



**SERVING MALAYSIA'S
AEROSPACE INDUSTRY**

**MALAYSIAN AEROSPACE
NEWSLETTER**

1st Edition 2025

Leading The Malaysian Aerospace Industry
Forward With A Common Objective Of
Continued Development And Growth



The global aviation industry is realising record passenger numbers which are likely to exceed well over 5 billion this year with revenue passenger kilometres (RPK) rising nearly 4% above the previous peak seen in 2019. On the other hand, the aerospace industry continues to see challenges in meeting aircraft production needs. Production is now 30% less than 6 years ago and the backlog of orders the highest ever at over 17,000 aircraft. Based on current production rates this could take up to 14 years to clear - twice as long as in 2019. This is due to supply chain delays caused by capacity issues and the result of both raw material and labour shortages. This demand is expected to continue over the next decade with a forecast compound annual growth rate (CAGR) of 2.8%.

Asia Pacific has also seen record passenger growth. The Association of Asia Pacific Airlines airline members recorded a 30.5% passenger increase compared to 2023 whilst demand measured in RPK increased 28.0% over the year. International air cargo markets also recorded a robust increase of 14.9% in 2024. Only China is projected to grow more slowly over the next few years due to an aging population and shrinking consumption and trade. The long lead time for new deliveries and shortage of lease aircraft has meant airlines operating older aircraft. This according to the International Air Transport Association has meant global fuel efficiency improvements remaining unchanged over the past year - departing from the 1.5% to 2% annual improvement seen in prior years. This not only impacts cost of operations but also the desire to reduce the carbon footprint.

On a more positive note, the aging fleet has meant growth in the MRO sector where total revenue surpassed the previous record set in 2019 by 12% with CAGR of 2.7% expected through to 2035. Such growth will continue to offer MAIA members targeted opportunities. To better understand the market potential, MAIA has engaged various data services providers to offer detailed market information services at significantly reduced pricing. The business jet market is also growing. Bombardier stated that demand is up by more than 10% with an order backlog of more than 2 years. Whilst the Asia-Pacific region showed a small 1.2% growth compared to 2023, the Southeast Asia fleet grew significantly by 6.2%.

This region for the first time, is set by the end of this year, to surpass 300 registered aircraft. This is buoyed by the region's emergence as a premier global tourism destination and increase in foreign investment opportunities. The global helicopter market is also forecast to expand with an expected CAGR of 4.00% from 2024 to 2031. More specifically, the Asia Pacific has seen rapid expansion due to increased use in charter, emergency services and offshore operations with a market share of around 23% of total global revenue.

The region is forecast to continue to grow significantly with a CAGR of 6.0% from 2024 to 2031. However, the industry also faces a shortage of technicians and spare parts supply. Furthermore, the global helicopter fleet has an average age of more than 40 years which has not helped spare parts demand. The high purchase prices of new helicopters and the inability to sell older aircraft have also impacted purchase decisions. Despite this Airbus Helicopters sold 455 aircraft in 2024 - its highest since 2017. Leonardo orders were up 11.1% with revenues up 17.6% year on year. Bell Helicopter ended the year with a strong order backlog of US\$7.5 billion.

In respect of the AAM sector, it is clear this will grow exponentially. The air taxi sector alone saw 711 new orders from October 2024 through January 2025. However, new product development remains challenging as some European ventures have, over the past year, entered bankruptcy proceedings. Eve Air Mobility and Vertical Aerospace, nonetheless, have achieved 2,950 and 1,552 commitments respectively and EHang in China continues to make significant progress.

To take advantage of the potential this sector offers, it will be essential that Malaysia encourages local manufacture and assembly, to invest in the required supporting infrastructure and invest in advanced UTM systems. It is however recognised that a major hurdle to achieving this objective are the current outdated regulatory frameworks. This was a strong focus at the recently attended ICCAIA Conference and reinforced by the ICAO leadership and it will be important to ensure that all member states ensure compliance with the changes being adopted so as not to be left behind.

At the recent Global Supply Chain Summit held in Montreal, it was strongly emphasised that the supply chain needs predictability and reliability which continues to remain a challenge given the recent disruptive geopolitical issues. It was clear from the various presentations and discussions on the sidelines of the conference, that Canada is seeking to refocus its relationships and to collaborate more with Europe and the Commonwealth. As stated in the summit the aerospace sector, given its dependence on a complex, multilayered network of international suppliers and manufacturers, will need to secure backup suppliers to mitigate such anticipated disruptions. This certainly offers an opportunity for Malaysian enterprises.

In this regard, MAIA continues to promote Malaysian capabilities and to encourage further growth so that our members can take advantage. In supporting this, I am pleased that, thanks to the organisers GEC, MAIA will be for the first time be represented at LIMA 25 with our own stand, where 9 members will be exhibiting their products and services. Additionally, MAIA will also be present at the Paris Airshow 25 on a pavilion organised by MATRADE. For our manufacturing members, in particular, this provides an excellent opportunity to showcase their capabilities to the global community as well as to meet with senior international aerospace players. In May, MAIA is also organising a German trade mission in conjunction with the Malaysian German Chamber, which will bring to the country at least 7 companies interested in developing their connections in Malaysia. All of these initiatives offer tangible opportunities for members to promote their capabilities to the global community and we strongly urge your participation.

At the above-mentioned summit, Airbus advised that they have more than 3000 international suppliers, Boeing around 1200 and Bombardier 2000. However, there are many more indirect suppliers where again Malaysia should be much more engaged. The importance on continued gains in improving productivity to compete on the global stage, was also emphasised, as well as continued focus on reducing carbon footprint and on digitalisation whether this be in production processes or to improve forecasting and scheduling. Raw material supply remains a key concern for many leading industry companies as well as suppliers offering forging and casting not prepared to risk large investments to expand output. It was also stated that suppliers need to ensure they are prepared to meet OEM demand 2 to 3 years ahead and not wait for purchase orders. Rising costs plus lack of financing for investment by cautious financial institutions and availability of skilled labour also remain key concerns. The efforts by the GAAST Committee, initiated by ICCAIA, also reflected on the need for skilled labour. Many of these points were reinforced at meetings with ICAO as well as throughout the ICCAIA Conference.

Our association will continue to encourage growth in our members capabilities, as was the focus of our recent well attended manufacturing workshop and our forum on aerospace welding. We are also planning manufacturing workshops covering both the avionics and AAM sectors which are scheduled to take place on April 17 and on May 5 respectively. This will not only focus on further investment by foreign companies but importantly the need for Malaysia to develop and create a cluster of local players.

The support offered by various development financial institutions including MIDF and MTDC along with MBSB bank providing financial support at competitive rates provides opportunities for members to invest and expand their respective capabilities.

As domestic investment grows, it is essential when entering the global stage that we not forget the importance of strengthening our corporate governance, improving transparency, and building strong public relations and communications. MAIA will continue to encourage our members to reflect on and implement programs to cover these areas. This will foster trust, enhance member's reputation, as well as attract long-term investors by highlighting their long-term value potential.

Further we must focus on technology adoption. The use of GenAI systems to leverage vast datasets to autonomously generate novel solutions and designs, enhance innovation and applications, enabling optimisation of materials, to scale production, validate and qualify solutions, and speed decision making has enormous potential. However, widespread industry adoption is in its infancy and again there are regulatory hurdles to overcome. To remain competitive our members will need to build such capabilities to equip employees with skills in advanced analytics, machine learning, and human-centred design. Our members will need to work closely with educational institutions and technology providers, which our association will encourage, to offer immersive training programs and foster a culture of continuous learning to strengthen employee engagement.

In order for our industry to grow, it will be important that we work together to harness our combined strengths. MAIA will continue to support and encourage this objective. Through our various networking opportunities with the next to be held in Penang we strongly recommend your participation. This will be followed by our President's Dinner to be held on July 10, where our guest of honour will once again be the Minister of Investment Trade and Industry. Later in the year we will, along with our partner association in Singapore, be hosting a joint forum building on the recently announced SJ-SEZ which we believe affords excellent opportunities for nurturing aerospace investment.

The global aviation industry, whilst realising soaring demand, in parallel, has persistent supply constraints. To thrive, our industry, needs to address supply chain challenges whilst embracing technology innovation and evolving market dynamics. To be successful we must provide a steady supply of skilled talent with international experience, a performance-driven culture that emphasises on gains in productivity, investment in the latest technology for value creation and continue to ensure a clear and robust regulatory framework. MAIA wishes you a successful year ahead.

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MALAYSIA AEROSPACE INDUSTRY ASSOCIATION
2024 ACTIVITIES HIGHLIGHT



JANUARY 2024

12 JAN

Meeting with Malaysia Strategic Trade Control Community (MYSTCC)

16 JAN

Introduction meeting with Singapore Airlines Engineering

19 JAN

SME TSC Meeting (UniKL MIAT, Subang)

19 JAN

MAIA Aerospace Startup Workshop (UniKL MIAT, Subang)

29 JAN

Human Capital TSC Meeting (GE Aerospace, Subang)



FEBRUARY 2024

1 FEB

Meeting with Malaysian Industry-Government Group for High Technology (MIGHT)

2 FEB

Introduction meeting with Collaborative Research in Engineering, Science & Technology (CREST)

7 FEB

MAIA 30th Board Meeting (Global Turbine Asia, Subang)

7 FEB

WEBINAR
Wings of Change: Sustainability in Aerospace

15 FEB

MRO TSC meeting (Skyways Technics, Subang)

19 FEB

Malaysia-China Aviation Forum 2024 (MITEC, KL)

20-22 FEB

Exhibit at Singapore Airshow 2024

MARCH 2024

5 MAR

Sharing session on Selangor Aero Park by Invest Selangor

11 MAR

Launching of CREST Upskilling Grant

12 MAR

WEBINAR
Inspire Inclusion: Building a Sustainable Aerospace Workforce



For more details, you may visit <https://maia.org/>

MALAYSIA AEROSPACE INDUSTRY ASSOCIATION
2024 ACTIVITIES HIGHLIGHT



APRIL 2024

1 APR

WORKSHOP

Talent Requirements with Industry Representatives for CREST Upskilling Grant (Saujana Hotel, KL)

2 APR

Drone/UAM TSC meeting

4 APR

Aerospace Nexus Meeting (MPC, PJ)

23 APR

WORKSHOP

Malaysia's Avionics Industry: Runway to Future Growth (E&O Hotel, Penang)

MAY 2024

3 MAY

Drone Awareness Seminar: Insights on Malaysia's Urban Air Mobility (MRANTI, KL)

7 MAY

MAIA 31st Board Meeting (Dyvation, Subang)

9 MAY

Manufacturing TSC Meeting (Menara UMW, KL)

16 MAY

WEBINAR

SAFRAN's Sustainable Procurement Strategies

29 MAY

MAIA President's Dinner 2024 (M Resort & Hotel, KL)

JUNE 2024

12 JUNE

Annual General Meeting 2024 (Saujana Hotel, KL)

12 JUNE

MAIA Business Bonding (Saujana Hotel, KL)

JULY 2024

2 JULY

SME TSC Meeting (AIROD Aerospace, Subang)

16 JULY

WEBINAR

MAIA Members Briefing 2024

22-26 JULY

Exhibit at Farnborough Airshow 2024

For more details, you may visit <https://maia.my/>

MALAYSIA AEROSPACE INDUSTRY ASSOCIATION 2024 ACTIVITIES HIGHLIGHT

AUGUST 2024

13 AUG

MAIA 31st Board Meeting
(UMW Aerospace Serendah)

15-18 AUG

CSR
CREST Aerospace Bootcamp
(University Malaya)

20-21 AUG

Exhibit at MyAero Summit 2024
(MITEC, KL)

28 AUG

Meeting with Customs Malaysia

SEPTEMBER 2024

2 SEPT

Human Capital TSC Meeting
(Pecca Aviation, KL)

12-14 SEPT

Selangor Aviation Show 2024
(Subang RAC)

12 SEPT

Briefing on Aerospace Industry to a special delegation of financial institutions
(Subang RAC)

13 SEPT

FORUM

Unlocking Aerospace Potential: Financial Strategies and Funding Opportunities for the Aerospace Industry
(Subang RAC)

17 SEPT

Meeting with Ministry of Finance (MOF) on aerospace budget suggestion for 2025

23 SEPT

MRO TSC Meeting
(Execujet MRO, Subang)

25-26 SEPT

MRO APAC 2024

OCTOBER 2024

11 OCT

Meeting with Civil Aviation Authority of Malaysia (CAAM)

22 OCT

Drone/UAM TSC Meeting
(Pen Aviation)

24 OCT

Co-organized the ATR25 Focus Group Discussion
(MIGHT Office)

29 OCT

Meeting with MYSTCC on trade support

For more details, you may visit <https://maia.my/>

MALAYSIA AEROSPACE INDUSTRY ASSOCIATION 2024 ACTIVITIES HIGHLIGHT



NOVEMBER 2024

4 NOV

Visitation from representative of International Coordination Council of Aerospace Industry Association (ICCAIA) (Senior Aerospace UPECA, Subang)

5 NOV

CSR Forum on Aerospace Career at University Nottingham Malaysia

7 NOV

MAIA 33rd Board Meeting (APACS, Shah Alam)

28 NOV

MAIA TSC Leaders Meeting (T7 Global, KL)

DECEMBER 2024

4 DEC

Manufacturing TSC Meeting (NAICO, KL)

5 DEC

Co-organized with MIGHT ATIR25 FGD on Academia & Research Institutions (IOI Golf Resort, Putrajaya)

12 DEC

MAIA Business Bonding: Golf Retreat 2024 (KLGCC)

17 DEC

SME TSC Meeting (Avia Technique, Shah Alam)

19 DEC

Engagement with Department of Mechanical and Aerospace Engineering (MAE), IIUM



For more details, you may visit <https://maia.my/>

01

Malaysia Aerospace INDUSTRY HIGHLIGHTS

*Click on the title for more info



MAB ENGINEERING Accelerates Technology, Training Initiatives



MALAYSIA'S New Approach To Drone Airspace Fees



MALAYSIA Must Fully Leverage Its Strong Aerospace Ecosystem - MITI



SELANGOR Home To Nearly Half Of MALAYSIA'S Aerospace Workforce - EXCO

02 Global Aerospace INDUSTRY HIGHLIGHTS

*Click on the title for more info

[AIRBUS Helicopters Presses Ahead With Design Of Pioneerlab's Hybrid Powertrain](#)



HI-TECH EXPORTS FOR COUNTRY

[MALAYSIA Retains Its 9th Spot In Global High Tech Exports Ranking](#)

[Drone Industry Experiences Evolving Landscape In Cybersecurity](#)



[RX4E is First Electric Aircraft Certified For Commercial Use](#)

03 Welcoming MAIA NEW MEMBERS

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ORION (CORE)

MBSB BERHAD



A major player in Islamic banking, with strengthened capacity through a larger balance sheet, a wider reach, and a whole range of new offerings from consumer banking, commercial and SME banking to corporate and investment banking. MBSB are committed to support the aerospace industry through tailored financial solutions, including the Matching Grant for Bumiputera Aerospace SMEs, the Aerospace and E&E Investment Fund, and Soft Financing for Automation and Modernisation.



**Malaysian Technology
Development Corporation
Sdn Bhd**

Established in 1992, MTDC was the first government venture capital company in Malaysia to invest in SMEs. They spearheaded the technology development for SMEs in Malaysia via the venture capital and fund management activities, and cover a broad range of industry sectors, from semiconductor to advanced manufacturing.

03 Welcoming MAIA NEW MEMBERS

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AURORA (MEDIUM)

Shamrock Precision (Malaysia) Sdn. Bhd.



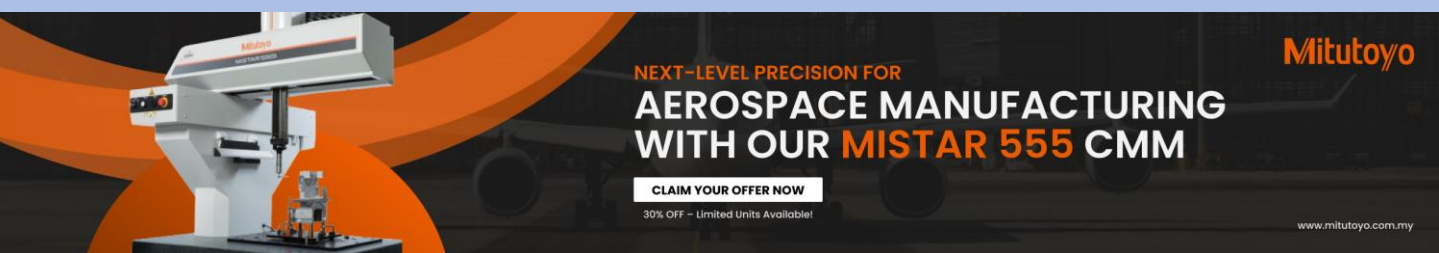
Shamrock aims to deliver high quality components to diverse industries worldwide, including oil field services, aerospace, defense and telecoms. The company manufacture precision machined parts and assemblies.

ASSOCIATE (HORIZON)



XPD Global (Malaysia) Sdn Bhd.

XPD Global are a freight forwarding company, offering comprehensive freight services tailored to unique needs. Their goal is to streamline customers' logistics operations and maximize efficiency.



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04 MAIA Interview

THE EFFORTS FOR SME FINANCING

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Datin Shelina Razaly Wahi
Secretary of MAIA

Could you begin by sharing some information on your personal background and achievements?

I graduated from the University of Bristol UK and began my legal career as a litigation lawyer. I was previously in-house corporate counsel with a large multinational O&G company, and have worked at a leading media, content consumer service provider, a start-up airline and an F&B start-up, before returning to corporate legal practice. I am a Board Member of three(3) listed entities in Malaysia. I also authored the Malaysian chapters on Aircraft Finance and Liens respectively (Sweet & Maxwell).

My legal practice focuses primarily on commercial aviation – including acquisitions, finance and operating leases and sale/

leaseback transactions; in addition to working with general aviation clients – on acquisitions and disposals, financing and regulatory matters. I also regularly advise clients in the manufacturing, services, MRO and design sectors of Aerospace – including in cross-border transactions, contracts, compliance and regulatory matters. This includes reviewing and advising on various contracts within the major OEM supply chains. On the Corporate / Commercial side, I have advised various Aerospace / Aviation clients on Joint Ventures, Mergers and Acquisitions and Disposals, as well as on Structured Finance transactions.

I was a finalist for the Aviation Lawyer of the Year in the Women in Business Law Awards (APAC) 2022 and was recognised in the Euromoney Expert Guides “Women in Business Law” 2021 and 2022 as a leading practitioner for Aviation in Malaysia; in addition to my inclusion into the Euromoney Aviation Expert Guide several times since 2018.

What are the key initiatives that MAIA has undertaken to support the financing of Small and Medium Enterprises (SMEs) within the aerospace industry in Malaysia?

MAIA has been working with various stakeholders such as BNM, MITI and NAICO to formulate a financing ecosystem for aerospace SMEs. Post-Covid, several SMEs in the global aerospace supply chain, particularly in the Americas and in Europe, had closed down and/or dropped out of the supply chain. This resulted in several new RFPs coming to our Malaysian aerospace SMEs. However, post-Covid too, these same SMEs may not have attractive balance sheets and hence there is a need to provide some support and assistance to the SMEs who have the right capability to perform these RFPs but may be facing some issues in attempting to obtain financing to meet these RFPs.

MAIA has participated in and also facilitated several engagement processes: BNM with DFIs; MITI / NAICO with MTDC and DFIs; MPC with BNM, MITI, DFIs; and even several banks (DFIs and commercial banks) with the respective SMEs.

How does MAIA work with government agencies and financial institutions to improve access to funding for aerospace SMEs?

Most commercial banks and even DFIs do not fully understand the aerospace industry. In fact, there tends to be some conflation whereby the familiar retort is that “Aviation and Aerospace are the same”. And with the negative impact on the global aviation industry leading up to Covid and even post-Covid, this has cast the aerospace industry in an unnecessarily poor light.

Hence the various engagements led by MAIA, are key in improving the understanding of the stakeholders, in terms of the potential for our aerospace SMEs to expand; the impact that an expansion of the aerospace sector can have on other sectors (arising from the high adjacencies inherent in the aerospace sector) ; and even the risk that the Malaysian aerospace sector as a whole faces in the event our SMEs are unable to accept these RFPs and these new opportunities should instead go towards SMEs in our neighbouring countries such as Indonesia, Vietnam, Cambodia and Thailand – which are all seeing an upshoot in their aerospace capabilities and capacity.

What are the most significant challenges aerospace SMEs face when it comes to financing, and how is MAIA addressing these challenges?

Some of our aerospace SMEs have grown organically – the current opportunities will require a step-change in how they operate. Among other things, MAIA has been helping our members obtain the right advisory services and assistance in order to be able to meet the information and other requirements such as future projections, which financial institutions would typically require.

MAIA has also arranged introductions for and has facilitated engagement sessions so that our SMEs are able to meet the financial institutions and other stakeholders who are interested to see the aerospace sector grow. By involving other stakeholders such as MTDC, MITI and BNM too, this enables several issues to be dealt with holistically. For example MTDC increases the share capital and hence gives the financial institutions more confidence in a company. BNM’s participation in the engagement process is an indication that aerospace is a key sector in the economy. MITI’s inclusion of aerospace into the NIMP is another indication of strong support for aerospace. Taken altogether, these are mitigants towards risk and hence may enable lenders to view the aerospace sector more favourably.

How does MAIA ensure that SMEs are aware of and able to access financial resources, grants, or incentives that are available to them?

MAIA frequently circulates news bulletins to our members (not just SMEs) in the event there are any developments that may be of interest to our aerospace industry members. In particular, after every Budget Speech in the past few years, we have circulated a list of incentives and other similar measures, for our members’ reference.

MAIA also maintains a database of such matters, and our members may seek our assistance on this at any time.

In your opinion, how important is financial support for SMEs in fostering innovation and growth within the aerospace sector, and what role does MAIA play in facilitating this?

Innovation and growth require substantial injections of capital. As most of our SMEs have grown organically, and did not necessarily start out in the aerospace sector, nor are they 100% aerospace-focused, they may not have the financial capacity or capability to obtain the resources necessary to grow. In particular, innovation which is borne out of efforts in research & technology, not only requires heavy capital but may also require a long gestation period and hence an SME must have not only the financial capacity but must also be able to withstand a long wait for returns on that investment.

By bringing together various stakeholders who are focused on different elements such as capital injections, facilities and incentives, MAIA is enabling an SME to potentially obtain financing which would otherwise be an uphill task if an SME were to approach a financial institution directly, without these additional factors.

What types of financial mechanisms or models do you think would be most effective in encouraging private investment in Malaysia's aerospace industry, particularly for SMEs?

Private Equity is an area that is relatively untapped, in terms of funding for aerospace. I assume this is primarily due to a lack of awareness or perhaps even misconceptions about the aerospace sector. Considering that Malaysian financial institutions have, as a whole, had generally positive experiences with aerospace customers in the past, I believe there is much potential to explore private equity as an alternative avenue for aerospace financing. Several of the Budget 2024 announcements may be relevant to the effort to bring more private investment into aerospace:

1.Measure 17 - To introduce a New Incentive Framework focusing on high-value activities to improve practice of providing product-centric initiatives

- An emphasis on economic complexities, across sectors, creation of high-income jobs, set up of special economic groupings, and reduction of economic disparities between regions, as well as ESG-oriented investments

2.Measure 18 – Strategic Investments

- RM200mil – Strategic Co-Investment Fund (CoSIF) and to support SMEs and mid-tier companies
- The NIMP Industrial Development Fund (NIDF) to encourage innovation of local companies through tech adoption – targeting 3000 smart factories by 2030

3.Measure 19 – Venture Capital and Startup Ecosystem

- Government to support the expansion of local start-up companies

4.Measure 32 – Business Assistance and Financing

- BNM RM3.8bil SME loan fund – to support transition to digitalization and automation
- MIDF Industrial Investment Fund in Aerospace and Electrical and Electronics Fields RM50mil – matching grant up to 80% on eligible expenses; Total up to RM40mil
- MIDF Matching Grant for Bumiputra SMEs in Aerospace Rm10mil – matching grant up to 80% on eligible expenses; size up to RM2.5mil
- BPMB Digital Infra Programs & High -Impact Sectors RM600mil – projects contributing to NIMP 2023

How does MAIA plan to promote more public-private partnerships to boost the availability of financing and funding for the aerospace sector?

That aerospace was identified as a key sector in the NIMP, is the first step. This indicates the importance of aerospace to the Malaysian economy, not least due to the ability of aerospace to improve economic complexity. The current progress of our efforts towards enabling an aerospace financing ecosystem for SMEs, which is seeing so many stakeholders work together to support the industry, is encouraging. Albeit the current players are primarily DFIs and other Governmental agencies, I believe that the eventual success of this financing ecosystem program could be a catalyst to opening the door to more private sector participation. The easiest would be for commercial banks to step in once the SMEs have developed more financial maturity. There is also a need for continued engagement and awareness sessions so that the financial sector is aware of the growth and trajectory of aerospace SMEs.

Looking ahead, what are your goals and aspirations for the Malaysian aerospace industry, and how does MAIA’s financing initiatives fit into that vision?

The Malaysian Aerospace Industry Blueprint 2030 has set certain targets for the aerospace industry to achieve. With several of Malaysia’s Tier-1 companies expecting sustained growth ahead, alongside cost rationalisation measures, this is the right time for our aerospace SMEs to be able to move up the supply chain and expand their capacity. It would be unfortunate if our Tier-1 companies expand to meet global demand but ultimately have to source their supply chain requirements from abroad due to our SMEs being unable to step up and meet this growing demand. MAIA’s financing initiatives improves the ability of our SMEs to obtain the right kind of financial support that they require at this critical juncture.

What do you believe are the key steps to ensure the growth and global competitiveness of Malaysia’s aerospace SMEs?

The Government needs to continue to invest in and support Malaysia’s aerospace SMEs. The inclusion of aerospace into the NIMP is a first step, but there is much more that can be done. Aerospace is by its nature, already focusing on other areas of focus for the Malaysian Government, including sustainability, automation, digitalisation and AI – and may in fact be able to lead the way for other SMEs to follow in these developments.

With an acknowledged role to play in increasing the economic complexity in Malaysia, supporting aerospace will see many spillovers.

Our neighbouring ASEAN countries are all eagerly awaiting the opportunity to themselves, get into the aerospace supply chain. Malaysia has been the aerospace leader in ASEAN for many years – and we cannot easily give up our position. To stay in our lead will take effort and resources and we will need Government support for that.

From a G2B perspective, perhaps the Government can also do more so that the OEMs are cognisant of the Government support for this sector and hence will have more confidence in increasing their footprints in our country.



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- NDT Audit
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- PCN / ASNT

Equipment Rental

- NDT Test set

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05 MAIA Leading Edge A SUCCESS STORY

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Edge



21 MARCH 2025



WORKING WITH CREST FOR UPSKILLING GRANT FOR AEROSPACE AND MEDICAL DEVICES INDUSTRIES

We are incredibly proud of MAIA's collaboration with CREST in shaping this initiative, which includes upskilling, the train and place program, upgrading of academic institution facilities, and the aerospace bootcamp program.

A heartfelt appreciation to our members who have actively contributed through workshops, technical panel sessions, industry speaking slots, and more! Your dedication and collaboration have made this initiative a success.

This program has positively impacted 618 students, 33 aerospace companies, and 23 education institutions, and we are excited about the future as we continue working together with all organizations to further elevate the industry.



VISIT OUR WEBSITE AT MAIA.MY



06 MAIA Past Events 2024-2025

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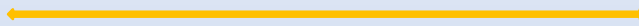
No.	Event	Date	Venue
1	Aerospace Technology and Innovation Report Workshop	5 th Dec 2024	MiGHT, Cyberjaya
2	MAIA Business Bonding : Golf Retreat 2024	12 th Dec 2024	KLGCC
3	MAIA Business Bonding with MBSB Berhad	7 th Jan 2025	MBSB Tower
4	MAIA Briefing : AWS and Aviation Week	16 th Jan 2025	Skypark RAC
5	Closing Ceremony : Upskilling Grant for Aerospace Industry	18 th Feb 2025	Connexion, Bangsar
6	Industry Visits for ATIR Report with MiGHT	Feb-March	Aerodyne, Airbus, Boeing, CTRM, Safran
7	MAIA Manufacturing Workshop and Presentation by XTI	21 st March 2025	UMW Conference Centre



07 MAIA Upcoming Events 2025

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17 th April 2025	AVIONICS WORKSHOP AND MAIA BUSINESS BONDNG NORTH	AC Hotel by Marriot, Bayan Lepas Penang
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5 th May 2025	DRONE/AAM MANUFACTURING OPPORTUNITIES WORKSHOP	Menara MITI
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20 th – 24 th May 2025	MAIA DOME LIMA 2025	MIEC, Langkawi
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June-July 2025	MAIA AGM 2025	TBD
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10 th July 2025	MAIA PRESIDENT’S DINNER 2025	M RESORT HOTEL, PJ
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08 MAIA Upcoming Event MBB NORTH



Supporting Partner



are pleased to invite you for

Networking Session

MAIA BUSINESS BONDING NORTH



17th April 2025, Thursday
4.30 PM – 6.30 PM

AC Hotel by Marriott, Bayan Lepas, Penang

**SCAN TO
REGISTER**



Ticket Price:

Seats are limited

MAIA Member
RM49

Non-MAIA Member
RM69

08 MAIA Upcoming Event MAIA DOME AT LIMA 2025

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The 17th Langkawi
International Maritime and
Aerospace Exhibition
20-24 May 2025

INNOVATE TODAY, THRIVE TOMORROW

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The only exhibition of its kind in the world, the Langkawi International Maritime and Aerospace Exhibition (LIMA), is a platform for the commercial, defence and industrial sectors in aerospace and maritime sectors. The biennial exhibition serving the Asia Pacific region, stands out as a unique trade showcase and specialised event, unparalleled worldwide. The 17th edition of LIMA 2025 is to be held from 20 - 24 May 2025, in Langkawi, Malaysia.

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08 MAIA Upcoming Event MAIA DOME AT LIMA 2025



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