

FIFTEENTH CONGRESS OF THE REPUBLIC)
OF THE PHILIPPINES)
First Regular Session)



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SENATE
P. S. R. No. 482

RECEIVED BY:

Introduced by Senator Miriam Defensor Santiago

RESOLUTION

DIRECTING THE PROPER SENATE COMMITTEE TO CONDUCT AN INQUIRY,
IN AID OF LEGISLATION, ON THE IRREGULARITY IN THE INSTALLATION OF THE
AIR TRAFFIC MANAGEMENT SYSTEM IN THE MANILA AREA CONTROL CENTER
WHERE THE ADDITIONAL REVISIONS ALLEGEDLY AMOUNTED TO AN
ADDITIONAL P220 MILLION TO THE ORIGINAL PROJECT COST OF P291 MILLION

WHEREAS, the Constitution, Article 2, Section 13 provides: "The State recognizes the vital role of the youth in nation-building and shall promote and protect their physical, moral, spiritual, intellectual, and social well-being";

WHEREAS, the Constitution, Article 2, Section 27 provides: "The State shall maintain honesty and integrity in the public service and take positive and effective measures against graft and corruption";

WHEREAS, according to a 2 May 2011 article in the *Philippine Star*, the air traffic management system installed at the Ninoy Aquino International Airport (NAIA), worth P511 million, does not meet international civil aviation standards due to at least 20 major deficiencies ;

WHEREAS, this is based on the results of a technical audit made by the Department of Transportation and Communication (DOTC);

WHEREAS, technical personnel from the Civil Aviation Authority of the Philippines (CAAP) Aerodrome and Air Navigation Safety Oversight Office, who conducted the audit, warned DOTC officials that using the new Manila Area Control Center (ACC) may result in a disaster at the country's major airports;

WHEREAS, two major airlines have alerted the CAAP to two near-collisions when the CAAP tested the system and used it to direct air traffic at the NAIA last March;

WHEREAS, the NAIA is currently using the old air traffic system installed in the 1980s because when the old system broke down in 2009, the DOTC set up a \$200-million Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) systems for the Philippine airport network, with the Manila ACC as the backup; currently, neither system is in use;

WHEREAS, based on the audit report, one of the serious deficiencies is a seemingly lack of provisions to make the system error-tolerant since the system was never assessed for safety nor was it checked if it met the strict standards of the International Civil Aviation Organization;

WHEREAS, according to the CAAP Employees Union (EU), the ACC project is one of the graft-ridden projects undertaken by the DOTC during the Arroyo administration; there were serious irregularities in the project, and money was wasted in funding the Manila ACC, a system found to be unserviceable and lacking in vital interconnections;

WHEREAS, based on the 2009 audit report, the Commission on Audit (COA) warned that the relocation and re-installation of the systems and other equipment to other sites would only entail additional costs to the government and unnecessary expenditure would likewise be incurred considering that there will be duplication in the procurement of the equipment;

WHEREAS, COA also noted that the Sumitomo-Thales Joint Venture was allowed to participate in the bidding for CNS/ATM Project although Thales was the contractor who abandoned the Global Maritime Distress Safety System (GMDSS) Project of the DOTC in 2000;

WHEREFORE, be it hereby resolved by the Philippine Senate, to direct the proper Senate Committee to conduct an inquiry, in aid of legislation, on the irregularity in the installation of the Air Traffic Management System in the Manila Area Control Center where the additional revisions allegedly amounted to an additional P220 million to the original project cost of P291 million.

Adopted,


MIRIAM DEFENSOR SANTIAGO

/dpm