HIGH LEVEL DIALOGUE ON ASEAN ITALY ECONOMIC RELATIONS 2020

2° Digital Round Table

September 30, 2020

PRESENTATION BY MD JANI MD DOM

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THE AVIATION INDUSTRY IN ASEAN AMIDST RELAUNCH AND GROWING INDUSTRIAL OPPORTUNITIES

CIVIL AVIATION AUTHORITY OF MALAYSIA'S PERSPECTIVES ON ADDRESSING COVID-19 PANDEMIC

by

Captain Md Jani Md Dom

Director of Quality and Standards, CAAM

SCOPE

- Introduction
- Preparedness
- Response
- Recovery
- Summary

INTRODUCTION

- 30 million people
- 3 Major Aviation Group (AK, OD, MH)
- 7 International, 16 Domestic, 18 STOL Ports
- 1st Case 25 Jan 2020
- 2nd Wave 10 Mar 2020
- Movement Control Order 18 Mar 2020
- Total lockdown except Essential Services
- Transport Essential Services
- Recovery MCO – extended until Dec 2020
- Borders still closed
- Returning citizens, residence, pass holders and repatriation of non-citizens
- Recovery = 90.8%
- Case Fatality = 1.2% (134/11,034)

  (28 September 2020)

PREPAREDNESS-DISASTER MECHANISM

Epidemic/Pandemic Disaster
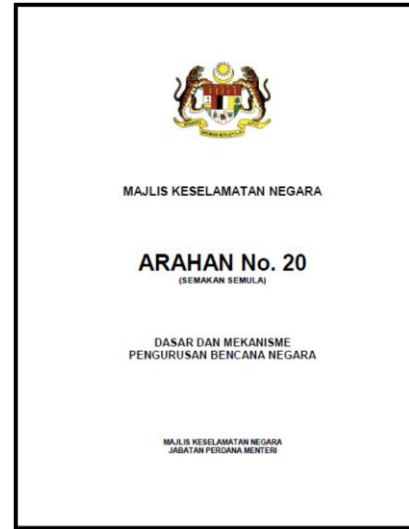
Malaysia's Previous Experiences

- Nipah Virus – 1999
- SARS – 2002-2003
- H1N1 – 2009
- MERS-CoV – 2012
- Ebola 2014
- Zika - 2016

One Nation Approach

- National Security Council
- National Disaster Management Agency
- Technical Lead Ministry of Health

Stakeholders Engagement

- Ministry of Transport/CAAM
- Airlines/Airports

MAJLIS KESELAMATAN NEGARA

ARAHAN No. 20
(SEMAKAN SEMULA)

DASAR DAN MEKANISME
PENGURUSAN BENCANA NEGARA

MAJLIS KESELAMATAN NEGARA
JABATAN PERDANA MENTERI

DISASTER MANAGEMENT PLAN
MINISTRY OF HEALTH MALAYSIA

Coordinated By:

Outbreak and Disaster Management Sector
Surveillance Section
Disease Control Division
MINISTRY OF HEALTH MALAYSIA

March 2015

AEP

KL INTERNATIONAL AIRPORT
AIRPORT EMERGENCY PLAN

KLIA

RESPONSE – STANDARD OPERATING PROCEDURES

- Introduction of MCO Standard Operating Procedures (SOP) in consultation with Airline/Airport Operators/Regulator CAAM/Ministry of Transport/ Ministry of Health and National Security Council – Workshop 4-6 Apr 2020

- Airports/Airlines further develop Operational Level SOPs

- Ongoing implementation
  - Airport
  - Aircraft
  - Passenger
  - Crew
  - Others (Cargo, Training Academy etc)

AIR TRANSPORTATION SOP

EATERY SOP (AIRPORT LOUNGE)

TRANSPORTATION SECTOR (AVIATION)

Scope
- Air transport and cargo services for domestic and international routes
- General Aviation Services including business and private jet operations

Prohibited Activities
- Please refer to the items listed

Standing Instructions

Act 342
Circular of NSC & MOH
Road Transport Act 1987
Land Public Transport Act 2010
Commercial Vehicle Licensing Board Act 1987
Railway Act 1991
Merchant Ship Ordinance1952
Civil Aviation Act 1969 [Akta 3] .
Air Transport Act 1974 [Akta 148] .
Aviation Offences Act 1984 [Akta 307].
Aviation Commission Act 2015 [Akta 771].
Civil Aviation Regulations 2016 .

Operating Hours	1200am – 1200pm	Customer presence	1200am – 1200pm	Workforce Capacity	100%

SCHEDULED AND CHARTERED FLIGHTS

Action	Brief Description
Body temperature measurement and the use of face mask	• The use of thermal scanned on arrival into the terminal • The enforcement of the use of face mask when individuals enter the terminal
Check-In at the counters	• Enforcement of one meter social distancing between passengers • Marking for social distancing • Use of face mask by airlines counter agents • Use of hand sanitizer after completion of check-in procedure
In-flight social distancing	• Social distancing with empty seats in between when possible, face mask is required • Preferential seats reservation is not allowed
Aircraft cabin disinfection	• Aircraft cabin disinfection post-flight
Boarding	• Enforcement of one meter social distancing • Use of face mask by counter agent of airlines
Meal service	• Minimize close contact with passengers
Lavatory service	• Cleaning of the lavatory of at least once after every five usage

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AIRPORT

Action	Brief Description
COVID-19 Disease Surveillance	• Monitoring of COVID-19 amongst passenger, users and the workforce through temperature screening
Use of hand sanitizer, face mask and rubber gloves	• Employees will use hand sanitizer, face mask and rubber gloves based on work requirement • The use of face mask is compulsory for passengers on board the aircraft
Social distancing and occupational safety and health	• The use of face mask at all public places is a requirement to all employees • To ensure the practice of one meter social distancing is enforced and marked at chairs and tables
Readiness on latest COVID-19 development	• *Emergency Operation Centre* (EOC) and Airport Crisis Management Team are in the state of readiness to respond

RESPONSE & RECOVERY
ICAO CART
TAKE-OFF GUIDANCE DOCUMENT

- Take-Off Document versus Existing National and Operators SOP

- General

- Four Modules
  - Airport
  - Aircraft
  - Aircrew
  - Cargo

- Converted to Check-List format

- Identifying the gaps

- Narrowing the gaps

- Also adopted some IATA Layered Biosecurity document

- CAAM also included ATS Module

International Civil Aviation Organization

Council Aviation Recovery Task Force (CART)

Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis

Montréal, Canada, 27 May 2020

ATTACHMENT
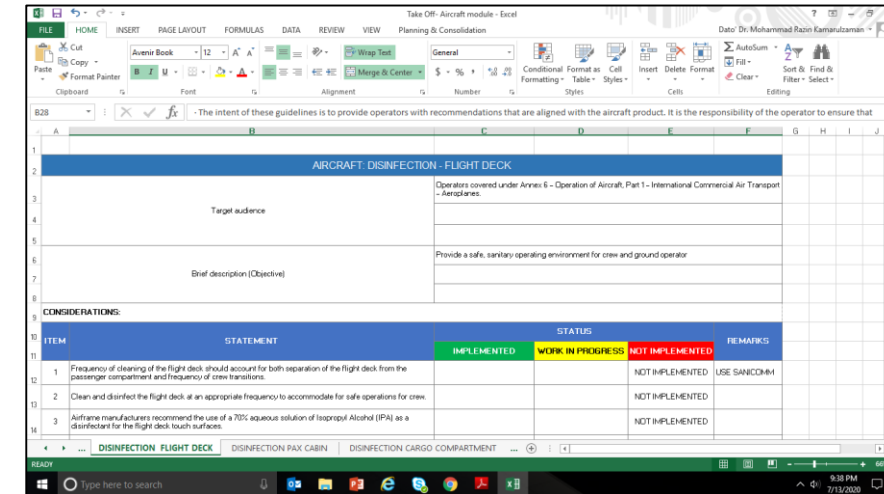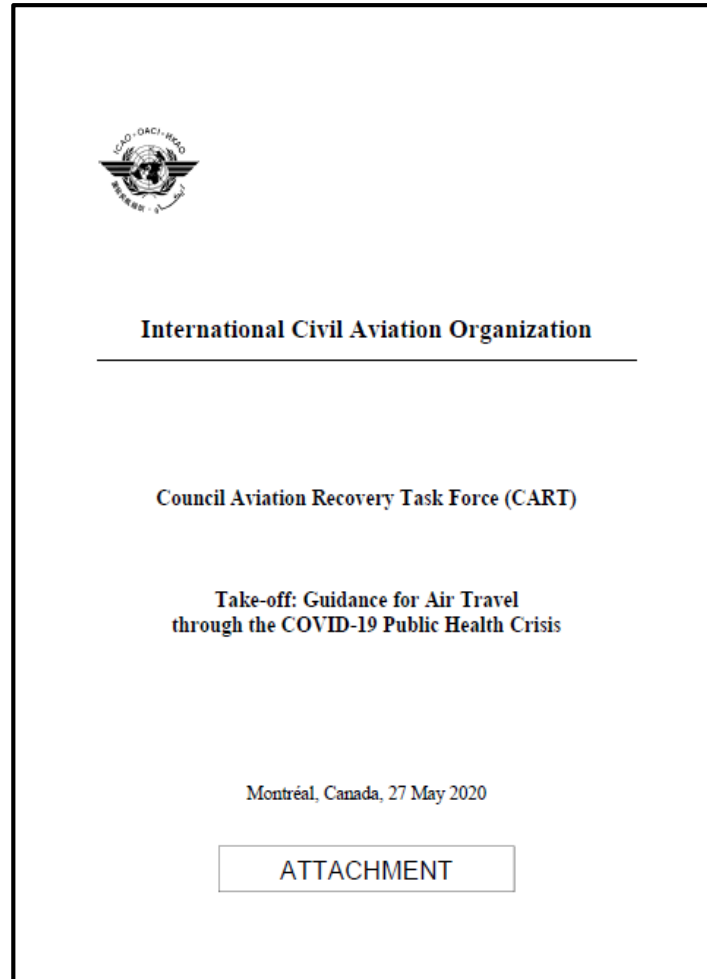
EXCEL CHECK LIST FORMAT

RESPONSE & RECOVERY
ICAO CART
TAKE-OFF GUIDANCE DOCUMENT

General

1	Public Education	☑
2	Physical Distancing	☑
3	Face Covering and Mask	☑
4	Routine Sanitation	☑
5	Health Screening	☑
6	Contact Tracing	☑
7.	Health Declaration	☑
8	Testing	☑

CHALLENGES

- Inconsistencies in Public Health Mitigation Actions among Member States
- Lack of Evidence Based Aviation Public Health data and practices
- Balancing Aviation Safety, Security and Health
- Managing Airport Infrastructure
  - International
  - Domestics
  - STOL Ports
- Some of these challenges may affect restart of cross-border travel
- Implementation of harmonized measures will allow for unilateral or multilateral travel bubbles
- Passenger and public confidence

Airports in Malaysia

CHALLENGES

ICAO CART Take-Off

Airports
International
Domestic

Aircraft
Jet
Props

Health Risk Assessment

Airline/Airport investment in non-contact technology

Member State requiring crew to undergo COVID-19 testing to enter country for layover

Member State requiring pax to wear PPE suit inflight with face shield if no middle seat distancing
- Risk in cabin fire
- Risk in cabin depressurization

Member State requiring cabin crew to measure all pax temperature before Top-of-Descent. Unnecessarily increase risk to cabin crew.

Member States have no uniform Health Declaration Cards

Aircraft Manufacturer Use of new technology

Aircraft Disinfection – to research UVC and Far UVC Nano-Technology

Public Health research
Breathalyzer-like
Glucometer-like

Pax Behaviour and unruly Pax

Not out of the ordinary Compliance high in flights

Extension of crew training certs

Loss of recency
Back-log

Flight Ops tracking and monitoring

PREPAREDNESS, RESPONSE, RECOVERY

PREPAREDNESS

National and Industry Level
- Pandemic Preparedness Plan
- Airport Emergency Response Plan
- Airline Crisis Management Plan
- Airline PHEIC Manual
- Airline Stockpile of mask and administration of influenza vaccine

Collaborative Arrangement for Public Health Events in Civil Aviation (CAPSCA) – Annual Meetings (Dhaka Nov 2019)
- Capacity Building
- Capability Building
- Networking

RESPONSE
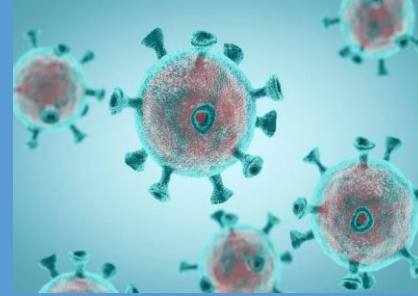
06 Jan 2020
- KLIA – Joint Agency Disaster Committee
- CAAM-Aviation Industry-MOH Group

Jan 2020 – Present
- CAPSCA COVID-19 Periodic Updates
- IATA General and Medical Updates

18 Mar 2020
- MCO Declared by NSC
- MOH Technical Lead Agency
- Prevention and Control of Communicable Disease Act 1988 and Regulations
- Transport – Essential Services
- 4-6 Apr 2020
- Development of Standard Operating Procedure (SOP) for Aviation Sector

RECOVERY

27 May 2020
ICAO Council Aviation Recovery Task Force
Harmonization of Safety & Health practice to mitigate COVID-19
- Immediate recovery during pandemic
- Long term recovery
General Module
Four Sub-Modules
- Airport
- Aircraft
- Aircrew
- Cargo
Member of ACCRPG
Converted Document to Check-List for easy Survey or "Audit" on Operators
Work in Progress in some areas

SUMMARY

- Malaysia's One Nation Approach resulted from lessons learned from previous outbreaks

- CAPSCA-AP Membership has helped in aviation pandemic preparedness

- Plan, Implement, Improve

- ICAO CART Take-Off Guidance welcomed to narrow the gaps and harmonize the Aviation Sector

- Evidence based Aviation Public Health practice and managing passenger and public perception remains a challenge