatkuasa kelak.

3.2 Rosot Nilai Aset Bukan Kewangan

3.2.1 Aset Penajaan Tunai

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

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

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

3.2 Rosot Nilai Aset Bukan Kewangan (Sambungan)

3.2.1 Aset Penajaan Tunai (Sambungan)

Kerugian kemerosotan 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 rosot nilai yang diiktiraf mungkin tidak lagi wujud atau telah berkurangan. Jika petunjuk sedemikian wujud, Pihak Berkuasa menganggarkan amaun boleh pulih aset. Kerugian kemerosotan nilai yang diiktiraf sebelumnya dibalikkan hanya jika terdapat perubahan dalam andaian yang digunakan untuk menentukan amaun boleh pulih aset sejak kerugian kemerosotan 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 kemerosotan nilai diiktiraf bagi aset tersebut dalam tahun sebelumnya. Pembalikan tersebut diiktiraf dalam lebihan atau kurangan.

3.2.2 Aset Penajaan Bukan Tunai

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

Kerugian kemerosotan diiktiraf sebagai perbelanjaan dalam 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.

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

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

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.

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 X Gaji akhir yang akan diterima berdasarkan unjuran kenaikan 3 tangga gaji X Jumlah hari cuti rehat yang dikumpulkan (tertakluk kepada had maksimum 180 hari)]

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

3.3 Manfaat Kakitangan (Sambungan)

3.3.2 Manfaat Selepas Perkhidmatan (Sambungan)

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

[17.5% - 12% (caruman KWSP majikan) X gaji pokok terakhir X jumlah bulan perkhidmatan]

(-) Faedah syer ke atas caruman KWSP majikan (anggaran RM100)

3.4 Kerja Dalam Kemajuan

Kerja dalam kemajuan adalah bagi kerja-kerja pembinaan hartanah, loji dan peralatan serta perisian komputer dalam pelaksanaan yang belum disempurnakan sehingga akhir tahun kewangan. Kos bagi pembinaan hartanah, loji dan peralatan akan dipermodalkan sebagai hartanah, loji dan peralatan sebagai hartanah, loji dan peralatan mengikut tarikh Sijil Perakuan Siap (*Certificate of Practical Completion*) dikeluarkan atau tarikh siap kerja dan dilunaskan. Bagi kos perisian komputer pula ia akan dipermodalkan apabila perisian tersebut sedia untuk digunakan dan dilunaskan.

3.5 Aset Kewangan

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

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

3.5.3 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.

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

3.5.5 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 rosot nilai. Kos dilunaskan dikira dengan mengambil kira apa-apa diskaun atau premium atas pembelian aset tersebut serta yuran atau kos yang merupakan sebahagian daripada kadar faedah berkesan. Kerugian yang timbul daripada kemerosotan nilai diiktiraf dalam lebihan atau kurangan.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

3.5 Aset Kewangan (Sambungan)

3.5.5 Pihak Berkuasa hanya mempunyai kategori-kategori aset kewangan seperti berikut (Sambungan):

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 rosot 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 kemerosotan nilai diiktiraf dalam penyata prestasi kewangan.

3.5.6 Rosot Nilai Aset Kewangan

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

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

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

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

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

3.5.7 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.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

3.6 Pengiktirafan Pendapatan

3.6.1 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.

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.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

3.6 Pengiktirafan Pendapatan (Sambungan)

3.6.1 Hasil daripada Urus Niaga Bukan Pertukaran (Sambungan)

v) Bayaran Balik Perbelanjaan

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

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

3.6.2 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 pemeriksaan dan lain-lain perkhidmatan yang diberikan oleh Pihak Berkuasa.

Hasil diiktiraf dengan merujuk kepada tahap penyempurnaan urusan 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 urusan niaga akan mengalir kepada Pihak Berkuasa;
- Tahap penyempurnaan urusan niaga pada tarikh pelaporan dapat diukur dengan pasti; dan
- Kos yang dikenakan bagi urusan niaga dan kos bagi menyempurnakan urusan niaga boleh diukur dengan pasti.

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

ii) Perolehan daripada Jualan Barangan

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

Hasil diiktiraf apabila kesemua syarat berikut telah dipenuhi:

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

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

3.6 Pengiktirafan Pendapatan (Sambungan)

3.6.2 Hasil daripada Urus Niaga Pertukaran (Sambungan)

ii) Perolehan daripada Jualan Barangan (Sambungan)

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

- Amaun bagi kos barang yang dijual hendaklah dibelanjakan kepada lebihan atau kurang serentak dengan pengiktirafan hasil.

iii) Faedah / Hibah

Hasil hendaklah 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 adalah terimaan selain dinyatakan pada perkara 3.6.2 (i) hingga 3.6.2 (iv) diiktiraf selepas perkhidmatan diberikan dan telah diukur dengan pasti.

3.7 Peruntukan dan Liabiliti

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

3.8 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 rosot 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 lebihan atau kurang.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

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

Jika berlaku sesuatu aset diperolehi melalui urusi niaga 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.

Bagi susut nilai ke atas hartanah, loji dan peralatan 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%
Bangunan dan Kemudahan Pembaikan	2%

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.

3.9 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.

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 2023 sehingga 31 Disember 2023 dalam Mesyuarat Pihak Berkuasa Bilangan 11/2022 bertarikh 29 November 2022.

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.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

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.
- 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 dirosot 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.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

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 Rosot Nilai bagi Akaun Belum Terima

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

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.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

3. Dasar Perakaunan (Sambungan)

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.

4. Tunai dan Kesetaraan Tunai

	2023 RM	2022 RM
Tunai di tangan	9,000	9,000
Tunai di bank	239,731,898	124,233,061
	<u>239,740,898</u>	<u>124,242,061</u>

5. Simpanan Tetap

	2023 RM	2022 RM
Bank Rakyat	5,000,000	-
Public Bank	10,000,000	-
	<u>15,000,000</u>	<u>-</u>

Simpanan tetap dengan bank berlesen mempunyai tempoh matang selama 3 bulan dengan kadar kaedah berkesan pada 0.22% setahun.

6. Akaun Belum Terima Bagi Urus Niaga Pertukaran

	2023 RM	2022 RM
Caj Pemaliman Udara	11,405,772	11,426,582
Kalibrasi	556,060	765,891
Faedah Terakru	33,717	-
Lain-lain Ikhtisas	172,505	44,734
	<u>12,168,054</u>	<u>12,237,207</u>
Tolak: Peruntukan Rosot Nilai Penghutang	<u>(1,982,471)</u>	<u>(2,376,428)</u>
	<u>10,185,583</u>	<u>9,860,779</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. Rosot nilai dibuat keatas kesemua amaun invois yang mempunyai tunggakan lebih dari satu (1) tahun.

Pergerakan akaun peruntukan rosot nilai penghutang adalah seperti berikut:

	2023 RM	2022 RM
Pada 1 Januari	2,376,428	2,641,259
Perubahan bersih	<u>(393,957)</u>	<u>(264,831)</u>
Pada 31 Disember	<u>1,982,471</u>	<u>2,376,428</u>

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

7. Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran

	2023 RM	2022 RM
Perkhidmatan Memperbaharui Sijil Pengendalian Udara dan Lesen Juruterbang	284,484	202,724
Perkhidmatan Lain-lain	661,691	1,178,946
Caj Certificate of Airworthiness	210,401	226,035
Penghutang Lain-lain	117,347	148,548
	<u>1,273,923</u>	<u>1,756,253</u>
Tolak: Peruntukan Rosot Nilai Penghutang	<u>(462,272)</u>	<u>(275,310)</u>
	<u>811,651</u>	<u>1,480,943</u>
<u>Analisa Akaun Belum Terima Bagi Urus Niaga Bukan Pertukaran</u>		
Terimaan tidak melebihi 1 tahun	<u>811,651</u>	<u>1,480,943</u>

Pergerakan akaun peruntukan rosot nilai penghutang adalah seperti berikut:

	2023 RM	2022 RM
Pada 1 Januari	275,310	-
Perubahan bersih	186,962	275,310
Pada 31 Disember	<u>462,272</u>	<u>275,310</u>

8. Deposit dan Prabayar

Termasuk di dalam deposit dan 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	Pesawat Kapal Terbang	Perabot, Kelengkapan dan Peralatan Pejabat	Peralatan Komputer	Jumlah
<u>2023</u> <u>Kos</u>	RM	RM	RM	RM	RM
Pada 1 Januari 2023	5,077,949	13,900,000	7,906,339	12,943,441	39,827,729
Tambahan	-	-	1,065,326	184,763	1,250,089
Pada 31 Disember 2023	<u>5,077,949</u>	<u>13,900,000</u>	<u>8,971,665</u>	<u>13,128,204</u>	<u>41,077,818</u>
<u>Susut nilai terkumpul</u>					
Pada 1 Januari 2023	4,596,163	13,899,997	6,130,069	6,578,250	31,204,479
Susut nilai semasa	146,935	-	562,970	1,664,570	2,374,475
Pada 31 Disember 2023	<u>4,743,098</u>	<u>13,899,997</u>	<u>6,693,039</u>	<u>8,242,820</u>	<u>33,578,954</u>
<u>Nilai buku bersih</u>					
Pada 31 Disember 2023	<u>334,851</u>	<u>3</u>	<u>2,278,626</u>	<u>4,885,384</u>	<u>7,498,864</u>

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

9. Hartanah, Loji dan Peralatan (Sambungan)

	Kenderaan	Pesawat Kapal Terbang	Perabot, Kelengkapan dan Peralatan Pejabat	Peralatan Komputer	Jumlah
<u>2022</u>	<u>RM</u>	<u>RM</u>	<u>RM</u>	<u>RM</u>	<u>RM</u>
<u>Kos</u>					
Pada 1 Januari 2022	5,364,847	13,900,000	7,427,480	4,854,375	31,546,702
- Seperti Dinyatakan Terdahulu					
Pelarasan tahun lalu	-	-	-	4,271,411	4,271,411
Pada 1 Januari 2022	5,364,847	13,900,000	7,427,480	9,125,786	35,818,113
- Seperti Dinyatakan Semula					
Tambahan	-	-	478,859	3,817,655	4,296,514
Pelupusan	(286,898)	-	-	-	(286,898)
Pada 31 Disember 2022	5,077,949	13,900,000	7,906,339	12,943,441	39,827,729
<u>Susut nilai terkumpul</u>					
Pada 1 Januari 2022	4,736,266	13,899,997	5,470,867	4,768,831	28,875,961
- Seperti Dinyatakan Terdahulu					
Pelarasan tahun lalu	-	-	-	209,811	209,811
Pada 1 Januari 2022	4,736,266	13,899,997	5,470,867	4,978,642	29,085,772
- Seperti Dinyatakan Semula					
Susut nilai semasa	146,793	-	659,202	1,599,608	2,405,603
Pelupusan	(286,896)	-	-	-	(286,896)
Pada 31 Disember 2022	4,596,163	13,899,997	6,130,069	6,578,250	31,204,479
<u>Nilai buku bersih</u>					
Pada 31 Disember 2022	481,786	3	1,776,270	6,365,191	8,623,250

Termasuk di dalam hartanah, loji dan peralatan adalah peralatan komputer dengan nilai buku bersih berjumlah RM2,198,252 (2022: RM5,129,254) yang dibeli melalui perjanjian sewa beli.

10. Kerja Dalam Kemajuan

	2023 RM	2022 RM
Pada 1 Januari	2,136,847	386,847
Tambahan	2,927,431	1,750,000
Pada 31 Disember	5,064,278	2,136,847

Termasuk dalam tambahan tahun semasa adalah kerja-kerja pelaksanaan Sistem Kewangan dan Sumber Manusia dan Sistem Perlesenan e-Licensing.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

11. Akaun Belum Bayar Bagi Urus Niaga Pertukaran

	2023 RM	2022 RM <i>Seperti</i> <i>Dinyatakan</i> <i>Semula</i>
Pemiutang Perniagaan	37,759,469	30,601,784
Pemiutang Pelbagai Kakitangan	668,399	104,506
Pemiutang Lain-lain	3,352,821	1,998,228
Pemiutang Sewa Beli Belum Bayar	131,523	3,257,934
Belanja Terakru	6,344,438	12,328,796
	<u>48,256,650</u>	<u>48,291,248</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

	2023 RM	2022 RM
Deposit - Terimaan Terdahulu	168,445	168,445
Deposit - Cagaran	192,474	190,000
	<u>360,919</u>	<u>358,445</u>

13. Peruntukan Manfaat Kakitangan

	2023 RM	2022 RM
Pada 1 Januari	17,753,441	17,547,907
Tambahan dalam tahun semasa	12,024,347	4,150,223
Pembayaran dalam tahun semasa	(2,618,561)	(3,944,689)
Pada 31 Disember	<u>27,159,227</u>	<u>17,753,441</u>
<u>Analisa Peruntukan Manfaat Kakitangan</u>		
Bayaran tidak melebihi 1 tahun	1,377,713	1,539,908
Bayaran melebihi 1 tahun	25,781,514	16,213,533
	<u>27,159,227</u>	<u>17,753,441</u>

14. Geran Tertunda

	2023 RM	2022 RM
Pada 1 Januari	48,295,886	28,912,109
(+) Tambahan tahun semasa	418,151,236	350,399,327
	466,447,122	379,311,436
(-) Pelunasan tahun semasa	(344,454,547)	(331,015,550)
Pada 31 Disember	<u>121,992,575</u>	<u>48,295,886</u>

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.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

14. Geran Tertunda (Sambungan)

Jenis - jenis terimaan geran (Sambungan)

- 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

	2023 RM	2022 RM <i>Seperti Dinyatakan Semula</i>
Bayaran pajakan minimum:		
Tidak melebihi 1 tahun	2,198,252	2,931,002
Melebihi 1 tahun dan tidak melebihi 5 tahun	-	2,198,252
	2,198,252	5,129,254
Tolak: Kos kewangan	(36,195)	(183,361)
Nilai kini bayaran pajakan minimum	<u>2,162,057</u>	<u>4,945,893</u>
Nilai kini bayaran pajakan minimum:		
Tidak melebihi 1 tahun	2,162,057	2,783,837
Melebihi 1 tahun dan tidak melebihi 5 tahun	-	2,162,056
	<u>2,162,057</u>	<u>4,945,893</u>

16. Hasil daripada Urus Niaga Pertukaran

	2023 RM	2022 RM
Caj Pemaliman Udara	81,304,545	57,851,861
Lain-lain	277,094	139,930
Hibah	4,070,768	1,054,685
	<u>85,652,407</u>	<u>59,046,476</u>

17. Hasil daripada Urus Niaga Bukan Pertukaran

	2023 RM	2022 RM
<i>Certificate Of Airworthiness</i>	8,725,861	10,240,687
Lesen Juruterbang	7,401,945	5,751,958
Lesen Operasi Lapangan Terbang	4,349,150	5,971,820
Lesen Jurutera	945,175	898,048
Pendaftaran Kapal Terbang	768,167	587,352
Sijil Pengendalian Udara / <i>Aviation Operation Certificate (AOC)</i>	1,142,491	1,776,142
Lain-Lain	591,158	335,950
Lesen dan Permit Perkhidmatan Udara	695,475	593,125
Peperiksaan Juruterbang	524,549	1,108,176
Ground Handling	1,404,570	1,342,752
Peperiksaan Jurutera	44,800	39,825
Geran	344,454,546	331,015,550
	<u>371,047,887</u>	<u>359,661,385</u>

* Hasil daripada geran terdiri daripada geran mengurus bagi pembayaran emolument berjumlah RM150,297,000 pelunasan bayaran di bawah geran pembangunan berjumlah RM48,919,099 dan pelunasan bayaran di bawah geran pembangunan (klasifikasi belanja operasi kepada belanja pembangunan) - Penyelenggaraan dan Pemeliharaan Aset - Aset Operasi Trafik Udara dan Keselamatan Penerbangan Awam (CAAM) berjumlah RM145,238,447.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

18. Lain-lain Hasil

	2023 RM	2022 RM
Keuntungan Penjualan Aset	17,688	14,785
Keuntungan Pertukaran Matawang Asing	109,017	54,416
Rebat	2,695	10,000
Pulangbalik Perbelanjaan	4,172	25,200
	<u>133,572</u>	<u>104,401</u>

19. Upah, Gaji dan Manfaat Pekerja

	2023 RM	2022 RM
Gaji dan Upahan	98,767,011	97,653,253
Elaun dan Imbuhan Tetap	38,254,980	38,119,800
Faedah-Faedah Kewangan yang Lain	4,067,442	3,264,919
Elaun Lebih Masa	979,588	594,274
Elaun Tetap Bulanan Ahli Lembaga Pengarah	310,865	438,065
Elaun Kehadiran Mesyuarat Ahli Lembaga Pengarah	34,750	40,000
Elaun Kehadiran Mesyuarat Jawatankuasa	43,750	52,250
Kemudahan Pihak Berkuasa	67,886	79,800
	<u>142,526,272</u>	<u>140,242,361</u>

20. Bekalan, Bahan Guna Habis dan Perkhidmatan

	2023 RM	2022 RM <i>Seperti Dinyatakan Semula</i>
Penyelenggaraan dan Pembaikan Kecil yang Dibeli	169,324,783	174,290,855
Perkhidmatan Ikhtisas dan Lain yang Dibeli dan Hospitaliti	52,278,355	46,047,970
Perbelanjaan Perjalanan dan Sara Hidup	5,848,648	4,561,111
Perhubungan dan Utiliti	15,163,550	14,238,301
Bekalan Bahan Mentah dan Bahan untuk Penyelenggaraan	139,347	154,177
Bekalan dan Bahan-Bahan Lain	1,182,185	954,972
Pengangkutan Barang-Barang	177,378	176,140
	<u>244,114,246</u>	<u>240,423,526</u>

21. Perbelanjaan sewa

	2023 RM	2022 RM
Perbelanjaan sewa	<u>1,803,999</u>	<u>3,390,749</u>

22. Pemberian Dalam dan Luar Negeri

	2023 RM	2022 RM
Pemberian dalam negeri	72,800	8,100
Pemberian luar negeri	396,710	328,850
	<u>469,510</u>	<u>336,950</u>

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

23. Perbelanjaan Lain-lain

	2023 RM	2022 RM
Bahan-bahan makanan minuman	72,850	15,558
Aset tidak dipermodalkan	350,748	158,093
Kerugian mata wang asing	145,831	55,306
Tuntutan insuran dan pampasan	-	78,001
Ganjaran	242,009	289,976
Hapuskira	162	28,037
Duti setem dan pelbagai	6,252	6,868
Kerugian atas pelupusan Hartanah, Loji dan Peralatan	-	2
Peruntukan rosot nilai penghutang	(206,994)	14,509
	<u>610,858</u>	<u>646,350</u>

24. Kos Kewangan

	2023 RM	2022 RM <i>Seperti Dinyatakan Semula</i>
Faedah sewa beli	<u>147,167</u>	<u>254,162</u>

25. Cukai

	2023 RM	2022 RM <i>Seperti Dinyatakan Semula</i>
Peruntukan cukai tahun semasa	1,149,631	247,520
Terkurang peruntukan tahun sebelum	5,242	-
	<u>1,154,873</u>	<u>247,520</u>

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

	2023 RM	2022 RM
Lebihan sebelum cukai	<u>52,762,992</u>	<u>26,962,338</u>
Kadar cukai pendapatan pada 30% (2022: 28%)	15,828,898	7,549,455
Pelarasan kesan cukai terhadap:-		
Perbezaan kadar cukai	(71,600)	(47,792)
Pendapatan tidak dikenakan cukai	(135,828,929)	(116,972,122)
Perbelanjaan tidak dibenarkan dari pengiraan cukai	121,221,262	109,717,979
Terkurang peruntukan tahun sebelum	5,242	-
	<u>1,154,873</u>	<u>247,520</u>

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

26. Sumber Manusia

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:-

	2023 Bilangan Jumlah	2022 Bilangan Jumlah
Kumpulan Pengurusan Tertinggi	3	2
Kumpulan Pengurusan dan Profesional	618	610
Kumpulan Pelaksana	<u>763</u>	<u>740</u>

27. Kakitangan Penting Pihak Pengurusan

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

	2023 RM	2022 RM
Elaun Tetap Bulanan Ahli Lembaga Pengarah	310,865	438,065
Elaun Kehadiran Mesyuarat Ahli Lembaga Pengarah	33,500	40,000
Elaun Kehadiran Mesyuarat Jawatankuasa	45,000	52,250
Kemudahan Pihak Berkuasa	69,763	79,800
Jumlah keseluruhan Agregat Elaun	<u>459,128</u>	<u>610,115</u>
 Bilangan jumlah Pengerusi dan Ahli-ahli Lembaga Pengarah	 <u>7</u>	 <u>7</u>

28. Pengurusan Risiko Kewangan

28.1 Objektif dan Polisi Risiko Pengurusan Kewangan

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

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

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

28. Pengurusan Risiko Kewangan (Sambungan)

28.3 Risiko Kadar Faedah

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

Objektif pengurusan risiko kadar faedah adalah untuk mengurus dan mengawal pendedahan risiko kadar faedah dalam parameter yang boleh diterima, sambil mengoptimumkan pulangan atas risiko. Kadar faedah purata wajaran dan profil matang instrumen-instrumen kewangan Pihak Berkuasa pada 31 Disember 2023 adalah seperti berikut:

	Kadar Faedah Purata Wajaran %	2023 RM	2022 RM
<i>Instrumen kadar faedah tetap</i>			
Aset kewangan			
Simpanan tetap dengan bank berlesen	0.22%	15,000,000	-

Analisis kepekaan kadar faedah tetap

Pihak Berkuasa tidak mengkategorikan sebarang aset kewangan yang mempunyai kadar faedah tetap pada nilai saksama melalui lebihan atau kurangan. Oleh itu, tiada kesan kadar faedah ke atas penyata prestasi kewangan.

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 2023			
Akaun Belum Bayar Bagi Urus Niaga Pertukaran	46,561,134	1,695,516	48,256,650
Pemiutang Sewa Beli	2,198,252	-	2,198,252
	<u>48,759,386</u>	<u>1,695,516</u>	<u>50,454,902</u>
Pada 31 Disember 2022			
Akaun Belum Bayar Bagi Urus Niaga Pertukaran	48,291,248	-	48,291,248
Pemiutang Sewa Beli	2,931,002	2,198,252	5,129,254
	<u>51,222,250</u>	<u>2,198,252</u>	<u>53,420,502</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.

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.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

28. Pengurusan Risiko Kewangan (Sambungan)

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 2023 sehingga 31 Disember 2023 dibentangkan dalam Mesyuarat Pihak Berkuasa Bilangan 11/2022 bertarikh 29 November 2022.

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	68,979,407	(1,250,089)	(1,803,999)	65,925,320
Perbezaan asas	71,736,676	(2,909,743)	(4,253,415)	64,573,517
Jumlah sebenar setanding dalam Penyata Aliran Tunai	<u>140,716,083</u>	<u>(4,159,832)</u>	<u>(6,057,414)</u>	<u>130,498,837</u>

31. Komitmen Modal

	2023 RM	2022 RM
Diluluskan dan dikontrakkan	<u>5,513,218</u>	<u>7,614,485</u>

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

32. Pembelian Tunai Hartanah, Loji dan Peralatan

	2023 RM	2022 RM <i>Seperti Dinyatakan Semula</i>
Pembelian hartanah, loji dan peralatan	1,250,089	4,296,514
Dibiayai melalui sewa beli	-	(3,640,248)
	<u>1,250,089</u>	<u>656,266</u>

33. 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 RM144,287 menjadikan kurangan bersih beraudit bagi tahun kewangan lalu berubah daripada RM26,570,529 kepada RM26,714,816 iaitu pengurangan 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 01 Januari 2022				
<i>Kesan ke atas Penyata Kedudukan Kewangan</i>				
Hartanah, Loji dan Peralatan	2,670,741	-	4,061,600	6,732,341
Akaun Belum Bayar Bagi Urus Niaga Pertukaran	20,238,253	-	346,178	20,584,431
Pemiutang Sewa Beli	-	-	3,963,241	3,963,241
Lebihan Terkumpul Kumpulan Wang	<u>869,292</u>	<u>-</u>	<u>(247,819)</u>	<u>621,473</u>
Pada 31 Disember 2022				
<i>Kesan ke atas Penyata Kedudukan Kewangan</i>				
Hartanah, Loji dan Peralatan	8,677,189	-	(53,939)	8,623,250
Akaun Belum Bayar Bagi Urus Niaga Pertukaran	53,187,551	(8,154,236)	3,257,931	48,291,247
Pemiutang Sewa Beli	-	8,154,236	(3,208,343)	4,945,892
Lebihan Terkumpul Kumpulan Wang	<u>27,439,821</u>	<u>-</u>	<u>(103,532)</u>	<u>27,336,289</u>
<i>Kesan ke atas Penyata Prestasi Kewangan</i>				
Hasil daripada Urus Niaga Bukan Pertukaran	359,765,786	(104,401)	(1)	359,661,384
Lain-lain Hasil	-	104,401	-	104,401
Bekalan, Bahan Guna Habis dan Perkhidmatan	240,589,920	-	(166,395)	240,423,525
Susut Nilai Hartanah, Loji dan Peralatan	2,637,660	-	(232,057)	2,405,603
Kos Kewangan	<u>-</u>	<u>-</u>	<u>254,162</u>	<u>254,162</u>
<i>Kesan ke atas Penyata Aliran Tunai</i>				
Aliran Tunai Dari Aktiviti Operasi	80,106,672	(8,154,236)	(139,997)	71,812,439
Aliran Tunai Dari Aktiviti Pelaburan	<u>(10,685,710)</u>	<u>8,154,236</u>	<u>139,992</u>	<u>(2,391,483)</u>

Sebahagian daripada angka-angka bandingan telah diklasifikasikan semula bagi mengambilkira persembahan penyata kewangan tahun kewangan semasa.

PIHAK BERKUASA PENERBANGAN AWAM MALAYSIA
(Ditubuhkan di bawah Akta Pihak Berkuasa Penerbangan Awam Malaysia 2017 - Akta 788)
NOTA-NOTA KEPADA PENYATA KEWANGAN
BAGI TAHUN KEWANGAN BERAKHIR 31 DISEMBER 2023

33. Pelarasan Tahun Lalu (Sambungan)

Nota b:

Di dalam tahun kewangan sebelum ini, Pihak Berkuasa telah memperolehi sebahagian daripada peralatan komputernya secara sewa beli di mana Pihak Berkuasa mempunyai kawalan sepenuhnya ke atas aset-aset tersebut. Pada permulaan pajakan, aset dan liabiliti tidak diiktiraf pada jumlah yang sama dengan nilai saksama aset yang dipajak atau, sekiranya lebih rendah pada nilai kini bayaran pajakan minimum dengan menggunakan kadar kenaikan faedah pinjaman Pihak Berkuasa.

Kesilapan pengiktirafan pada permulaan pajakan ini telah menyebabkan sebahagian daripada akaun-akaun yang terlibat telah tersalahnyata. 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.

