AAIB SAFETY BULLETIN

AAIB MALAYSIA

Air Accident Investigation Bureau Malaysia

Foreword

By CI AAIB

The year 2025 has been a pivotal chapter for the Air Accident Investigation Bureau (AAIB) Malaysia. As our aviation landscape grows in complexity, so too does our responsibility to uphold the highest standards of safety, professionalism, and investigative integrity. This Safety Bulletin reflects not only the work we have completed over the past year but also our collective commitment to strengthening Malaysia's aviation safety ecosystem through continuous learning, collaboration, and vigilance.

Throughout 2025, the AAIB has been actively engaged in a broad spectrum of initiatives that extend beyond our core investigative mandate. These include comprehensive training programs, international and domestic seminars, technical workshops, and emergency preparedness exercises. Our strategic engagements with regulators, operators, enforcement agencies, and global partners have reinforced a fundamental belief: safety is best achieved when organisations work together, share knowledge openly, and commit to improving systems—rather than assigning blame.

Our participation in key global platforms, such as the 6th International Accident Investigation Forum in Singapore, reflects Malaysia's readiness to contribute meaningfully to the global aviation safety discourse. Likewise, our involvement in full-scale exercises and targeted inter-agency engagements—including our recent visit to the Bukit Aman Police Headquarters—has significantly strengthened both our internal capabilities and our strategic partnerships.

Foreword (...cont.)

While Malaysia's aviation system continues to demonstrate resilience, the rise in incident numbers reminds us that safety can never be taken for granted. It requires constant attention, disciplined adherence to procedures, and a shared commitment from all stakeholders. Investigators, operators, regulators, and first responders each play a crucial role in ensuring that lessons are learned, risks are mitigated, and improvements are implemented without delay.

As we look ahead to 2026, the horizon presents both opportunities and challenges that require us to think beyond traditional boundaries. I urge all members of the aviation community to prioritize innovation—not only in the technology we fly but in our investigative methodologies. By embracing advanced data analytics, artificial intelligence in flight data monitoring, and more sophisticated remote sensing tools, we can uncover deeper insights from increasingly complex occurrences and move from reactive to predictive safety management.

Furthermore, we must strengthen our collective resilience by fostering a proactive safety culture. The upcoming transition and the proposed establishment of the Malaysian Transport Safety Board (MTSB) mark a historic milestone in our journey. This evolution will provide a more integrated and comprehensive approach to safety across the aviation, land, and maritime sectors, ensuring that root causes are identified and systemic changes are implemented with greater transparency and independence.

Deepening our collaboration remains our most vital path forward. As we prepare for the ICAO Universal Safety Oversight Audit Programme (USOAP) in the coming year, I call upon all stakeholders—from flight training organizations to international carriers—to treat these benchmarks as a shared mission for excellence. Together, we can build an aviation system that not only meets global expectations but inspires unwavering confidence in every passenger who takes to our skies.

Safe skies, always.

Brigadier General Tan Chee Kee RMAF
Chief Inspector, AAIB Malaysia

AAIB Safety Bulletin 2025

8th Issue

December 2025

What's inside?

✈️ "Learning from the past, safeguarding the future."

Source: Adapted from ICAO Safety Management Manual (Doc 9859).

NEWS

"Promoting Aviation Safety Through Independent Investigation and Informed Dissemination."

AAIB MALAYSIA

The legacy of MH370

A Decade of Learning and the Future of Global Safety

The search for Malaysia Airlines Flight MH370 remains one of the most significant events in aviation history, testing the limits of international cooperation and technical capability. As we reflect on the decade since the aircraft disappeared, we acknowledge the profound impact the search has had on global aviation standards.

This unprecedented collaboration involved teams from multiple nations sharing satellite data, specialised vessels, and advanced aircraft to examine vast, remote stretches of the Indian Ocean. This effort pioneered new methodologies in satellite signal analysis and ocean-drift modeling—tools that were once theoretical but are now essential components of modern search and rescue (SAR) operations.

Beyond the technology, MH370 served as a catalyst for systemic change. In the years following, airlines and regulatory agencies worldwide have fundamentally reviewed communication practices, flight tracking standards, and emergency coordination protocols. The resolve of the families and the global community has ensured that openness and transparency remain at the center of the investigative process.

Today, the legacy of MH370 is a commitment to the truth. While some questions remain, the work has sharpened the tools we use to safeguard the skies and strengthened the bonds of global cooperation. We continue to look forward, applying the lessons learned to make flying safer for everyone, everywhere.

NEWS

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The Minister of Transport, Anthony Loke, provides an explanation on the proposed establishment of the Malaysian Transport Safety Board (MTSB) in the Dewan Rakyat. Photo: BERNAMA.

MTSB Establishment

A New Chapter in Safety and Standards

The proposal to establish the Malaysian Transport Safety Board (MTSB) marks a pivotal step toward safer skies, seas, rail and roads. As an independent body, the MTSB will investigate accidents, publish transparent findings, and recommend systemic changes to prevent recurrence. This separation from day-to-day operations builds public trust: investigations focus on root causes, not blame.

The MTSB will convene experts in engineering, human factors, and data analysis to examine the full picture—from training and maintenance to weather and communication. By making its reports public, the board will enable agencies and operators to implement lessons quickly. Faster learning translates to quicker fixes, enhanced training, and smarter regulations.

For commuters and families, this initiative provides vital clarity when incidents occur. For the industry, a single, respected voice accelerates improvements across the network. With the MTSB, Malaysia strengthens its role in regional safety leadership and sets a clear goal: to learn from every event and keep people safe.

Accident Statistics

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2025 Accident Statistics:

File No.	Date of Occ.	Acft Reg.	Acft Type	Place of Occ.	Owner/ Operator	Cat.	Nature of Occ.	Fatal
A 01/25	Feb 6, 2025	PK-ZUV	Bell 206L4	Kampung Janda, Bentong, Pahang	PT. Zaveryna Utama	ARC	Lost control due to unknown reason during hover while positioning for refuelling and topple to its side.	1
SI 02/25	Feb 14, 2025	PK-TLG	Airbus A321	Subang Airport	PT Transnusa	ARC	A/c had a severe hard landing	0
SI 03/25	May 28, 2025	9M-KSK, 9M-ITD	Piper PA-44 Seminole, Diamond DA-40	Malacca Airport	IATAC, MFA	OTHR	Near missed on final approach.	0
SI 04/25	May 19, 2025	9M-MLL	Boeing B737	Changi Airport	Malaysia Airlines Berhad	RI	Runway Incursion	0
A 05/25	Jul 10, 2025	9M-PHG	Airbus Helicopter AS355N	Pulai River, near MMEA Jetty, Gelang Patah, Johor.	Royal Malaysian Police (RMP)	LALT	A/C lost control in-flight and crashed into river.	0

Accident Statistics

AAIB MALAYSIA

2025 Accident Statistics:

File No.	Date of Occ.	Acft Reg.	Acft Type	Place of Occ.	Owner/ Operator	Cat.	Nature of Occ.	Fatal
A 06/25	Jul 30, 2025	HS-AMY	PA-28-181 Archer III	Pulau Pangkor Airport	Phuket Flying Club	RE	Veered off runway during landing.	0
SI 07/25	Aug 7, 2025	9M-SKR	Piper PA-28-181	Malacca Airport	Malaysian Flying Academy Sdn Bhd	RE	Aircraft skidded to the Left side of Runway 21 upon landing.	0
SI 08/25	Aug 14, 2025	9M-SKF	Piper PA-28-181 Archer III	Malacca Airport	Malaysian Flying Academy Sdn Bhd	RE	Solo student veered off runway during wide turn.	0
SI 09/25	Oct 21, 2025	9M-MXR	Boeing B737-800	Enroute KUL - BTU	Malaysia Airlines Berhad	SCF-NP	A/C encounter high cabin pressurisation during flight	0
A 10/25	Nov 18, 2025	9M-SKR	Piper Archer PA-28-181	Subang Airport	Malaysian Flying Academy Sdn Bhd	ARC	Aircraft abnormal runway contact during touchdown.	0
SI 11/25	Nov 27, 2025	9M-MXU	Boeing B737-800	Kuantan Airport	Malaysia Airlines Berhad	RE	A/C veered off runway during landing	0
SI 12/25	Dec 4, 2025	9M-RXE	Boeing B767-200	Within the Nanning Airspace	Raya Airways	SCF-NP	A/C encounter high cabin pressurisation during flight and diverted	0

Accident Statistics

AAIB MALAYSIA

2025 Accident Statistics:

File No.	Date of Occ.	Acft Reg.	Acft Type	Place of Occ.	Owner/ Operator	Cat.	Nature of Occ.	Fatal
A 13/25	Dec 7, 2025	9M-ECE	Pegasus Quantum 15-912	Nearby Taiping Aerodrome	Flytrike Sdn .Bhd.	LOLI	Microlight emergency landing after loss of power.	0

Aviation Occurence Categories

- ARC : Abnormal Runway Contact
- LOC-G : Loss of Control - Ground
- LOC-I : Loss of Control - Inflight
- RE : Runway Excursion
- RI : Runway Incursion
- LOLI : Loss of lifting conditions en-route
- SCF-PP : System/Component Failure or Malfunction (Power Plant)
- OTHR : Other

Accident Statistics

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	Mode	Date Occured	Vehicle Registration Number	Location	Description	Date STF Formed	Status
1	Road	May 13, 2025	ALK4674 WKP3705	Teluk Intan (Route A122)	Collision between a tipper lorry and a Federal Reserve Unit (FRU) lorry.	15 May 2025	Completed
2	Road	Jun 9, 2025	PLD8292 KDW7804	JRTB, Gerik (Route FT004)	Loss of control of a bus transporting UPSI students while descending a hilly road.		Completed
3	Maritime	Jul 7, 2025	MV KYPARISSIA	Tanjung Pelepas Port (PTP), Johor	Fire and explosion involving the container vessel MV KYPARISSIA at Tanjung Pelepas Port.	27 Nov 2025	Preliminary Report / Advanced Investigation
4	Rail	Jul 8, 2025	SCS 03	Butterworth Railway Station	Derailment of an Electric Multiple Unit (EMU) following impact with a buffer stop at Platform 4, Butterworth Railway Station.	26 Nov 2025	Draft Final Report

The Special Task Force (STF) for Transport Accident Investigation was established as an inter-agency coordination mechanism to ensure that transport accident investigations are conducted in a comprehensive, integrated, and effective manner, in accordance with national legal requirements and international safety standards. Led and coordinated by the Air Accident Investigation Bureau (AAIB), the STF serves as a strategic platform for cooperation among relevant agencies in managing accidents across land, rail and maritime sectors.

In addition, the STF plays a crucial role in ensuring the continuity of follow-up actions arising from investigation findings, including the development of practical and high-impact safety recommendations for stakeholders. Through risk assessment and monitoring of the implementation of these safety recommendations, the STF contributes to the prevention of recurring accidents and the continuous enhancement of national transport safety.

Overall, the STF for Transport Accident Investigation represents a key component of Malaysia's transport safety ecosystem and reflects the nation's commitment to international best practices and a proactive safety culture. The STF also serves as an important transitional mechanism ahead of the planned establishment of the Malaysian Transport Safety Board (MTSB) in 2026, which will assume responsibility for independent, multimodal transport safety investigations across the country.

Accident Statistics

AAIB MALAYSIA

2025 Accident Statistics: Executive Analysis

Overview of Trends and Safety Data

In 2025, the AAIB Malaysia tracked several occurrences that provide vital data for our safety recommendations. Below is a summary of the key findings from the 13 recorded files:

Key Findings:

Total Occurrences: 13 major files were opened in 2025.

Fatalities: One (1) fatality was recorded during the year (File A 01/25 involving PK-ZUV). This tragic event underscores the inherent risks in low-altitude aerial work and the necessity of strict ground-crew safety protocols.

Primary Category - Runway Excursions (RE): A significant portion of incidents (approx. 30%) involved aircraft veering off the runway during landing or taxiing. This trend suggests a need for renewed focus on stabilised approach criteria and crosswind landing techniques in flight training organisations.

System/Component Failures (SCF-NP): The rise in high-cabin pressurization events (Files SI 09/25 and SI 12/25) involving commercial transport aircraft highlights the importance of rigorous maintenance schedules for aging pressure hulls and environmental control systems.

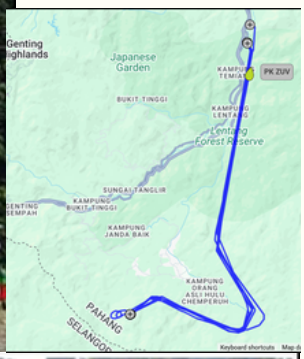
Inter-Agency Success: The Special Task Force (STF) successfully completed several high-profile investigations, including the Teluk Intan and Gerik road accidents, demonstrating the effectiveness of the multi-modal investigative approach.

Investigation

AAIB MALAYSIA

Accident Involving Bell 206L4 helicopter PK-ZUV at Kampung Janda, Pahang on 6th February 2025

A 01/25



On 06 February 2025, a Bell 206L4 helicopter bearing registration number PK-ZUV crashed while attempting to land in Bentong, Pahang. The accident occurred at approximately 1020 LT near a hot spring pool at Kg. Janda along the old Kuala Lumpur-Bentong road.

The helicopter had been engaged in aerial work for Tenaga Nasional Berhad (TNB) and had been operating in the area since 21 January 2025. On the day of the accident, it was returning to the landing site for refuelling when it lost control while hovering above the ground. The aircraft's skid partially made contact with the landing surface, causing it to topple and catch fire.

A member of the ground crew was tragically struck by the helicopter's rotor blades and instantly perished. Despite minor injuries, the pilot survived the crash.

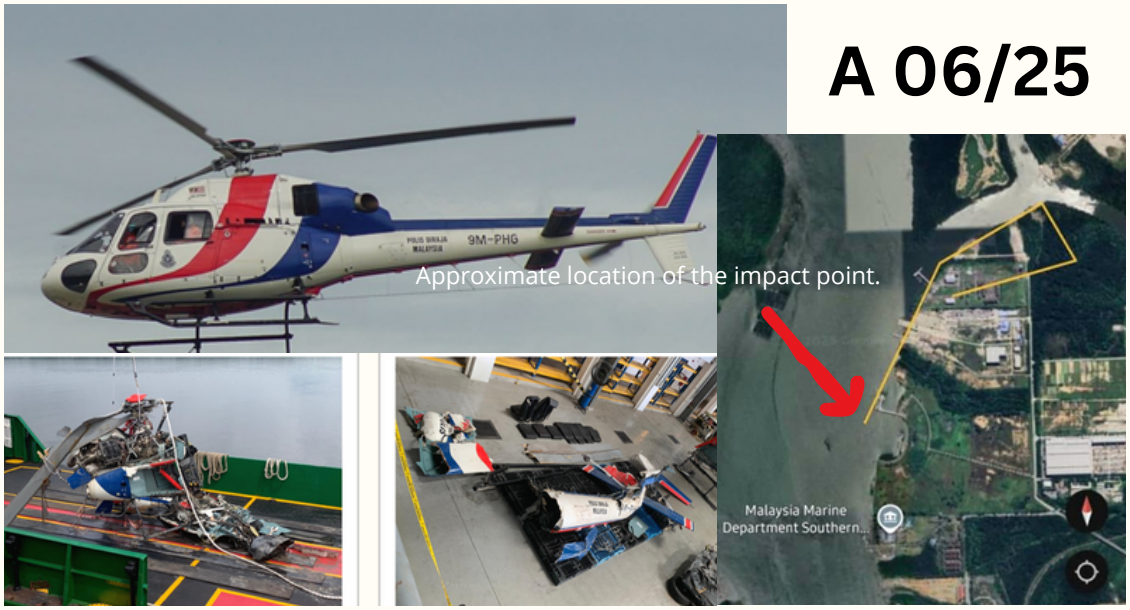
"The real objective of safety investigation is prevention, not blame."
— ICAO Annex 13, Chapter 3, Paragraph 3.1

Investigation

AAIB MALAYSIA

Accident Involving Airbus Helicopters AS355N Écureuil II, 9M-PHG at Pulai River, Johor on 10th July 2025

A 06/25



On 10 July 2025, at approximately 02:25 UTC, an Airbus Helicopters AS355N Écureuil II, registration 9M-PHG, was involved in an accident during an aerial demonstration conducted as part of the Field Training Exercise (FTX) for the Multilateral Nuclear Security Detection Exercise (MITSATOM 2025). On board the helicopter were five persons, comprising three crew members (two pilots and one air crew) and two police personnel from the Tanjung Kupang Police Station.

The aircraft departed from Tanjung Kupang Police Station under visual meteorological conditions (VMC) to participate in the aerial display near Muara Laut Jetty, Sungai Pulai, as part of MITSATOM 2025's operational scenarios. The planned demonstration involved coordinated manoeuvres simulating operational deployments with participating maritime vessels.

During the final manoeuvre, the helicopter pitched up, executed a 180-degree steep turn and descended toward the water. The aircraft impacted the water within the designated exercise zone, near the Malaysian Maritime Enforcement Agency (MMEA) Muara Laut Jetty in Sungai Pulai, Gelang Patah, Johor. The impact resulted in substantial structural damage and the main fuselage subsequently sank.

All five occupants were rescued by nearby vessels and transported to Hospital Sultanah Aminah, Johor Bahru, with serious injuries. Loose components recovered from the site were preserved for investigation purposes. The main wreckage which remained submerged in the river for seven days, was later recovered.

"Every investigation, a step towards safer skies."

Source: Inspired by ICAO Annex 13 – Aircraft Accident and Incident Investigation.

ARTICLE

AAIB MALAYSIA


A cargo plane belonging to Flying Tigers Line crashed into a hillside and burst into flames in Puchong. Its four American crew members were believed killed though only one charred body was recovered.

The crash occurred in fog at 6.36am just before the Boeing 747-200 was due to land at the Kuala Lumpur International Airport in Subang with a cargo of textiles. The explosion rocked about 50 houses nearby.

Police and workers sift through the wreckage of the cargo plane which crashed into a hillside.

Latent Hazards in Aviation Communication: Lessons from Malaysian Air Accidents

Aviation is a field where precision, clarity, and timing mean the difference between safety and tragedy. Among the many factors that ensure a safe flight, communication stands out as one of the most critical. Every instruction, clearance, and response exchanged between pilots and air traffic controllers forms part of an intricate web of information that keeps aircraft safely separated in the sky. Yet, when this system fails, even as small as a misunderstanding, the consequences can be devastating. In Malaysia, several accidents have highlighted how latent hazards in aviation communication can quietly develop over time, only to reveal their deadly potential under the right conditions. One of the most notable examples is the crash of Flying Tiger Line Flight 66 near Kuala Lumpur in 1989.

Understanding Latent Hazards in Aviation Communication

The term latent hazard refers to hidden weaknesses within a system. A problems that may not immediately cause an accident but can contribute to one when combined with other active failures. In aviation, these hazards often exist in the way people communicate.

Unlike active errors (such as pressing the wrong button or misreading an instrument), latent hazards are embedded in the system itself: unclear procedures, non-standard phraseology, poor crew coordination, inadequate training, or even overconfidence. They may remain unnoticed for years until a stressful or ambiguous situation brings them to the surface.

Case Study: Flying Tiger Line Flight 66

On 19 February 1989, Flying Tiger Line Flight 66, a Boeing 747-249F cargo aircraft, was en route from Singapore to Hong Kong with a stop at Subang International Airport, Kuala Lumpur. The flight was cleared to perform a Non-Directional Beacon (NDB) approach to Runway 33 at Subang. However, during the final stages of the descent, the aircraft crashed into a hillside near Batu Tiga, Shah Alam, killing all four crew members on board.

ARTICLE cont..

The official investigation revealed that the accident was not due to a mechanical failure but a series of communication errors and misunderstandings between the flight crew and air traffic control.

1. Non-standard Phraseology

The controller instructed the crew to “descend two four zero zero,” intending them to descend to 2,400 feet. However, the phrase was not delivered using the standard ICAO phraseology — it should have been, “descend and maintain two thousand four hundred feet.” The controller’s informal delivery was a latent hazard that went unnoticed in daily operations.

2. Misinterpretation by the Crew

The crew misheard the instruction as “descend to four zero zero,” meaning 400 feet. When they read it back incorrectly, the controller failed to notice or correct the mistake — another breakdown in the safety chain. As a result, the aircraft descended far below the minimum safe altitude for the area and struck terrain while still on the approach path.

3. Crew Resource Management and Situational Awareness

Compounding the issue was the flight crew’s internal communication. The first officer expressed uncertainty about the NDB approach, suggesting it was unsafe compared to an ILS (Instrument Landing System) approach. However, the captain dismissed his concern, believing he was familiar with the airport. The Ground Proximity Warning System (GPWS) activated several times, but the warnings were ignored.

Here, a series of latent hazards — overconfidence, informal language, and poor teamwork — became active failures that culminated in the crash.

Systemic Lessons and Broader Implications

The Flying Tiger 66 accident exposed several weaknesses not only in that particular flight but also in the broader aviation communication system in Malaysia at the time. It revealed how routine deviations from standard phraseology could become normalised. When controllers and pilots become comfortable with informal instructions, clarity is lost. Moreover, the lack of strict monitoring of readbacks and complacency in verifying altitude instructions further compounded the risks.

Subsequent studies and safety reviews of Malaysian aviation communication have found that similar latent hazards persist even in modern operations. Researchers from Universiti Kebangsaan Malaysia have highlighted that miscommunication and misinterpretation between pilots and controllers still occur, especially due to accent differences, language proficiency, and ambiguous numerical expressions.

ARTICLE cont..

AAIB MALAYSIA

Globally, communication-related factors contribute to over 70% of aviation incidents, and Malaysia is no exception. Even minor errors such as confusing “to four thousand” with “two thousand” have been identified in air traffic reports as precursors to serious incidents.

Addressing Latent Hazards: From Policy to Practice

To mitigate these risks, the aviation community must treat communication with the same seriousness as any other technical system. Safety is not just about well-maintained engines or reliable avionics — it is also about the clarity of words exchanged over the radio. Key strategies include:

1. Strict adherence to ICAO phraseology – Controllers and pilots must use standard language without abbreviation or improvisation.

2. Continuous monitoring of readbacks – ATC must ensure every readback is correct, particularly with altitudes, headings, and frequencies.

3. Improved CRM training – Pilots should be trained to challenge unclear instructions and verify altitudes during approaches.

4. Language proficiency and cultural awareness – Continuous language training for both pilots and controllers can reduce misunderstandings caused by accents or phrasing differences.

5. Organisational vigilance – Aviation authorities and airlines must identify communication-related near misses and treat them as early warnings of latent hazards.

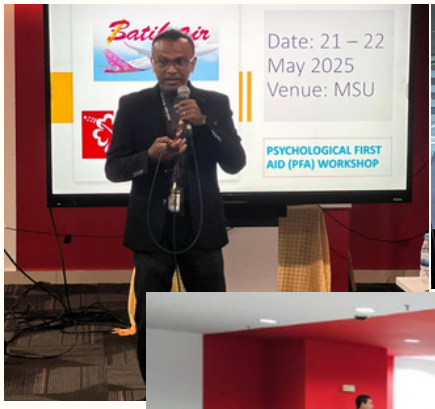
Conclusion

The Flying Tiger Line Flight 66 tragedy remains one of Malaysia’s most important lessons in aviation communication. It reminds us that accidents rarely stem from a single mistake — they are usually the result of multiple small failures embedded within the system. Latent hazards, such as unclear phraseology, unchecked readbacks, and weak cockpit communication, can remain hidden for years until one day they align in a chain of miscommunication that leads to disaster.

Ultimately, aviation safety depends not only on advanced technology or rigorous procedures but also on the clarity, discipline, and vigilance with which humans communicate. In the skies above Malaysia and around the world, every word matters — because in aviation, a misunderstanding can be fatal long before anyone realises it.

COURSES & TRAINING

MSU PSYCHOLOGY FIRST AID 2025



The Psychological First Aid (PFA) Course conducted by Management and Science University (MSU) provided participants with essential knowledge and practical skills to support individuals experiencing emotional distress during crises or traumatic events. The programme focused on equipping frontline personnel—such as investigators, responders, and safety officers—with the tools to recognise psychological reactions, offer immediate support, and promote short-term coping strategies.

Throughout the course, participants were introduced to the core PFA framework, including Look–Listen–Link, which emphasises situational awareness, empathetic communication, and appropriate referral pathways. Through interactive lectures, role-play sessions, and scenario-based learning, attendees gained a better understanding of stress responses, trauma behaviour indicators, and effective techniques to calm, reassure, and stabilise affected individuals.

The course also highlighted the importance of self-care and psychological preparedness for responders who may be exposed to emotionally challenging environments. Participants learned practical strategies to manage stress, prevent burnout, and maintain mental resilience while carrying out their professional duties.

COURSES & TRAINING

INTEGRITY COURSE
17 – 19 June 2025

The three-day Integrity Course from 17 – 19 June 2025, held at Felda Residence Hot Springs, Perak, was widely regarded by participants as a highly beneficial and timely professional intervention. Feedback consistently showed that the programme was an eye-opening experience that went far beyond routine training. It provided practical and relevant insights directly applicable to daily public service, and this immediate relevance strongly resonated with participants. The course also fostered a shared sense of commitment and set a positive tone for the more detailed sessions that followed.

The course, attended by Colonel Rosli bin Hashim and En. Seelanraj from AAIB Malaysia, significantly strengthened participants' understanding of misconduct and its complexities. Attendees reported gaining clearer awareness of the full spectrum of corruption—distinguishing not only obvious offences such as bribery but also more subtle issues like conflicts of interest, abuse of power, and previously unclear ethical grey areas. A particularly impactful segment was the session on legal provisions and penalties for misconduct, which created a sobering appreciation of professional accountability. This shifted the collective mindset from viewing integrity as a punitive requirement to recognising it as a proactive culture that must be upheld.

Overall, the course resulted in a renewed personal commitment among participants to apply the lessons learned. This will help them safeguard the government's credibility and contribute to building a more ethical, transparent, and resilient working environment.

COURSES & TRAINING

Air Accident Investigation Course (AAIC) 2025

The Air Accident Investigation Course was held from 24th June to 5th July 2025, at the Malaysia Aviation Academy (MaVA), where Air Accident Inspectors from AAIB were invited as speakers. Among the course participants were two (2) new AAIB Inspectors.

The Aircraft Accident Investigation (AAI) Course conducted at MaVA provided comprehensive training for aviation personnel involved in accident and incident investigations. The Lesson programmed featured a blend of theoretical instruction, practical workshops, and scenario-based exercises aimed at enhancing participants' technical knowledge, analytical skills, and understanding of investigative processes in accordance with ICAO Annex 13 standards.

COURSES & TRAINING

Aircraft Initial Airworthiness (PART 21) Course

The Aircraft Initial Airworthiness Course was conducted at Universiti Kuala Lumpur (UniKL) - MIAT, Sepang, from August 25 to 29, 2025. Professor Abu Hanifah, provided participants with a foundational understanding of the regulatory, technical, and organisational requirements associated with the certification and continued safety of aircraft. The programme was designed to equip aviation personnel—particularly those involved in engineering, maintenance, safety oversight, and quality assurance—with essential knowledge of how airworthiness is achieved, assessed, and maintained throughout the aircraft lifecycle.

Throughout the course, participants were introduced to the principles of initial airworthiness, with emphasis on aircraft design, certification processes, and the regulatory frameworks established under ICAO, EASA, and national aviation authorities. Key topics included type certification, production approval, design responsibilities, conformity inspections, and the integration of safety considerations during the development and manufacturing stages.

The programme also highlighted the relationship between initial and continuing airworthiness, reinforcing how early design decisions influence long-term aircraft safety performance. Through these learnings, attendees developed a clearer understanding of how airworthiness certification underpins safe operations and supports effective investigation when incidents occur.

Overall, the Aircraft Initial Airworthiness Course at UniKL-MIAT enhanced participants' technical competence and regulatory awareness, contributing to improved safety culture and more informed decision-making within Malaysia's aviation ecosystem.

COURSES & TRAINING

COMAC Product Familiarisation Training 13–23 October 2025

COMAC has organised a comprehensive Product Familiarisation Training Course for the C909 and C919 aircraft, scheduled to take place from 13–23 October in Shanghai and Chengdu. This programme offers an in-depth overview of COMAC's latest aircraft, including detailed system introductions as well as operational and maintenance practices. The course is designed to broaden participants' technical knowledge and strengthen their understanding of COMAC's growing fleet.

AAIB Malaysia is pleased to participate and has nominated two of its inspectors Mr. Khairulnizam bin Jamaludin and Colonel Muhammad Amir bin Abdullah, RMAF, to represent the organisation at this training.

COURSES & TRAINING

Flight Recorder Training Course
6-10 October 2025

The Flight Recorder Training Course was conducted from 6 to 10 October 2025 with the objective of enhancing participants' technical knowledge and practical skills in the handling, analysis, and interpretation of flight recorder data. The course provided comprehensive exposure to both Flight Data Recorder (FDR) and Cockpit Voice Recorder (CVR) systems, including regulatory requirements, recorder architecture, data acquisition processes, and preservation of recorded data following an aircraft incident or accident.

Throughout the programme, participants were trained on best practices for flight recorder recovery, download procedures, data validation, and analysis techniques to support effective accident and incident investigations. Emphasis was placed on the role of flight recorders in reconstructing flight profiles, identifying contributing factors, and supporting evidence-based safety recommendations. The course significantly strengthened participants' competency in flight recorder investigation and contributed to the development of a skilled investigative workforce aligned with international aviation safety standards.

COURSES & TRAINING

Radiology and Nuclear Emergency Readiness and Response for First Responder Course 21-22 October 2025

The Radiology and Nuclear Emergency Readiness and Response for First Responder Course was conducted from 21 to 22 October 2025 to enhance the preparedness and response capabilities of first responders in managing radiological and nuclear emergencies. The course focused on building foundational knowledge of radiation principles, potential radiological and nuclear threats, and the associated health, safety, and environmental risks. Participants were also introduced to national and international frameworks governing radiological and nuclear emergency management.

The programme emphasised practical response measures, including radiation detection and monitoring, personal protective measures, incident command and coordination, and initial actions during radiological or nuclear incidents. The course was attended by Lt Kol Azhari and Lt Kol Sani, who actively participated in the sessions and practical discussions. Overall, the training strengthened participants' awareness, readiness, and operational competence, contributing to a more coordinated and effective first responder capability in handling radiological and nuclear emergencies.

COURSES & TRAINING

IATA-Incident/Accident Prevention And Investigation Course 27-31 October 2025

The Incident/Accident Prevention And Investigation Course was held from 27 to 31 October 2025 at the IATA Training Centre, Pasir Panjang, Singapore. This course was organised with the aim of enhancing the participants' knowledge and skills in conducting systematic and professional air accident investigations..

There were twenty (20) participants from various countries, namely South Korea, the Philippines, Nigeria, Kenya, Pakistan, Saudi Arabia, and Singapore, who have a background in flight safety, and some are also Air Sector Enforcement Officers. Meanwhile, four (4) AAIB Malaysia Inspectors namely Colonel Muhammad Amir bin Abdullah RMAF, Colonel Rosli bin Hashim RMAF, Lt. Colonel Azhari bin Ramli RMAF and Joseph anak Ngalambai successfully attended this course.

SEMINAR

AAIB MALAYSIA

Senior AFRS- Maldives
15 May 2025

Senior Airport Fire and Rescue Service (AFRS) engagement was held at MAHB Headquarters, KLIA, on 15 May 2025, focusing on strengthening operational readiness, emergency response capabilities, and regional cooperation in airport rescue and firefighting services. The session highlighted critical areas including fire-ground management, aircraft incident response, command and control mechanisms, and adherence to ICAO Annex 14 standards.

The AAIB lead by Mr. Khairulnizam presented an overview of its organisation and the aircraft accident investigation process in accordance with ICAO Annex 13, reinforcing the importance of coordinated response and clear investigative procedures during aviation emergencies.

This engagement provided a valuable platform for exchanging best practices, enhancing cross-border collaboration, and supporting continuous improvement in aviation emergency preparedness across the region.

FORUM

AAIB MALAYSIA

6TH INTERNATIONAL ACCIDENT INVESTIGATION FORUM 20-24 MAY

The 6th International Air Accident Investigation (IAI) Forum 2025, held in One Farrer Hotel, Singapore from 21–23 May 2025, brought together accident investigation authorities, safety professionals, aviation regulators, and industry experts from around the world. Hosted by the Transport Safety Investigation Bureau (TSIB) of Singapore, the triennial event continued its central mission: to strengthen global collaboration, enhance investigative capabilities, and promote a deeper understanding of evolving challenges in modern aviation safety.

Importantly, the Forum provided an opportunity for investigators to examine recent global accident and incident case studies, offering practical insights into root causes, analytical challenges, and safety actions implemented. Such exchanges are vital in ensuring that lessons learned from one region can benefit the broader international community.

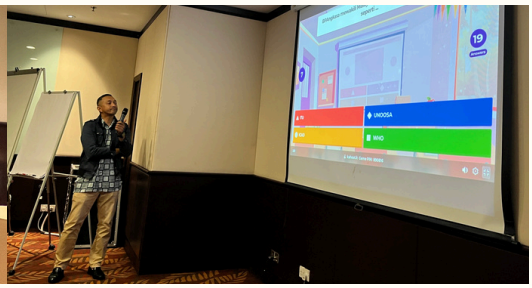
Overall, the 6th IAI Forum reinforced the message that aviation safety is a shared global responsibility. As technology, operations, and risk environments evolve, so too must the frameworks and competencies that support aircraft accident investigation. The 2025 Forum successfully advanced this effort by fostering dialogue, building networks, and inspiring renewed commitment to improving safety outcomes worldwide.

A significant highlight for Malaysia was the participation of the Chief Inspector of AAIB Malaysia, Brigadier General Tan Chee Kee RMAF, who presented a compelling case study titled “A Decade & Beyond: The Search for MH370.” His presentation provided an in-depth reflection on one of the most complex and prolonged aviation investigations in modern history. Brig Gen Tan shared key lessons learned over the past decade, including operational challenges, international coordination efforts, and the evolution of search methodologies. His insights offered valuable perspective on how long-term investigations can shape future strategies, improve collaborative mechanisms, and strengthen global preparedness for rare but high-impact occurrences.

WORKSHOP

AAIB MALAYSIA

Aerospace Regulatory and Investigation Workshop 20-23 Jul 2025



The Aerospace Regulatory and Investigation Workshop, held from 20 to 23 July 2025, was organised by BPAngkasa and MOSTI, bringing together aviation professionals, investigators, regulators, and industry stakeholders for an intensive programme focused on strengthening regulatory understanding and enhancing investigative competency within Malaysia's aerospace regulation. The workshop served as a collaborative platform to discuss the latest developments in aerospace regulations, safety oversight frameworks, and investigative best practices.

Organised in partnership with key industry experts, the workshop included a series of technical briefings, case study reviews, and hands-on sessions designed to deepen participants' knowledge of aircraft accident investigation methodologies and regulatory compliance requirements. Topics covered included 834 Act and ICAO Annex 13 fundamentals, investigation planning, evidence management, organisational responsibilities, safety data analysis, and the application of modern safety management principles.

AAIB Malaysia contributed actively to the workshop by sharing operational experience and real-world investigative lessons, reinforcing the importance of independent investigation and fact-based decision-making. The engagement underscored the critical role of regulatory awareness in achieving consistent safety outcomes and maintaining public confidence in the aviation system.

MEETING

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APAC-AIG/13 Workshop & Meeting New Delhi, India

The 13th Meeting of the Asia Pacific Accident Investigation Group (APAC-AIG/13) was held from 30–31 October 2025 in New Delhi, India, preceded by a two-day technical workshop on 28–29 October 2025. The meeting gathered more than 90 participants from investigation authorities, civil aviation regulators, and ICAO representatives across the Asia-Pacific region. This marked the first time India hosted the event, signalling the growing regional emphasis on strengthening accident investigation capability.

APAC-AIG/13 reinforced the importance of continuous collaboration within the Asia-Pacific region to improve investigation effectiveness and promote aviation safety. For Malaysia, the outcomes of the meeting support ongoing efforts to strengthen AAIB's organisational independence, upgrade investigator competency and technical skills, enhance cross-border investigative cooperation, and align national practices with ICAO's global safety priorities.

Active engagement in APAC-AIG ensures Malaysia remains at the forefront of regional accident investigation development and contributes meaningfully to collective safety advancement in the Asia-Pacific region.

VISIT

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Courtesy call to Bukit Aman on 19 May 2025

On 19 May 2025, four inspectors from the Air Accident Investigation Bureau (AAIB) Malaysia conducted an official visit to the Bukit Aman Police Headquarters, Kuala Lumpur. The meeting focused on strengthening collaboration between both organisations, particularly in areas related to the ongoing Memorandum of Understanding (MoU), training and competency development, and operational coordination during accident and incident investigations.

The discussion was constructive and forward-looking, reaffirming the shared commitment of AAIB Malaysia and the Royal Malaysia Police to enhance investigative effectiveness, improve inter-agency support mechanisms, and ensure a more efficient national response framework. This visit marked another important step in reinforcing cooperation for future joint operations and capacity-building initiatives.

VISIT

AAIB MALAYSIA

Courtesy call PDRM to AAIB on 25 Sep 2025

A courtesy call by the Royal Malaysia Police (PDRM) was held at the Air Accident Investigation Bureau (AAIB) on 25 September 2025 with the objective of strengthening inter-agency cooperation and enhancing mutual understanding in the management of aviation-related incidents. The engagement provided a platform for both agencies to exchange views on respective roles, statutory responsibilities, and coordination mechanisms, particularly in relation to accident and incident response.

During the session, AAIB briefed PDRM on its investigation mandate in accordance with ICAO Annex 13, highlighting investigation processes, evidence preservation, and the importance of maintaining investigation independence. Discussions also covered information sharing, scene management, and coordination during aircraft accidents to ensure safety, security, and effective investigation outcomes.

The courtesy call reaffirmed the commitment of both AAIB and PDRM to maintain close collaboration, improve inter-agency communication, and support a coordinated approach in handling aviation occurrences, thereby contributing to the enhancement of national aviation safety.

VISIT

AAIB MALAYSIA

Visit to MABAcademy
16 Dis 2025

A visit to MAB Academy was conducted on 16 December 2025 as part of AAIB's ongoing safety promotion and stakeholder engagement initiatives. The visit aimed to enhance mutual understanding on aviation training standards, operational practices, and safety culture development within the civil aviation ecosystem.

During the visit, AAIB was briefed on MAB Academy's training framework, facilities, and programmes covering flight operations, cabin crew, engineering, and aviation safety-related disciplines. Emphasis was placed on competency-based training, human factors, and continuous improvement in operational safety. AAIB also shared insights on accident and incident investigation principles in accordance with ICAO Annex 13, highlighting the role of effective training in preventing recurrence of safety occurrences.

The visit strengthened collaborative ties between AAIB and MAB Academy, reinforcing the shared commitment to promoting safety awareness, learning from occurrences, and supporting a proactive safety culture across the aviation industry.

EXERCISE

Aerodrome Emergency Exercise

Throughout the year, the AAIB actively participated in annual emergency exercises at various airports, including KLIA, Subang, Alor Setar, Langkawi, Ipoh, Malacca, Kota Kinabalu, Kuching, Limbang, and Sandakan. These exercises were organised by the respective airport management teams to enhance readiness and coordination during aviation emergencies.

AAIB inspectors contributed their expertise in both Table-Top Exercises (TTX) and Field Exercises (full-scale and partial), serving in roles such as Evaluators, Observers, or Participants. Their involvement underscores the AAIB's commitment to fostering a robust safety culture across Malaysia's aviation sector.

AAIB participated in 8 out of 12 planned Aerodrome Emergency Exercises by AFRS.

NO	ACTIVITIES	DATE	REMARKS
1	SAREX LIMA Langkawi	6-9 May 2025	Cancelled participation
2	FSX Penang(PEN)	17-19 Jun 2025	AMR/ROY
3	FSX Tawau(TWU)	18-19 Jun 2025	Unable
4	FSX Terengganu(TGG)	23-24 Jun 2025	Unable
5	FSX Lahad Datu(LDU)	5-7 Aug 2025	YZD/SNI
			Off Airport Exercise
6	FSX Kuantan(KUA)	22-23 Jul 2025	Unable
7	FSX Alor Setar9AOR)	23-24 Jul 2025	SNI/JUM
8	FSX Kota Bharu(KBR)	30 Jul 2025 (TTX)	ROY
		6 August 2025 (FSX)	AMR (Night Exercise)
9	FSX Kota Kinabalu	3-4 Sep 2025	CI/RAJ/SNI
10	FSX Sibu(SBW)	9-10 Sep 2025	SNI/JOE
11	FSX Miri(MYY)	23-25 Sep 2025	ROY/RAJ
12	FSX Lawas(LWY)	29-30 Sep 2025	RSL/JOE

TTX- Table top Exercise
FSX - Full Scale Exercise

EXERCISE

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FSX PENANG
17-18 JUNE 2025

A full-scale emergency exercise was conducted at Penang International Airport (PIA) from 17 to 18 June 2025 as part of the airport's ongoing commitment to strengthening preparedness, operational coordination, and multi-agency emergency response capability. The exercise, organised by Malaysia Airports Holdings Berhad (MAHB) in collaboration with key response agencies, aimed to test the effectiveness of contingency plans and evaluate real-time coordination during an aviation emergency.

The scenario simulated a major aircraft accident on the airfield, involving casualties, fire response requirements, and complex rescue operations. Participating agencies included the Air Accident Investigation Bureau (AAIB) Malaysia, Airport Fire and Rescue Service (AFRS), Royal Malaysia Police (PDRM), Civil Defence Force (APM), Ministry of Health (MOH), BOMBA, airline operators, airport management, and other support units. Over the two-day period, responders were assessed on command-and-control structures, communication flow, triage and medical evacuation procedures, evidence preservation, and overall interoperability.

AAIB Malaysia's involvement focused on observing the accident site management process, assessing the preservation of evidence, and reviewing the coordination mechanisms between first responders and the investigation authority. The exercise demonstrated the importance of early information-sharing, controlled access to the crash site, and the integration of investigative needs into the emergency response timeline.

EXERCISE

AAIB MALAYSIA

FSX ALOR SETAR
22-24 JULY 2025

Alor Setar, 24 July 2025 – Malaysia Airports Holdings Berhad (MAHB) at Sultan Abdul Halim Airport conducted a Full-Scale Emergency Exercise (FSX "Tebuan") to evaluate the preparedness and coordination of multiple agencies in responding to an aviation emergency.

The exercise, involving over 150 participants, simulated a commercial aircraft experiencing an emergency during landing before catching fire on the runway. It tested the effectiveness of firefighting, rescue, and medical response operations, as well as post-incident media handling.

Airport Manager Mr. Mohd Fadzli bin Ahmad said the exercise, held biennially, aims to ensure all airport agencies remain at the highest level of readiness. He also thanked all participating agencies for their commitment and noted that a post-exercise evaluation will be conducted to identify improvements.

The event also featured briefings from AAIB by Colonel Juma'in bin Saadon RMAF and Lieutenant Colonel Mohd Sani Shafie RMAF, highlighting the bureau's role and the importance of the Aircraft Flight Recorder in accident investigations.

EXERCISE

AAIB MALAYSIA

FSX LAHAD DATU
5-7 AUG 2025

A full-scale emergency exercise was held at Lahad Datu Airport from 5 to 7 August 2025 to evaluate the airport's readiness and the effectiveness of multi-agency coordination during an aviation emergency. Organised by Malaysia Airports Holdings Berhad (MAHB) in partnership with local and federal response agencies, the exercise served as a comprehensive test of the airport's emergency response plan, operational procedures, and inter-agency communication.

The simulation involved a mock aircraft accident within the airport vicinity, requiring coordinated actions by the Airport Fire and Rescue Service (AFRS), Royal Malaysia Police (PDRM), Malaysian Fire and Rescue Department (BOMBA), Civil Defence Force (APM), Ministry of Health (MOH), airline representatives, and supporting agencies. The scenario tested critical aspects such as initial firefighting and rescue operations, medical triage and evacuation, crowd control, resource mobilisation, and site security.

The Air Accident Investigation Bureau (AAIB) Malaysia participated by observing accident site management, evidence handling practices, and the integration of investigative requirements into the emergency response flow. Special attention was given to the interface between first responders and investigators, ensuring that life-saving efforts and evidence preservation were balanced effectively.

EXERCISE

AAIB MALAYSIA

FSX KOTA KINABALU
3-4 SEPT 2025

A full-scale emergency exercise was conducted at Kota Kinabalu International Airport (KKIA) from 3 to 4 September 2025 to assess the airport's preparedness and strengthen inter-agency coordination in the event of a major aviation incident. The exercise, organised by Malaysia Airports Holdings Berhad (MAHB) in collaboration with Sabah state agencies and national response units, aimed to evaluate the effectiveness of the airport's emergency procedures, command structure, and operational readiness.

The simulated scenario involved a large passenger aircraft encountering an emergency on landing, resulting in multiple casualties and significant airfield disruption. The exercise required coordinated action from the Airport Fire and Rescue Service (AFRS), Royal Malaysia Police (PDRM), Malaysian Fire and Rescue Department (BOMBA), Ministry of Health (MOH), Civil Defence Force (APM), airline operators, and other supporting organisations.

The Air Accident Investigation Bureau (AAIB) Malaysia participated by observing the accident site response, evidence preservation measures, and the integration of investigative priorities within the broader emergency operation. Particular focus was placed on the accuracy of initial information relay, perimeter control around the mock crash site, and the cooperation between first responders and investigative teams.

EXERCISE

AAIB MALAYSIA

FSX SIBU
9-10 SEPT 2025

Sibu Airport successfully conducted a full-scale emergency exercise from 9 to 10 September 2025, to assess its preparedness and enhance inter-agency coordination for a major aviation incident. The exercise, organised by MAHB and involving State and Federal Emergency units, evaluated the effectiveness of emergency procedures and the command structure through a simulated large passenger aircraft emergency landing with multiple casualties.

Key participants included Airport Fire and Rescue Service (AFRS), Royal Malaysia Police (PDRM), Malaysian Fire and Rescue Department (BOMBA), Ministry of Health (MOH), Civil Defence Force (APM), Malaysian National Security Council (MKN), and airline operators.

The AAIB Malaysia shared information on the Flight Data Recorder (FDR) / Black Box and observed the response, focusing on evidence preservation, perimeter control, and the seamless integration of investigative protocols with first responders.

While the exercise showcased a strong level of preparedness and effective resource deployment, areas for improvement were noted in communication flow and documentation. These findings will be incorporated into future plans, securing Sibu Airport's commitment to maintaining efficient emergency readiness.

EXERCISE

AAIB MALAYSIA

FSX MIRI
23-25 SEP 2025

A full-scale emergency exercise was conducted at Miri Airport from 23 to 25 September 2025 to evaluate the airport's emergency preparedness and strengthen coordination among various response agencies in managing a major aviation incident. Organised by Malaysia Airports Holdings Berhad (MAHB) together with state and federal emergency units, the exercise served as an important platform to assess the effectiveness of the airport's contingency plans and multi-agency response framework.

The exercise simulated a commercial aircraft experiencing a critical failure during approach, resulting in a mock crash scenario that involved multiple casualties, fire suppression needs, and complex rescue operations. Participating agencies included the Airport Fire and Rescue Service (AFRS), Royal Malaysia Police (PDRM), Malaysian Fire and Rescue Department (BOMBA), Ministry of Health (MOH), Civil Defence Force (APM), airline operators, and other supporting organisations.

The Air Accident Investigation Bureau (AAIB) Malaysia took part by observing site safety, access control, evidence preservation, and the overall integration of investigative considerations into the emergency response sequence. Special attention was given to the efficiency of communication channels, the handling of sensitive items, and the coordination between first responders and investigators during the critical initial phase.

EXERCISE

AAIB MALAYSIA

FSX LAWAS
29-30 SEP 2025

The Air Accident Investigation Bureau (AAIB) Malaysia has received an invitation to participate in the 2025 STOLPort Air Disaster Exercise (EX-RIMBA), scheduled to take place from 29 to 30 September 2025 at Lawas STOLPort, Sarawak. AAIB has assigned two Air Accident Inspectors to attend the exercise with the purpose of providing briefings, guidance, and assistance to ensure the smooth execution of the exercise and to contribute towards the enhancement of air disaster management practices.

The scenario simulated a small commercial aircraft experiencing an emergency landing, resulting in a mock accident that involved injured passengers, aircraft damage, and a need for coordinated rescue and medical response. Agencies participating in the exercise included the Airport Fire and Rescue Service (AFRS), Royal Malaysia Police (PDRM), Malaysian Fire and Rescue Department (BOMBA), Ministry of Health (MOH), Civil Defence Force (APM), airline representatives, and other supporting units.

The Air Accident Investigation Bureau (AAIB) Malaysia participated by observing the initial response, evaluating evidence preservation procedures, and reviewing the integration of investigative requirements into the emergency operations. Particular attention was given to the management of a constrained airport environment, where space limitations and resource availability pose additional challenges to responders and investigators.

EXERCISE

AAIB MALAYSIA

EX LAKA 2025
27 November 2025

The Table Top Exercise (TTX) for Latih Amal Kemalangan Angkasa – EX LAKA 2025, organised by the Bahagian Penguasa Angkasa (BPA) under the Ministry of Science, Technology and Innovation (MOSTI), served as an important platform to evaluate national preparedness, inter-agency coordination, and crisis management capabilities in the event of an aviation-related incident involving space or aerospace components.

Held as part of MOSTI's overarching commitment to strengthening Malaysia's aerospace safety and emergency response framework, the TTX brought together key agencies including AAIB Malaysia, AFRS, KKM, PDRM, Bomba, ATM, CAAM, and NADMA. The exercise focused on enhancing understanding of roles, responsibilities, and work process flow under the National Aerospace Incident Response Plan.

During the session, participants were guided through a simulated space debris impacting non-populated area near Putrajaya. Discussions centered on initial notification procedures, activation of command structures, information sharing, search-and-rescue (SAR) coordination, evidence preservation, and the integration of technical expertise from relevant agencies. Special emphasis was placed on cross-agency decision-making, escalation protocols, and the alignment of response actions with national policies.

The TTX successfully highlighted both strengths and areas requiring improvement. Notable strengths included rapid activation readiness, clear demonstration of agency roles, and strong collaboration among stakeholders. Opportunities for improvement were observed in communication clarity, consolidation of technical data flows, and refinement of inter-agency coordination mechanisms—particularly during the early stages of incident management.

EXERCISE

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SAREX BASARNAS-CAAM SERIAL 4/2025 8-9 DECEMBER 2025

The Search and Rescue Exercise (SAREX) BASARNAS–CAAM Serial 4/2025 was conducted on 8–9 December 2025 to strengthen bilateral coordination, interoperability, and operational readiness between BASARNAS and the Civil Aviation Authority of Malaysia (CAAM) in managing aviation search and rescue (SAR) operations. The exercise aimed to validate established SAR procedures, communication protocols, and coordination mechanisms in accordance with ICAO requirements, particularly those outlined in Annex 12 on Search and Rescue.

The exercise involved simulated aviation emergency scenarios requiring effective information sharing, joint decision-making, and coordinated SAR responses across participating agencies. Lt Kol Azhari participated in the exercise as an Observer, monitoring the planning, execution, and inter-agency coordination throughout the exercise. Observations from the exercise provided valuable insights into operational strengths and areas for improvement, contributing to enhanced SAR preparedness, mutual understanding, and continuous improvement of cross-border SAR cooperation.

EVENTS

AAIB MALAYSIA

Hari Raya Aidilfitri Celebration 2025

The Hari Raya Aidilfitri Celebration 2025 was held on 24 March 2025 in a warm and festive atmosphere, bringing together staff from across the organisation to strengthen camaraderie and foster a spirit of unity. The event served as an opportunity for colleagues to reconnect, celebrate shared values, and appreciate the cultural significance of Syawal after a month of fasting and reflection.

The celebration featured a variety of traditional Raya delicacies, colourful decorations, and informal hat encouraged interaction among departments and teams. Short welcoming remarks highlighted the importance of maintaining harmony in the workplace and upholding mutual respect—values that are central to both the festive season and the organisation's commitment to excellence.

EVENTS

AAIB MALAYSIA

PRELIMINARY REPORT COLLISION BETWEEN FRU LORRY WITH TIPPER LORRY 9 JUNE 2025

The preliminary report for the FRU case provides an initial outline of the circumstances, sequence of events, and early factual information gathered during the first phase of the investigation. Prepared in accordance with ICAO Annex 13 requirements, the report focuses solely on verified facts and does not draw conclusions, assign blame, or determine causes at this stage.

The investigation team documented the timeline of the event, actions taken by the involved units, and the immediate response measures executed at the scene. Initial data collection included interviews, operational records, communication logs, and relevant physical evidence. Early examination highlighted several key operational factors requiring further analysis, including communication flow, coordination procedures, and adherence to established protocols.

The preliminary report also outlines safety actions already taken or planned by the responsible agencies to mitigate immediate risks. These include strengthened coordination mechanisms, reinforcement of standard operating procedures, and enhanced oversight of critical tasks.

As the investigation progresses, additional technical analysis, human factors assessment, and organisational review will be undertaken before a final report is issued. The preliminary findings serve as the foundation for a comprehensive evaluation aimed at preventing recurrence and improving overall safety performance.

EVENTS

AAIB MALAYSIA

Deepavali Celebration

The Deepavali 2025 was celebrated on 6th November at RAC Hall, level two, Ministry of Transport, with vibrant colours and warm fellowship, bringing together staff from diverse backgrounds to honour the Festival of Lights. The event highlighted the values of harmony, unity, and mutual respect—principles that resonate deeply within the organisation's culture and daily operations.

The celebration featured traditional Deepavali decorations, festive music, and a selection of popular Indian delicacies that added to the lively and welcoming atmosphere. Short opening remarks emphasised the importance of cultural appreciation and inclusivity in fostering a positive and cohesive workplace environment.

EVENTS

AAIB MALAYSIA

Transport Expo Asia (TXA)
11-13 November 2025

Transport Expo Asia (TXA) 2025 was held at Sama-Sama Hotel, KLIA, marking Malaysia's first regional transport and logistics expo with a strong focus on digital innovation, sustainable mobility, and safety-driven operations. The event showcased advancements in multi-modal transport, smart logistics, and automated handling technologies, with an emphasis on improving operational safety and reducing accident risks.

Sessions under the Road Safety Congress 2025 (RSC 2025) highlighted strategies to enhance transport safety across land, air, and maritime sectors. TXA served as an important platform for government agencies, industry players, and technology providers to collaborate on developing safer, more efficient, and sustainable transport solutions for Malaysia and the ASEAN region.

Additionally, AAIB personnel were given the opportunity to participate at the exhibition booth, strengthening visibility and engagement with industry stakeholders on aviation safety initiatives.

EVENTS

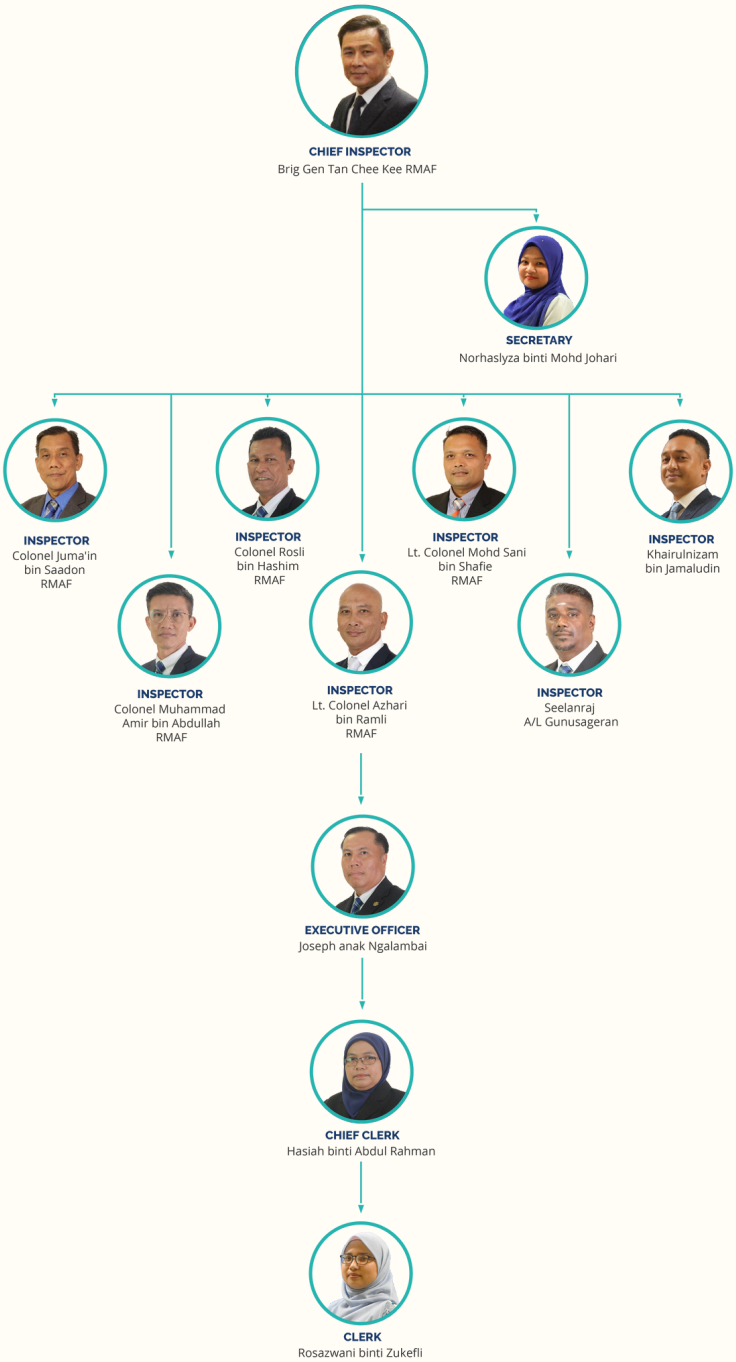
AAIB MALAYSIA

Minister of Transport Directives & Transport Safety Regulations (Aircraft Accident and Incident Investigation) Workshop

AAIB Malaysia successfully conducted a workshop to review the Minister of Transport Directives and develop Transport Safety Regulations (Aircraft Accident and Incident Investigation) from 28 to 30 November 2025, at Holiday Villa Beach Resort & SPA Cherating, Pahang. This review and development effort is vital to ensure AAIB's investigation practices comply with the international standards set by ICAO and is a preparatory step for the upcoming ICAO Universal Safety Oversight Audit Programme (USOAP) audit. The event also featured social programs and networking sessions with staff families to strengthen relationships and promote a high spirit of teamwork among AAIB personnel

AAIB Team

AAIB MALAYSIA



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