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MALAYSIAN AEROSPACE BUSINESS WITH THE MURDEROUS MYANMAR MILITARY EXPOSED

OCTOBER 7, 2026

Malaysian aerospace companies, some with state links, are supplying, or seeking to supply, goods and services to the Myanmar military as it intensifies its aerial campaign of terror against the people, based on an investigation that analysed leaked documents and trade records.

The three Malaysian companies identified by Justice For Myanmar include FJ Global Aeroparts, which has

sought to supply parts for military jets, helicopters and drones, and has secured state financing; the state-owned Asia AeroTechnic, which Myanmar military engineers visited for aircraft repairs; and Skyways Technics Asia, a subsidiary of Denmark's Skyways Technics A/S, which has shipped aircraft parts to known Myanmar arms brokers.

This business is taking place despite the extensive evidence of the illegal Myanmar junta's commission of international crimes. Malaysian business with the Myanmar military helps sustain its indiscriminate and targeted attacks on civilians and civilian objects, including villages, schools, places of worship, camps for displaced people and hospitals. By knowingly providing support to the military as it commits war crimes and crimes against humanity, Malaysian businesses could be aiding and abetting those crimes.

Justice For Myanmar demands that the Malaysian government immediately prevent Malaysian companies from supplying military equipment and maintenance, repair and overhaul services to the junta and its brokers.

Justice For Myanmar calls on Australia, Canada, the EU, UK and USA to impose sanctions on Myanmar military brokers for sustaining the military's continued attacks against the people, including those involved in the supply of military equipment through Malaysia.

FJ Global Aeroparts

Emails on file with Justice For Myanmar show that the Malaysian company FJ Global Aeroparts (M) Sdn Bhd,

which has secured financing from a Malaysian state entrepreneurial development enterprise, has sought to supply the Myanmar military with systems, spare parts and components for Orlan-10E unmanned aerial vehicles (UAVs), Kamov Ka-28 anti-submarine helicopters, Mi-2, Mi-17 and unspecified Mi-series helicopters, and K-8W light attack aircraft. FJ Global issued multiple requests for quotations to international suppliers in 2026 that name the Myanmar Air Force as end user. Some of the requests copy, item for item, tenders issued by the Office of the Commander-in-Chief (Air) which FJ Global attached to its emails. Many of FJ Global's activities are for the sourcing of parts for the junta's Russian-origin aircraft, potentially undermining sanctions on Russia and its arms industry imposed by Australia, Canada, the EU, UK and USA. The Myanmar Air Force operates a large fleet of Russian rotary and fixed-wing aircraft.

In March 2026, FJ Global also sought quotations from aircraft parts suppliers for critical Orlan-10E UAV parts, including fuselages, centre wings, payload control modules, day and night cameras, power trains, video transmission antennas and propellers. In 2021, days before the military's coup attempt, Russia signed a contract to supply an unspecified number of Orlan-10E UAVs to Myanmar. Based on frontline sources and reporting, these UAVs are now being used by the Myanmar junta for intelligence, surveillance and reconnaissance.

Also in March 2026, FJ Global sent out a request for quotations to overseas suppliers for Ka-28 parts that

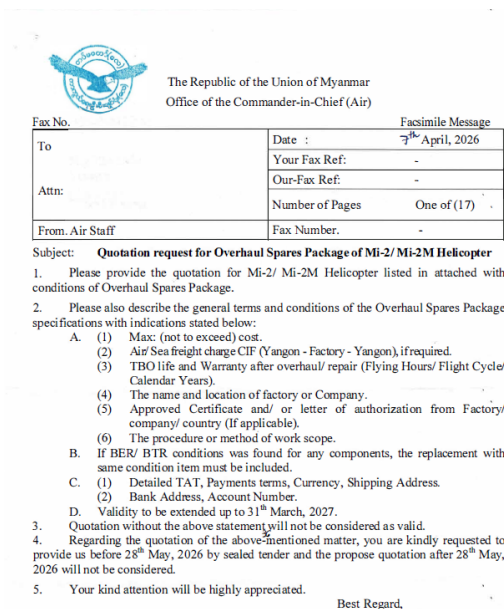
included fuel system and starter components. The request also listed two BRN-120 voltage regulator units. Commercially available trade records show that in January 2026, Kazakh company TOO TPK Vektor Impeks exported two Russian-origin voltage regulation units of the BRN120T5A model to FJ Global from Kazakhstan. It could not be confirmed whether these units were intended for the Myanmar military. The Myanmar military has procured at least two Ka-28 helicopters for operations from the Navy's Kyan Sittha Class frigate. The helicopters were commissioned into service in December 2022 by the Myanmar Air Force, and strengthen the Myanmar Navy's intelligence and surveillance capabilities to coordinate naval operations. In November 2025 a Ka-28 helicopter, piloted by a dual Myanmar-Russian aircrew, was mobilised in the context of the junta's annual joint naval exercise with Russia in the Andaman Sea. The Myanmar Navy works in close coordination with army and air force operations that involve the commission of international crimes, with reports of Myanmar Navy vessels shelling villages and transporting troops.

In April 2026, FJ Global issued a request for quotations to suppliers for K-8W jets, specifying the Myanmar Air Force as the end user. The request included critical parts of the jet's weapons system that enable it to fire rockets and drop bombs. These included armament displays, armament relay boxes, rocket control boxes and bomb releasing units. The K-8 aircraft has been among the most frequently used ground attack jets of the Myanmar Air Force, deployed in attacks against civilians and civilian infrastructure.

Civilians and civilian infrastructure are explicitly protected under international humanitarian law. The K-8 was developed by the Jiangxi Hongdu Aviation Industry Group, which is part of the Aviation Industry Corporation of China (AVIC), together with the Pakistan Aeronautical Complex. Military sources have confirmed to Justice For Myanmar in 2026 that K-8 aircraft are locally assembled in Myanmar under licence from China.

Also in April 2026, FJ Global issued three requests for quotations to international suppliers for Mi-17 parts for the Myanmar Air Force, which included critical engine parts, sensors, gyros, rotor blades and a high-frequency antenna. The junta uses Mi-17 helicopters in its operations that target civilians. In February 2023, a Mi-17 helicopter was reportedly linked to the insertion of ground troops who raided Ma Le Thar District Hospital in Sagaing, coinciding with an airstrike on the village. In April 2023, the Myanmar military carried out a ground raid and airstrike near Ma Gyi Kan village hospital in Magway, causing extensive damage to the hospital and surrounding area. An independent investigation of footage from the incident found that apparent Myanmar military ground troops left the scene in a Mi-17 helicopter. Mi-17 helicopters were also documented inserting troops during an attack on a school in Let Yet Kone, Sagaing, in September 2022. The Independent Investigative Mechanism for Myanmar has stated that this attack “may be considered a war crime”, with commanders potentially criminally liable.

Additionally in April 2026, FJ Global asked suppliers to provide quotations for parts for the Myanmar Air Force's Mi-2/Mi-2M helicopters. Attached to the email were two quotation requests from the Office of the Commander-in-Chief (Air), dated April 7, 2026, for Mi-2/Mi-2M overhaul spares. FJ Global's two lists, of 739 and 90 items, matched the Air Force's list, showing how FJ Global works directly from the military's procurement documents. The items ranged from main and tail rotor blades to main gearboxes and fuel control units.



The screenshot shows a formal document from the Republic of the Union of Myanmar, Office of the Commander-in-Chief (Air). It is a facsimile message dated 7th April, 2026. The subject is a quotation request for an overhaul spares package for Mi-2/Mi-2M helicopters. The document includes a list of requirements for the quotation, such as providing the quotation for the listed helicopter, describing the general terms and conditions, and including specific details like cost, freight, warranty, and authorization. The document is signed by the Air Staff.

Facsimile Message

Fax No.	Date : 7 th April, 2026
To	Your Fax Ref: -
Attn:	Our-Fax Ref: -
From: Air Staff	Number of Pages One of (17)
	Fax Number: -

Subject: Quotation request for Overhaul Spares Package of Mi-2/ Mi-2M Helicopter

- Please provide the quotation for Mi-2/ Mi-2M Helicopter listed in attached with conditions of Overhaul Spares Package.
- Please also describe the general terms and conditions of the Overhaul Spares Package specifications with indications stated below:
 - (1) Max: (not to exceed) cost.
 - (2) Air/ Sea freight charge CIF (Yangon - Factory - Yangon), if required.
 - (3) TBO life and Warranty after overhaul/ repair (Flying Hours/ Flight Cycle/ Calendar Years).
 - (4) The name and location of factory or Company.
 - (5) Approved Certificate and/ or letter of authorization from Factory/ company/ country (If applicable).
 - (6) The procedure or method of work scope.
- If BER/ BTR conditions was found for any components, the replacement with same condition item must be included.
- (1) Detailed TAT, Payments terms, Currency, Shipping Address.
 - (2) Bank Address, Account Number.
- Validity to be extended up to 31st March, 2027.
- Quotation without the above statement will not be considered as valid.
- Regarding the quotation of the above-mentioned matter, you are kindly requested to provide us before 28th May, 2026 by sealed tender and the propose quotation after 28th May, 2026 will not be considered.
- Your kind attention will be highly appreciated.

Best Regard,

Screenshot of a Myanmar Air Force quotation request for an overhaul spares package for Mi-2/Mi-2M helicopters that FJ Global sent to international suppliers in April 2026.

In August 2026, FJ Global issued a request for quotations to overseas suppliers for parts for unspecified Mi-series helicopters for the Myanmar Air Force, including wheel brake assemblies, electrical

components and a main rotor hub.

FJ Global describes itself as an aerospace procurement and services company that specialises in the supply of hard-to-find parts and components for military fighter, transport and rotary-wing aircraft, and in the procurement of weapons and ammunition. FJ Global's product catalogue lists components, avionics, engines, ground-support equipment and other spare parts for aircraft that overlap with platforms currently operated by the Myanmar Air Force, including Su-30 multirole fighter jets and Mi-2, Mi-17 and Mi-35 helicopters.

Headquartered in Shah Alam, Selangor, FJ Global is fully owned by Faridah Binti Abdullah, who has been a director since April 2021 alongside Mohamad Zailee Bin Mohd Nayan, according to corporate records. The company lists the armed forces in Malaysia and “international militaries” among its clients, while defence exposition material specifies that these include end users in Asia.

While FJ Global is privately owned, it has state financing. On February 5, 2026, weeks before the earliest of its requests for quotations seen by Justice For Myanmar, FJ Global secured RM5 million in financing from Perbadanan Usahawan Nasional Berhad (PUNB), a company listed under the Malaysian Prime Minister's Department whose aim is to support Bumiputera entrepreneurs. PUNB is wholly owned by Yayasan Pelaburan Bumiputra, which is chaired by Prime Minister Anwar Ibrahim.

In addition to financing through PUNB, FJ Global also

has financing from the Malaysian banks CIMB Bank Berhad and CIMB Islamic Bank Berhad.

Asia AeroTechnic

According to Justice For Myanmar sources, Myanmar military engineers visited the Malaysian company Asia AeroTechnic Sdn Bhd (AAT) in February 2026 regarding repairs to an Airbus A319 (manufacturer serial number 1791, registered as XY-AGR). The aircraft was imported into Myanmar by Air KBZ (now Mingalar Aviation) in 2013 and it has been flown by its sister airline, Myanmar Airways International (MAI), under a lease from the Myanmar Air Force. As Justice For Myanmar previously exposed, the Myanmar Air Force agreed in 2019 to pay more than US\$4.8 million for a VIP refurbishment of the aircraft. HAECO, which was to carry out the work, cancelled its contract after public pressure.

AAT is a Malaysian state-owned aircraft maintenance, repair and overhaul (MRO) company. It is wholly owned by MARA Corporation Sdn Bhd, which is owned by Majlis Amanah Rakyat (MARA), according to Malaysia's corporate registry. MARA is an agency under the Ministry of Rural and Regional Development. The company, which was formerly named the Malaysian Institute of Aviation Technology Sdn Bhd, is located on the Universiti Kuala Lumpur (UniKL) Subang campus.

Skyways Technics

Commercial trade records on file with Justice For Myanmar confirm numerous shipments by the

Malaysian company Skyways Technics Asia Sdn Bhd to known Myanmar arms brokers between 2023 and 2025.

Commercially available trade data shows 14 consignments from Skyways Technics Asia to the Myanmar arms broker Light Head Group of Companies unloaded in Yangon between October 2023 and November 2024, worth US\$79,287. Shipped items include a flight management system navigation computer, starter generators, an AC generator, an EFIS symbol generator, an overspeed governor and a power control unit.

In December 2025, Skyways Technics Asia also shipped propeller assemblies for aircraft and weather radar antennas to Light Head Group of Companies. This followed shipments of aircraft shut-off valves and unspecified assemblies from Light Head Group of Companies to Skyways Technics Asia in February and May 2025. Light Head Group of Companies is a registered supplier of the army's Directorate of Procurement, according to Justice For Myanmar sources.

Trade records obtained by Justice For Myanmar also show that an exporter recorded as "Skyways Technics A/S Sdn Bhd" made at least three shipments in 2025 to other Myanmar military suppliers, including K L S Aviation Company Limited (a TCAS control display unit CD605 in November 2025), United Five Company Limited (a weather radar control unit in September 2025) and Lucky High Company Limited (a regulator shut-off valve in September 2025). The goods were

declared under the customs category “parts of aeroplanes, helicopters or unmanned aircraft”. Skyways Technics Asia had earlier shipped a weather radar antenna to K L S Aviation in October 2023 and a flap control switch unit to United Five in November 2024. Light Head Group of Companies, K L S Aviation, Lucky High and United Five are all registered as suppliers with the army’s Directorate of Procurement, according to Justice For Myanmar sources. Given the fact that these companies are known military suppliers, that the goods are aircraft parts and that Myanmar airlines buy from Skyways Technics Asia directly, Justice For Myanmar assesses that the likely end user is the Myanmar Air Force.

Skyways Technics Asia is a fully owned subsidiary of Denmark-headquartered Skyways Technics A/S. Through its Malaysian subsidiary, Skyways Technics is involved in the “purchase, sales, exchange and rental of spare parts for customers in Asia and Pacific”, according to its 2025 annual report. It also wholly owns a second Malaysian company, Skyways Technics Aircraft Maintenance Sdn Bhd, incorporated in February 2025. Benjamin Jais Nielsen, the managing director of Skyways Technics A/S since 2012, is a director of both Malaysian companies, according to the Danish and Malaysian company registers. As a Danish company, Skyways Technics A/S is bound by EU sanctions on Myanmar, including an arms embargo.

According to its LinkedIn page, Skyways Technics provides specialised maintenance and repair services including inspections, maintenance, avionics and

structural repairs. Notably, the company markets its expertise in ATR aircraft. As Justice For Myanmar has previously exposed, the Myanmar military relies extensively on ATR aircraft to transport troops and weapons for its combat operations, and for intelligence, surveillance and reconnaissance. The ATR aircraft in the fleet of the Myanmar Air Force have been supplied by Myanmar arms brokers and commercial airlines, including the junta-controlled Myanmar National Airlines (MNA) and the 24 Hour Group-owned Mingalar Aviation (formerly Air KBZ). These companies and Mingalar Aviation's sister company, MAI, also ensure the airworthiness of the air force's ATR and Airbus fleet by supporting maintenance, repair and overhaul.

Documents from a junta commerce ministry data leak reveal that between September 2025 and January 2026, MNA, Mingalar Aviation and MAI sought export approval to send aircraft parts to Skyways Technics in Malaysia for repair or exchange. Commercially available trade data also lists consignments of ATR aircraft parts from Skyways Technics Asia to MNA in 2022 to 2025, and to Mingalar Aviation in 2024 and 2025.

In January 2024, the USA issued a supplemental business advisory warning that "Burma's commercial aviation sector – including services, components, and fuel – is deeply intertwined with the military's aviation operations". The advisory specifically cited the "roughly ten ATR aircraft" which the military uses to "move personnel and equipment around the country",

alongside the country's commercial airline fleet of 20 ATR fixed-wing aircraft. It warned US businesses and individuals that supply spare parts for ATR aircraft in Myanmar of "the potential for diversion of those spare parts for use by the military". Despite this warning, Skyways Technics has conducted business from Malaysia with the very airlines that support the Myanmar Air Force.

Malaysia's double standards

Failing to stop Malaysian companies from supplying, or seeking to supply, military equipment and providing services to the Myanmar military exposes the hypocrisy of Malaysia's stated commitment to ending violence in Myanmar. As an ASEAN member and 2025 chair, Malaysia has repeatedly expressed concern over violence and humanitarian suffering in Myanmar, including the impact of ongoing conflict on civilians, and has called for an immediate cessation of violence and the protection of civilians.

As the chair of ASEAN, Malaysia led several official ASEAN statements condemning junta airstrikes, including a statement in December 2025 following the Myanmar Air Force's airstrike on Mrauk-U Hospital in Arakan State that resulted in at least 31 civilian deaths. In reviewing the Five-Point Consensus, ASEAN leaders under Malaysia's chairpersonship denounced the continuing violence against civilians, public facilities and civilian infrastructure, and specifically called on Myanmar's armed and security forces to de-escalate violence and "stop targeted attacks against civilians and civilian infrastructure".

At the same time, Prime Minister Anwar Ibrahim's engagement with Min Aung Hlaing has lent the junta false legitimacy, emboldening it to continue committing the very same violence that Malaysia was condemning. Min Aung Hlaing is responsible for genocide against the Rohingya, and cases involving the military's atrocities are ongoing at the International Court of Justice and in Argentina. The Prosecutor of the International Criminal Court has applied for a warrant for Min Aung Hlaing's arrest.

In 2025, as Malaysian companies were doing business with the Myanmar military and its brokers, Anwar Ibrahim met with Min Aung Hlaing in Thailand to urge a humanitarian ceasefire following the junta's deadly airstrikes. Min Aung Hlaing's October 2026 visit to Malaysia continues this false legitimisation. This visit follows Malaysia's "return" of Rohingya and other Myanmar people, defying concerns expressed by the UN Refugee Agency and objections from civil society groups who have called on Malaysia to halt its planned refoulement.

The Myanmar military junta continues to face widespread condemnation for its international crimes. In September, the junta launched an airstrike on a market in Kyauktaw Township, Arakan State, killing at least 50 people, which UN Human Rights chief Volker Türk deplored. In 2026, the UN Independent Investigative Mechanism for Myanmar noted that the Myanmar military "has become increasingly reliant on aerial operations", and that its investigations "reveal a pattern of aerial attacks deliberately targeting civilian

objects, including villages, schools, religious and cultural buildings, camps for internally displaced persons, and medical facilities”. In September 2026, the UN High Commissioner for Human Rights reiterated his calls on UN Member States “to refer the full situation in Myanmar to the International Criminal Court through the Security Council, and to end transfers to Myanmar of arms, ammunition, jet fuel and dual-use items, where there is a clear risk they could facilitate violations of international human rights and humanitarian law”. The UN Human Rights Office has reported that airstrikes were the leading cause of civilian casualties in 2025.

The Myanmar military is dependent on foreign companies and international supply chains to maintain and operate its aircraft fleet. Malaysian companies that are supplying parts, components, repairs or other aviation-related support, either directly or through third-country intermediaries, are sustaining the operational capacity of the Myanmar military and risk aiding and abetting its commission of international crimes.

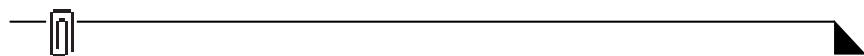
Malaysia must immediately stop Malaysian companies from transferring military equipment, aircraft components and spare parts, and from providing maintenance services, that could contribute to the Myanmar military's capabilities, including through Malaysian intermediaries and third-country transshipment. Malaysia must also cease the refoulement of Myanmar people to the murderous military and stop awarding the junta false legitimacy.

Malaysian companies that have been identified as

supplying or seeking to supply military equipment and military end-use goods and services to the Myanmar military or its arms brokers, or as having been approached by the military for aircraft repairs, including FJ Global, AAT and Skyways Technics Asia, should be investigated by Malaysian authorities, together with Skyways Technics Aircraft Maintenance, which shares Skyways Technics Asia's owner and directors. Relevant licences should be immediately suspended. State ownership of and financing to these companies, which raise questions of Malaysian government complicity, must also be investigated.

Justice For Myanmar calls on Danish authorities to investigate whether Skyways Technics A/S has complied with EU restrictive measures in relation to its business with Myanmar entities.

Justice For Myanmar calls on Australia, Canada, the EU, UK and USA to respond to the junta's intensifying aerial campaign of terror against the people with targeted sanctions against those supplying, seeking to supply and maintaining its aircraft, including Light Head Group of Companies, K L S Aviation, United Five and Lucky High.



A Mi-2/Mi-2M overhaul spares quotation request facsimile from the Myanmar military's Office of the Commander-in-Chief (Air), dated April 7, 2026, sent by FJ Global to global suppliers: [Download PDF](#)

Request for quotations form for Myanmar Air Force Ka-28 parts, sent by FJ Global to suppliers in March 2026: [Download XLS](#)

Request for quotations forms for Myanmar Air Force Mi-17 parts, sent by FJ Global to suppliers in April 2026: [Download XLS #1](#) | [Download XLS #2](#)

Request for quotations form for Myanmar Air Force K-8W parts, sent by FJ Global to suppliers in April 2026: [Download XLS](#)

Documentation for Mingalar Aviation's export of aircraft parts to Skyways Technics, January 2026: [Download PDF #1](#) | [Download PDF #2](#)

Documentation for MAI's export of aircraft parts to Skyways Technics, November 2025: [Download PDF](#)

Documentation for MNA's exports of aircraft parts to Skyways Technics, 2025. Download PDF: [November](#) | [October](#) | [September](#)

Application for importer/exporter registration renewal, submitted to the junta commerce ministry by K.L.S Aviation in February 2026: [Download PDF](#)

Application for importer/exporter registration renewal, submitted to the junta commerce ministry by Lucky High in July 2025: [Download PDF](#)

Application for importer/exporter registration renewal, submitted to the junta commerce ministry by United Five in January 2025. [Download PDF](#)

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Press Kit



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