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PREPARATION OF AVIATION INDUSTRY TRANSITION ON COVID-19 FROM PANDEMIC TO ENDEMIC PHASE: A REVIEW

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ABSTRACT

Purpose: The aim of this study is to examine the Malaysian government's actions towards the aviation industry to deal with the Covid-19 pandemic and the transition phase from pandemic to endemic. Transition phase refers to a temporary period before the country could fully enter the endemic phase which is subject to an announcement by the World Health Organisation (WHO).

Theoretical framework: The study on air transport affected by pandemic and industry action toward the endemic phase. This study refers to the conceptual framework for emergency department design in a pandemic by Aujirapongpan (2023): Relationship between state, hospital and ED in pandemic preparedness planning and response.

Design/methodology/approach: The approach used is qualitative research that are observation and literature review.

Findings: The results demonstrate the Malaysian government's actions during the transition period from pandemic to endemic. Restrictions on travel between areas cause the public to be unable to move at will, causing passengers to be unable to buy plane tickets. The government's actions have indeed had an impact on the airline company's income. Among the significant effects are the workers who were laid off in the era of the pandemic. At the same time, the government is also trying to help airlines financially to survive while waiting for the endemic period. The Malaysian government does not have a specific framework for the airline industry to face the

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pandemic, however, the Malaysian government gives a quick reaction to control the situation.

Research, Practical & Social implications: The study gives comparative responses on the aviation industry by the government when faced with a pandemic, as well as planning for the transition to the endemic phase.

Originality/value: The result indicates the government participation and action changes of the air transport operation on the Covid-19 pandemic to endemic transition phase.

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PREPARAÇÃO DA TRANSIÇÃO DA INDÚSTRIA DA AVIAÇÃO NO COVID-19 DA FASE PANDÊMICA PARA ENDÊMICA: UMA REVISÃO

RESUMO

Objetivo: O objetivo deste estudo é examinar as ações do governo da Malásia em relação à indústria da aviação para lidar com a pandemia de Covid-19 e a fase de transição de pandemia para endêmica. A fase de transição refere-se a um período temporário antes que o país possa entrar totalmente na fase endêmica que está sujeita a um anúncio da Organização Mundial da Saúde (OMS).
Referencial teórico: O estudo sobre o transporte aéreo afetado pela pandemia e a ação da indústria em direção à fase endêmica. Este estudo refere-se à estrutura conceitual para o design do departamento de emergência em uma pandemia de Aujirapongpan (2023): Relação entre estado, hospital e pronto-socorro no planejamento e resposta à preparação para uma pandemia.
Desenho/metodologia/abordagem: A abordagem utilizada é a pesquisa qualitativa que consiste em observação e revisão da literatura.
Resultados: Os resultados demonstram as ações do governo da Malásia durante o período de transição de pandemia para endemia. Restrições de viagens entre as áreas impedem o público de se deslocar à vontade, impossibilitando os passageiros de comprar passagens aéreas. As ações do governo, de fato, impactaram a receita da companhia aérea. Entre os efeitos significativos estão os trabalhadores que foram demitidos na era da pandemia. Ao mesmo tempo, o governo também está tentando ajudar financeiramente as companhias aéreas a sobreviverem enquanto aguardam o período endêmico. O governo da Malásia não possui uma estrutura específica para o setor aéreo enfrentar a pandemia, no entanto, o governo da Malásia dá uma reação rápida para controlar a situação.
Pesquisa, implicações práticas e sociais: O estudo fornece respostas comparativas sobre a indústria da aviação por parte do governo diante de uma pandemia, bem como o planejamento da transição para a fase endêmica.
Originalidade/valor: O resultado indica a participação do governo e mudanças de ação da operação de transporte aéreo na pandemia de Covid-19 para fase de transição endêmica.

Palavras-chave: Transição Pandêmica-Endêmica Covid-19, Indústria da Aviação, Transporte do Governo da Malásia, Logística e Cadeia de Suprimentos, Negócios Internacionais.

PREPARACIÓN DE LA TRANSICIÓN DE LA INDUSTRIA DE LA AVIACIÓN EN COVID-19 DE LA FASE PANDÉMICA A LA FASE ENDÉMICA: UNA REVISIÓN

RESUMEN

Propósito: El objetivo de este estudio es examinar las acciones del gobierno de Malasia hacia la industria de la aviación para hacer frente a la pandemia de Covid-19 y la fase de transición de pandemia a endémica. La fase de transición se refiere a un período temporal antes de que el país pueda entrar completamente en la fase endémica que está sujeta a un anuncio de la Organización Mundial de la Salud (OMS).
Marco teórico: El estudio sobre el transporte aéreo afectado por la pandemia y la actuación de la industria hacia la fase endémica. Este estudio se refiere al marco conceptual para el diseño del departamento de emergencia en una pandemia de Aujirapongpan (2023): Relación entre el estado, el hospital y el ED en la planificación y respuesta de preparación para una pandemia.
Diseño/metodología/enfoque: El enfoque utilizado es la investigación cualitativa que son la observación y la revisión de la literatura.
Hallazgos: Los resultados demuestran las acciones del gobierno de Malasia durante el período de transición de pandemia a endemia. Las restricciones en los viajes entre áreas hacen que el público no pueda moverse a voluntad,

lo que hace que los pasajeros no puedan comprar boletos de avión. De hecho, las acciones del gobierno han tenido un impacto en los ingresos de la compañía aérea. Entre los efectos significativos están los trabajadores que fueron despedidos en la era de la pandemia. Al mismo tiempo, el gobierno también está tratando de ayudar financieramente a las aerolíneas a sobrevivir mientras esperan el período endémico. El gobierno de Malasia no cuenta con un marco específico para que la industria aérea enfrente la pandemia, sin embargo, el gobierno de Malasia da una rápida reacción para controlar la situación.
Implicaciones de investigación, prácticas y sociales: el estudio brinda respuestas comparativas sobre la industria de la aviación por parte del gobierno cuando se enfrenta a una pandemia, así como la planificación para la transición a la fase endémica.
Originalidad/valor: El resultado indica la participación del gobierno y los cambios de acción de la operación de transporte aéreo en la pandemia de Covid-19 a la fase de transición endémica.

Palabras clave: Transición de Pandemia a Endémica de COVID-19, Industria de la Aviación, Transporte del Gobierno de Malasia, Logística y Cadena de Suministro, Negocios Internacionales.

INTRODUCTION

Covid-19 is one of the most difficult times in the aviation industry. Due to COVID-19, a coronavirus illness, the aviation industry has been faced with major challenges such as flight cancelled, profit and loss, and unemployment due to pandemic implication on people's movement. Companies are drastically taking various approaches to ensure the survival of their business including increasing marketing activities on social media such as YouTube, Facebook, Instagram, TikTok, and WhatsApp (Widiastini, N. M. A., Arsa, I. K. S., Syah, A. M., & Hajarrahmah, D.,2023). Among the examples is the promotional scheme, called "WE TRAVEL TOGETHER" the government-subsidized 40% of accommodation expenses for domestic free independent travelers, FITs while traveling to Southern Thailand.

The spreading of the Covid-19 virus is being slowed by travel restrictions in many nations. As a result, many flights have been cancelled. International Air Transport Association (IATA) stated that 2020 was the worst record in the aviation industry. In 2019, there are 4.5 billion passenger flew while 1.8 billion flew in 2020. This shows a huge decrease in the aviation industry. Therefore, Malaysian airlines are forced to repay their clients since travellers are entitled to a full refund rather than rebooking the journey to take a voucher for a future trip (Kavipriya, 2021). The Covid-19 pandemic, according to the International Air Transport Association, might result in a 39 percent drop in demand for Malaysian aviation services, affecting an estimated 25,49 million passengers (Yahya, 2020, Müller, 2021).

Datuk Seri Wee Ka Siong, Malaysia's transport minister, estimates that the country's aviation industry will lose RM13 billion in 2020 because of restrictions on air travel. Malaysia Airlines Bhd, AirAsia Group Bhd, and Malindo Airways Sdn Bhd each suffered losses of RM10.9 billion, while airport operators such as Malaysia Airports Holdings Bhd (MAHB) and Senai Airport Terminal Services Sdn Bhd each suffered losses of RM2.1 billion (Yahya, 2020).

Businesses like duty-free shops and eateries in the Kuala Lumpur International Airport (KLIA) and all Malaysian airports have also seen a major decline in consumers since the pandemic began.

Employees in Malaysia's aviation industry were already facing financial and employment difficulties prior to the outbreak of the COVID-19 virus. It hasn't gotten any better, causing several airlines to suspend operations and stop practically all of their planes as the pandemic continues to worsen. Malaysia Airlines' entire workforce has been significantly affected by the disaster where many of its employees are at risk of losing their jobs when 13,000 staff urged taking voluntarily unpaid leave and even forge their allowances if they so wanted (Zaki, 2021).

Depending on the country, aviation is defined as any vehicle or container that leaves direct contact with the earth and is propelled or carried through the air and possibly subject to regulation (Law Insider, 2013-2022). This industry consists of almost all airline activities, aircraft manufacturing and research companies, military aviation and more, as well as many other activities that help facilitate air travel (Revfine, 2022). Malaysia has six international airports, 16 domestic airports, and 18 aerodromes (short take off landing ports) (Ministry of Transport Malaysia, 2022). Increasing number of the flight demand for cargo lead to looking at rolling out more flights using sustainable aviation fuel (SAF), as part of efforts to achieve net-zero carbon emissions by 2050 (Akanmu, M. D., 2016). Sustainable aviation fuel (SAF) is biofuel in gas form produce from natural source such as animal and plantation waste (Zakaria, Ibrahim & Othman, 2017).

LITERATURE REVIEW

Figure 1 Location of airports in Malaysia



Source: Ministry of Transport Malaysia Official Portal List of Airports, (2022).

Aviation industry contributes greatly to the national economy because this transport is the fastest and growing for cargo transport (iata, 2022). From an economic perspective, aviation helps drive modern world development. Increasingly advanced aircraft are used 24 hours a day to connect major cities and small communities with a network of airlines, airports, and air traffic management organizations. A total of 87.7 million jobs are associated with aviation worldwide, and 11.3 million of those jobs are directly related to aviation. In addition, aviation influences $3.55 trillion in global GDP. It supports nearly 3.5 trillion dollars worth of economic impact and 87.7 million jobs worldwide if aviation were a country (Air Transport Action Group (ATAG), 2022). However, the Covid-10 pandemic has had a major impact on the aviation industry compared to other transport sectors such as trucking, shipping and train (Sun, Wandelt, Zheng and Zhang, 2021).

From December 2019 onward in Wuhan, China, there is a novel SARS-CoV-2 epidemic called Covid-19 virus that was found and it was spreading to the rest of the world including Malaysia. Three Chinese individuals who had been in close contact with an infected person in Singapore. At the moment, the outbreak is affecting the entire world, but is causing the most damage to the aviation industry (The Borneo Post Sdn Bhd, 2020).

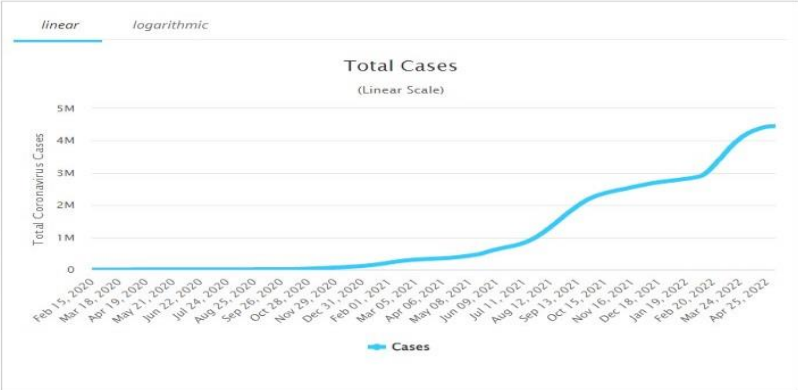
Figure 2: Thermal Screening Point in Kuala Lumpur International Airport



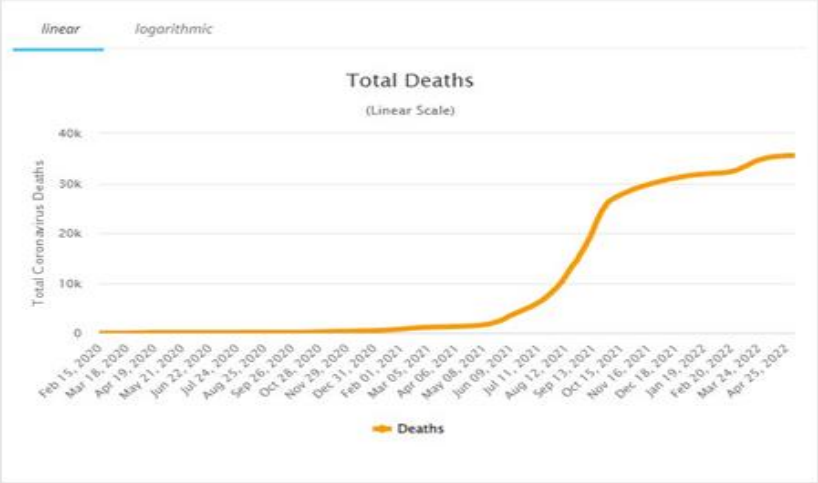
Source: Mishra, (2020)

Malaysia reported a positive test for COVID-19 on February 3, 2020. This person had traveled to a neighboring country for a business meeting, which was attended by a Chinese delegation. There were multiple new cases of Covid-19 diagnosed in Malaysia that resulted in death. The first death case was reported to be an elderly pastor from Sarawak (Yusof, 2020). In all, 4,452,835 patients have been diagnosed with Covid-19, including 35,567 deaths and 4,388,491 recovered patients (Worldometer, 2022).

Graph 1: Total Coronavirus Cases in Malaysia



Graph 2: Total Coronavirus Deaths in Malaysia



Source: Malaysia COVID - Coronavirus Statistics, (2022)

Malaysia will begin the transition to an endemic phase after a two-year battle with COVID-19. Malaysians can now return to a more or less regular way of life after a long battle (The Star, 2021). Below is the Timeline of Covid-19 pandemic in Malaysia (Yusof, 2021).

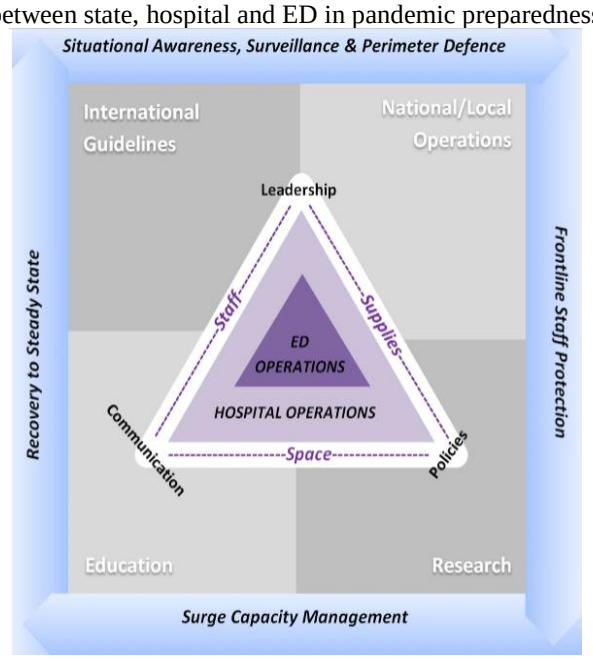
Table 1: Pandemic to Endemic Case Transition

Timeline	Case Transition
Dec 2020	First cases appear, MCO 1.0 was introduced
Jan 12 2021	There is a national emergency declared by the King.
Feb 24 2021	The vaccination program for the entire country has begun
Mar 29 2021	In 2021, the number of new cases each day will drop below 1,000
May 10 2021	The entire country has been issued with a movement restriction order
May 12 2021	Movement Control Order 3.0.
May 22 2021	The number of people infected with COVID-19 has surpassed the 500,000 limit.
Jun 1 2021	The very first stage of a complete lockdown has started.
Jun 12 2021	There will be total lockdown extended till Jul 28.
Jun 27 2021	There will be a total lockdown in place until the number of cases per day drops below 4000
Jun 28 2021	There have been over 5,000 deaths thus far
Jul 1 2021	Kuala Lumpur and Selangor have been included in the Enhanced Movement Control Order (EMCO).
Jul 5 2021	National recovery plan has now moved to the second stage in Kelantan, Terengganu, Perak, Pahang, and Perlis areas.
Jul 25 2021	More than a million people have been infected with COVID-19
Jul 26 2021	The first meeting of Parliament take place in 2021
Aug 1 2021	The national emergency is over.
Aug 4 2021	Malaysia's recovery plan enters its third phase in Perlis, Sarawak, & Labuan.
Dec 3 2021	First case of Omicron variant
Dec 18 2021	Director of Health Noor Hisham Abdullah verified 11 new infections of the Omicron type, all of which were caused by international travel
Jan 3 2022	Sarawak and Kelantan have moved to Phase 4 of the National Recovery Plan (NRP)
April 1 2022	The transition endemic phase of the disease established in Malaysia Malaysia reopened to all international visitors. (Motac, 2022)
27 April 2022	No longer mandatory for individuals to scan MySejahtera QR codes or have their vaccination.
7 Sept 2022	Masks no longer compulsory in most indoor areas in Malaysia (Sofiah, 2022)

Source: Prepared by the authors (2022).

Figure 3 show the relationship between state, hospital and Emergency Departments, ED in pandemic preparedness planning and response. The framework consider recovery to steady state, situational awareness, surveillance & perimeter defense, frontliner and surge capacity management. The pandemic strategy need support from international guidelines, local operation, education on pandemic and research for cure. There is continues relationship between staff, supplies and space. Excellent leadership, communication and policies needed in order to ensure optimum management of staff, space and supplies.

Figure 3: Relationship between state, hospital and ED in pandemic preparedness planning and response



Source: Nadarajan, G.D., Omar, E., Abella, B.S. et al, (2020)

METHODOLOGY

A qualitative approach using comprehensive document analysis was employed in this study. A systematic literature review, with an analysis of related works associated with the Transition on COVID-19 from Pandemic to Endemic, was scrutinised. The inclusion criteria for the selection of literature used keywords such as “Pandemic to Endemic Transition” “aviation industry” and “Malaysia Covid-19” to generate a data pool. Pieces of literature from various sources through Google search and Google Scholar, as well as online databases such as Taylor & Francis and Thomson Reuters, were collected using online data mining techniques. The keywords for the search and inclusion criteria for literature mining such as Type of Databases (Academic Journals, Newspaper Articles, Research Report, Working Paper, Trade Report, Financial Report, Online Publication Articles, Organization Bulletin and Newsletter,

Statute and Legislation); Source of databases (Internet, published and printed materials); and Time Frame (Published within the past five years, 2017-2022).

RESULT AND DISCUSSION

Analysis

Foreign travelers who have been vaccinated as well as other groups will be allowed to enter Malaysia without confinement after the country enters a "endemic" stage of the pandemic on April 1. To enter the endemic phase, the country reopened its borders. Tan Sri Dr Noor Hisham Abdullah, Health General Director, urged Malaysians to stick to the Standard of Procedure (SOP). During this transition time, the community must learn to adapt to the Covid-19 virus in a way that causes the least disruption to normal life.

Travel restrictions were abolished on Malaysia on October 11, 2021, which is predicted to boost visitor numbers in the 4th quarter of 2021. In order to rebuild air travel in a safe manner, the construction of travel bubble and travel corridors will be the driving force behind the recovery of tourist arrivals. This resulted in a total of 240,361 domestic tourists visiting Langkawi in September 2021, after (Ministry of Tourism, Arts and Culture) MOTAC piloted the Langkawi domestic travel bubble. On November 15, 2021, Langkawi reopened its borders on international travellers for three months (Waypoint, 2021). More preparations have been made in the GOM to attract foreign visitors from West Asia via foreign airlines. West Asian market is the primary source of visitors, resulted in an increasing number of international tourists to Malaysia reached a high record compare to year 2019.

Figure 4: Langkawi Soaring Again



Welcome back: A total of 240,361 domestic tourists have visited Langkawi since the travel bubble - programme began on Sept 16.

Source: Hilmy, (2021)

When the country reopens its borders to all travelers who have been vaccinated against the virus, 70 percent of the country's flight capability should be restored by the end of the year (Chua, 2022). On April 1, (Civil Aviation Authority of Malaysia) CAAM predicted that even more over 100 international planes would land in Kuala Lumpur (KUL). AirAsia has stated that as the world begins to reopen safely, more service reopening and new unique paths will be announced (Karp, 2022). Following the closure of Malaysia's borders two years ago, several industries including the aviation industry have seen significant losses and this marks an important turning point in the nation's long-term fight against the virus.

According to a statement from Captain Izham Ismail, CEO of Malaysia Aviation Group (MAG) Group, says that in order to enhance the safety of reopen border, MAG needs to collaborate with authorities such as the Ministry of Transportation and others. They planned to continue the flights that were closed during the pandemic and also increase the connectivity as the airline industry will have a surge in demand of customers in the future (Wong & Basri, 2022). Due to the reopening of international borders and a recovery in the aviation industry, there will be a higher need for employees in the aviation, logistics and other industries (Suhaidi, 2022). Notably, logistic support factors through the employee leadership would ensure effective high productivity and business competitive advantage (Azizi et al., 2019).

Malaysia is expected to ease international travel restrictions from 1 April 2022 onwards, and CGS-CIMB expects the airline to benefit from the new travel demand that would occur. After the borders were reopened, a plane carrying 140 Indonesians heading for Kuala Lumpur was met with a water salute upon landing (Harris et al., 2022).

Figure 5: Malaysia opens the borders after two years.



Source: Harris et al., (2022)

Application

The government has a long list of other options to make in order to establish a post-pandemic aviation business in Malaysia. Everything is included in Malaysia's reopening to international borders, the recovery of CAAM as an air traffic controller, and the long-term finance and governance of Malaysia's air traffic control system.

Facilitating Malaysia's Air Cargo Sector

Malaysia's environmental goals under the Paris Agreement and the development of an active business jet hub require the facilitation of the air cargo sector in the context of a broader logistics industry. A good policymaking skill and an appreciation for the different functions of a policymaker, regulator, shareholder, and operator are critical for the Ministry of Transportation. Integration of environmental regulation and policy significantly contributes to innovative strategies and practices (Diekola, 2016; Akanmu, 2021) As a result, there is a possibility that the pre-epidemic policy uncertainties in Malaysia's aviation industry may remain, sustaining or worsening the situation from before the pandemic (Zain & Radhi, 2021).

Temporary Deferment Of Monthly Income Tax Instalment Payments

The government's 2020 Economic Stimulus Package includes assistance for the aviation industry as well as other tourist industry industries. Tourism firms were offered a six-month exemption from income tax installment payments, as well as a temporary exemption from Human Resource Development Fund taxes, for six months beginning in April 2020 (Yahya, 2020).

Smoothen The Transition For Displaced Workers

The government must make the change for jobseekers as easy as possible during the reform period. Retaining workers' wages during the economic downturn was an additional benefit for businesses. Retaining employees who are at risk of losing their employment as health care costs and commercial flight recovery patterns become clearer would require a shift in job strategies. Also crucial is government support for aviation industry workers at risk of losing their employment, rather than a specific job support programme (OECD, 2020).

Committed to the National Recovery Plan

In spite of the beginning of the transition to endemic phase, the government committed to the National Recovery Plan (NRP) that was put into effect on June 1, 2021. COVID-19 prompted the implementation of the Movement Control Order (MCO) on March 18, 2020, which was then prolonged a few times or switched to either the Conditional Movement Control Order (CMCO) and then Recovery Movement Control Order (RMCO) and then EMCO, depending on the country's pandemic condition.

Figure 6: National Recovery Plan



Source: Star Media Group Berhad, (2021)

Impose Legal Actions

From March 11, 2021, companies and individuals can be fined up to RM10,000 and RM 1 million under the Prevention and Control of Infectious Diseases Act 1988 (Act 342) if they break SOP for pandemic management (Flanders Trade, 2022).

Set Preventive Measures Guidelines

All standard operating procedures (SOPs) during this time period have been disclosed by the Ministry of Health (MOH) and the National Security Council (Majlis Keselamatan Negara, or MKN).

Figure 7: When and how to use masks



Source: World Health Organization, (2021)

- Everyone must wear face masks at all times (Tan, 2022)
- All non-Malaysians must have Covid-19 travel insurance and they need to show proof of this insurance once they arrive in Malaysia.
- Prior to boarding, travellers should confirm with their airlines about any Covid-19-related policies.
- Download and activate MySejahtera App prior to arrival in Malaysia. In the "Traveller" icon in the MySejahtera App, you must complete the Health Declaration Form and the Pre-Departure Form (Ministry of Foreign Affairs, 2022).

Second Booster Dose (Yusof, 2022)

Malaysian Health Minister Khairy Jamaluddin announced on Thursday that anyone over 60 with diseases will now be able to get a second COVID-19 booster shot (Apr 14). After the first booster shot, he added a second one can be given between four and six months later. This session is intended for persons who have chronic conditions such as lung, kidney, heart, or diabetes illnesses. This is because when infected with COVID-19, they are at great risk of experiencing severe symptoms and death (Yusof, 2022).

Figure 8: Booster vaccination



Source: Anand, (2022)

Aid From Non-Governmental Organisations (MOH, 2022)

Frontline workers' personal protection equipment is now being manufactured by nongovernmental organisations and even prison inmates. Events held by a variety of organisations raised money to help supply hospital supplies. Providing affordable, safe, and reliable care while improving performance and efficiency remains a challenge in the healthcare sector (Akanmu, Nordin & Gunasilan, 2022). As a result, a temporary hospital was established, and the Ministry of Health was given permission to collaborate with healthcare service providers. The government lifted domestic prohibitions both domestically and globally while advising the public to take precautions like prompt immunisation, maintaining proper ventilation, donning masks in crowded areas, and getting tested if symptoms appear (MOH, 2022).

Covid-19 testing requirements for travellers (citizens and non-citizens) entering Malaysia (Motac, 2022)

Pre-departure and on-arrival COVID-19 testing requirements are removed for the following group of travellers aged 13 and above who are fully vaccinated, travellers who have a history of COVID-19 infection within 6 to 60 days from the recovery date before departure to Malaysia and travellers aged 12 and below regardless of vaccination status.

However, travellers with incomplete vaccination status or who have not received vaccination MUST undergo pre-departure test two (2) days before departure to Malaysia (RT-PCR or RTK-Ag Professional), undergo a supervised COVID-19 RTK Antigen test by a private medical practitioner within 24 hours of arrival, either physically or virtually undergo compulsory quarantine for five (5) days at the accommodation including at home; and undergo

RT-PCR test on the day 4 or RTK-Ag professional on the travellers who are symptomatic at the International Entry Point will be instructed to undergo a COVID-19 screening test using RTK-Ag professional. The same policy will apply to all categories of travellers including Umrah, Hajj and foreign workers. For Umrah and Hajj travellers, they are required to get a booster dose before leaving for the Holy Land. All travellers still need to present the Traveller's Card displayed in the MySejahtera app upon arrival at the International Entry Point.

Covid-19 Insurance Requirements Before Entering Malaysia (Motac, 2022)

COVID-19 insurance is no longer a pre-requisite for nonMalaysian travellers for entry into Malaysia.

The Requirements For Face Mask Wearing in Public Transport (Motac, 2022)

Wearing a face mask is COMPULSORY for indoor settings and in public transports including e-Hailing, shopping malls and in public transports including e-hailing based on Enforcement under the Prevention and Control of Infectious Diseases Act 1988 [Act 342] and actions can be taken on individuals who fail to comply. However, the face mask can be removed when performing a heavy exercise in the building, but it should be worn again immediately after finishing the exercise, if alone in a space, while eating and drinking, while giving a speech and while performing. Wearing face masks especially in indoor settings and public transports is still important to protect yourself as well as the surrounding people, especially for high-risk categories such as the elderly, children and immunocompromised individuals.

Physical Distancing Requirements Under The National Security Council (MKN) SOP in Public Transport (Motac, 2022)

The physical distancing requirements under the MKN SOP issued on 1 April 2022 have been revised. Taking into account all activities are allowed with 100% use of space capacity, thus, physical distancing between individuals or groups is not required. However, physical distancing is encouraged in the absence of wearing face masks.

Review of MySejahtera(MySJ) QR Code Scan Requirements to Enter Public Transport (Motac, 2022)

Scanning of MySejahtera QR code is NOT COMPULSORY when entering premises or public places. However, it is encouraged to activate the MySJ Trace function for contact tracing purposes individuals with "High Risk" status on the MySejahtera application who are COVID-19 positive and individuals issued with HSO, are not allowed to enter premises; and the management of the premises should check the risk status in the MySejahtera application of individuals who enter their premises. The MySejahtera application is still important to be used for the purpose of reporting COVID-19 test results and the Home Surveillance Order (HSO). It is also important to assist the MOH in the prevention and control of COVID-19**.**

CONCLUSION

It was not just the aviation business in Malaysia that has been disrupted by the COVID-19 outbreak. Covid-19 is not going away or transitioning to a lesser form that would allow life to resume its pre-pandemic state as it moves toward the endemic phase. From an economic, social, and environmental standpoint, these pandemics can have a significant influence on transportation businesses. Airports are unable to service the expenses of recent investments if traffic declines, which increases the fees at the worst possible time. In this phase, the government comes with several strategies and takes action to face it. The government had a few successful measures had been implemented to aid the aviation sector in Malaysia such as loosening the transition for displaced workers, committing to the National Recovery Plan, enforcing legal action, establishing prevention guidelines, prescribing a second booster dose, and enlisting the help of non-governmental organisations. Through all this initiative taken, in the hope aviation industry, able to be on track and create a safer environment for everyone.

There may be some possible limitations in this study, such as data on the pre-endemic within the Malaysian context were scarce. The academic publication, in the Malaysian context, was almost non-existent. Data on air transport services in Malaysia were also limited during endemic, except for a few news from newspaper. Finding demonstrate the Malaysian government's actions during the transition period from pandemic to endemic. It is hoped that the findings of this study can be used as a review to develop a strategy to be implemented by the Malaysian government if a pandemic hits the world in the future. Hence, in future studies, the aviation industry need to develop a Pandemic Airline Recovery Model in order to help the industry recovered from a pandemic.

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