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HIGH LEVEL DIALOGUE
ON ASEAN ITALY
ECONOMIC RELATIONS

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

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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

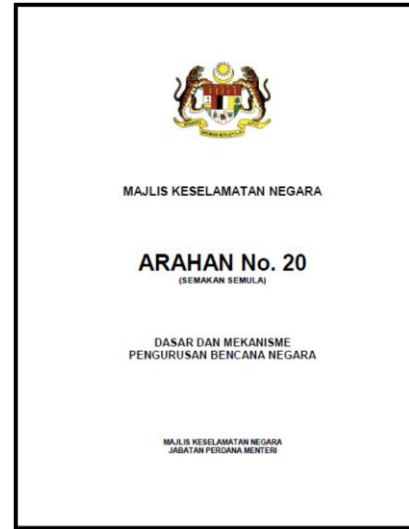
- Nipah Virus – 1999
- SARS – 2002-2003
- H1N1 – 2009
- MERS-CoV – 2012
- Ebola 2014
- Zika - 2016

One Nation Approach

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

Stakeholders Engagement

- Ministry of Transport/CAAM
- Airlines/Airports





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)

SEKTOR PENGANGKUTAN (UDARA)

Merangkumi

- Perkhidmatan penerbangan berjadual penumpang dan kargo bagi laluan domestic dan antarabangsa
- Perkhidmatan general aviation termasuk business & private jet operation

Waktu Beroperasi | 12.00 pagi – 12.00 tengah malam | **Waktu Kehadiran Pelanggan** | 12.00 pagi – 12.00 tengah malam | **Kapasiti Pekerja** | 100%

PENERBANGAN BERJADUAL DAN KARGO

Tindakan	Penerangan Ringkas
Pemeriksaan suhu badan dan pemakaian face mask.	<ul style="list-style-type: none"> • Menggunakan thermal scanner sebelum memasuki terminal lapangan terbang • Mewajibkan face mask kepada semua individu yang memasuki terminal.
Pendaftaran masuk di kaunter.	<ul style="list-style-type: none"> • Penguatkuasaan penjarakan 1 meter di antara penumpang. • Penandaan garisan bagi penjarakan sosial. • Penggunaan facemask oleh ejen kaunter syarikat penerbangan. • Menggunakan hand sanitizer selepas urusan di check in kaunter.
Aturan tempat duduk dalam pesawat.	<ul style="list-style-type: none"> • Penjarakan sosial dengan pengosongan tempat duduk di antara penumpang • Tidak membenarkan preference block tempat duduk oleh penumpang.
Nyahkuman ruang pesawat.	<ul style="list-style-type: none"> • Melaksanakan proses nyahkuman pesawat selepas operasi.

Aktiviti yang tidak dibenarkan

- Sila rujuk kepada perkara yang disenaraikan dalam senarai aktiviti yang dilarang

Arahan Tetap

Akta 342
Pekeliling MKN & KKM
Akta Pengangkutan Jalan 1987
Akta Pengangkutan Awam Darat 2010
Akta Lembaga perlesenan Kenderaan perdagangan 1987
Akta Keretapi 1991
Ordinan Perkapalan Saudagar 1952
Akta Penerbangan Awam 1969 [Akta 3]
Akta Pengangkutan Melalui Udara 1974 [Akta 148]
Akta Kesalahan-kesalahan Penerbangan 1984 [Akta 307]
Akta Suruhjaya Penerbangan Awam 2015 [Akta 771]
Peraturan-peraturan Penerbangan Awam 2016.

AIR TRANSPORTATION SOP

SEKTOR MAKANAN (Perniagaan Berpremis)

Merangkumi

1. Restoran
2. Medan Selera / Pusat Penjaja
3. Gerai Makan Tepi Jalan (Bertumbung) / Kiosk

Waktu Beroperasi | 5.00 pagi hingga 12.00 malam | **Waktu Kehadiran Pelanggan** | 7.00 pagi hingga 10.00 malam | **Kapasiti Pekerja** | 100%

AKTIVITI DAN PROTOKOL

Tindakan	Penerangan Ringkas
1. Mengambil dan Merekod Suhu Badan Pekerja	<ul style="list-style-type: none"> • Mengambil dan merekod suhu badan pekerja pada awal waktu bekerja
2. Kawalan Bilangan Pelanggan dan Penjarakan Sosial	<ul style="list-style-type: none"> • Susun atur meja, dengan jarak 2 meter antara meja bagi membolehkan penjarakan sosial sekurang-kurang 1 meter • Setiap meja di muatkan tidak melebihi 4 orang semeja • Premis perlu menyatakan dengan jelas bilangan pelanggan yang dibenarkan pada satu-satu masa untuk memenuhi keperluan penjarakan sosial
3. Penggunaan Hand Sanitiser	<ul style="list-style-type: none"> • Mewajibkan penggunaan hand sanitiser berbas alcohol, atau menyediakan kawasan mencuci tangan dengan sabun
4. Pembersihan dan Sanitasi	<ul style="list-style-type: none"> • Menggalakkan penggunaan peralatan makan biodegradable pakai-buang • Menggunakan cecair pencuci dengan kandungan sodium hypochlorite mengikut garis panduan KKM

Semua aktiviti dibenarkan kecuali

Sila rujuk kepada perkara yang disenaraikan dalam senarai aktiviti yang dilarang

Arahan Tetap / Catatan

1. Keperluan pendidikan pekerja bertubung kebersihan & kesihatan peribadi serta kebersihan premis
2. Keperluan merekod kehadiran termasuk nama penuh, nombor kad pengenalan, nombor telefon, serta suhu badan pekerja dan pelanggan, setiap hari

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 Ordinance 1952
 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Social distancing with empty seats in between when possible, face mask is required • Preferential seats reservation is not allowed
Aircraft cabin disinfection	<ul style="list-style-type: none"> • Aircraft cabin disinfection post-flight
Boarding	<ul style="list-style-type: none"> • Enforcement of one meter social distancing • Use of face mask by counter agent of airlines
Meal service	<ul style="list-style-type: none"> • Minimize close contact with passengers
Lavatory service	<ul style="list-style-type: none"> • Cleaning of the lavatory of at least once after every five usage



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AIRPORT

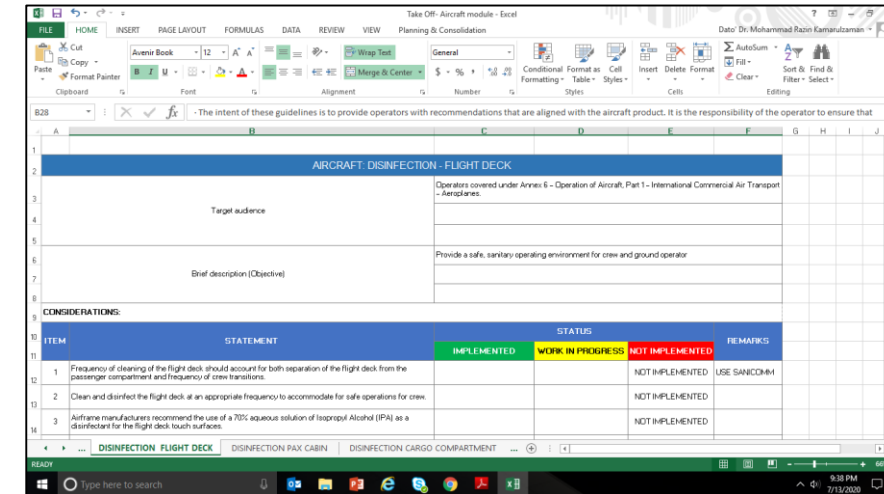
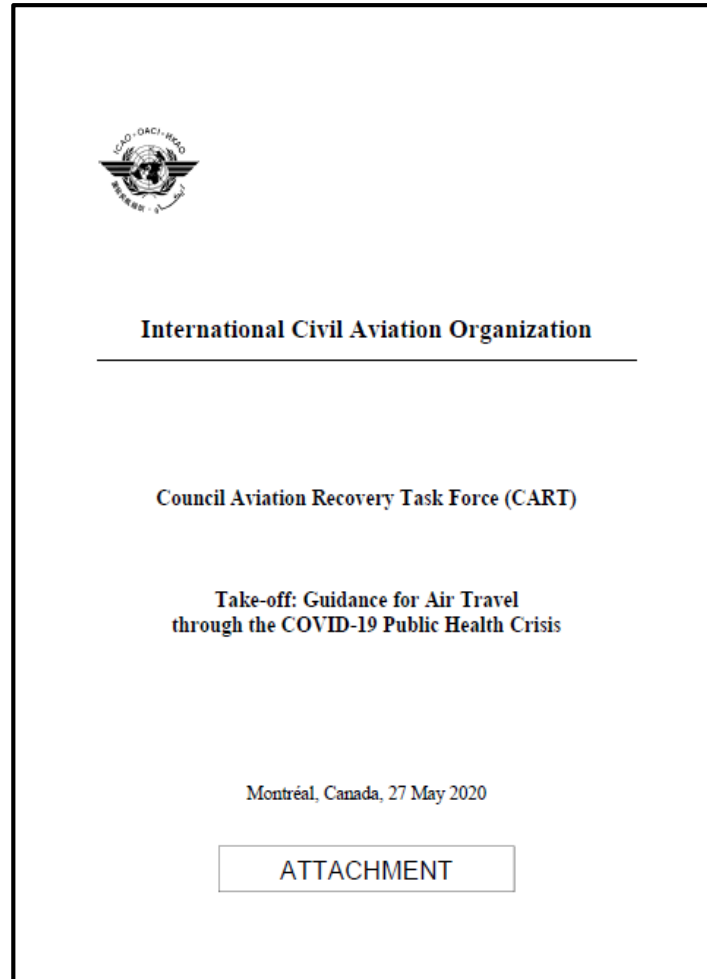
Action	Brief Description
COVID-19 Disease Surveillance	<ul style="list-style-type: none"> • Monitoring of COVID-19 amongst passenger, users and the workforce through temperature screening
Use of hand sanitizer, face mask and rubber gloves	<ul style="list-style-type: none"> • Employees will use hand sanitizer, 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • <i>Emergency Operation Centre (EOC)</i> 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



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	✓

KONTAK RAPAT COVID-19

KONTAK RAPAT ialah individu yang mempunyai kontak secara langsung kepada pesakit yang telah disahkan positif **COVID-19**.

TAHUKAH ANDA?
Pihak petugas KKM akan menghubungi anda sekiranya anda adalah **KONTAK RAPAT** kepada pesakit yang disahkan positif **COVID-19**.

- 1 Sekiranya anda bergejala (demam, batuk/bersin dan sesak nafas) dan mempunyai kontak dengan pesakit positif COVID-19, Pegawai Perubatan akan mengarahkan anda menjalani ujian pengesanan COVID-19.
- 2 Tiada sebarang permohonan persendirian bagi menjalankan ujian ini di fasiliti kesihatan kerajaan.
- 3 Namun, anda boleh menjalankan ujian tersebut di institusi swasta terpilih.

HENTIKAN PENYEBARAN COVID-19

Diterbitkan oleh:
Kementerian Kesihatan Malaysia



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
 - Domestic
 - 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





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



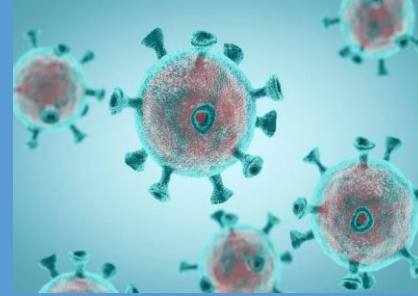
National and Industry Level

- 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