

SIXTEENTH CONGRESS OF THE )  
REPUBLIC OF THE PHILIPPINES )  
Third Regular Session )



'16 FEB -2 P4 :10

SENATE

RECEIVED BY: *[Signature]*

P. S. Res. No. 1728

---

Introduced by Senators POE and FRANCIS G. ESCUDERO

---

**RESOLUTION**

**EXPRESSING SUPPORT TO THE DEVELOPMENT OF THE CLARK INTERNATIONAL AIRPORT IN PAMPANGA UNDER A FOUR-PRONGED APPROACH AND URGING IN THE PROCESS THE APPROPRIATE COMMITTEE/S OF THE SENATE TO LOOK INTO THE MATTER WITH THE END IN VIEW OF ENACTING LEGISLATIVE MEASURES TO ADDRESS THE SAME**

*WIHEREAS*, the Ninoy Aquino International Airport (NAIA) and the Clark International Airport (CRK) have the current rated capacities of:

	NAIA	CRK
Runway Capacity (aircraft movement per hour)	40	32
Passenger Terminal Capacity (million passengers per annum)	28 mppa (3 terminal buildings)	4 mppa

- At certain hours, NAIA services 46 to 48 aircraft movements per hour.
- In 2013, NAIA posted a 32,865,000 passenger traffic volume, and in 2014, a 34,015,169 passenger volume.
- In 2013, CRK posted a 1,200,592 passenger traffic volume, and in 2014, a 877,757 passenger traffic volume.
- CRK's runway capacity may easily be increased with installation of additional aircraft stands and parking bays. There is also enough area to construct a second runway that will allow simultaneous take-off and landing of aircraft.

**WIHEREAS**, to effectively resolve the problem of air traffic congestion at the NAIA, it is submitted that a four-pronged approach be studied and adopted.

**WIHEREAS, FIRST:** an effective Traffic Distribution Policy for both the NAIA and the CRK must be had through the implementation of a Dual Airport System, which is defined as a set of two or more significant airports that serve commercial traffic within a metropolitan region (i.e., Narita and Haneda airport in Tokyo; Midway, O'hare and Rockford in Chicago; and Gatwick, London, Luton and Stansted in London); hence, the NAIA will be the airport in the south, servicing Southern Luzon (Regions 5, CALABARZON, and Southern NCR, with an estimated total catchment population of 27,219,325), and the CRK will be the airport in the north, servicing Northern Luzon (Regions 1, 2, 3, CAR and Northern NCR, with an estimated total catchment population of 22,399,003).

**WIHEREAS, SECOND:** in order to incentivize the use of the CRK, a moratorium on the collection, or the non-imposition, of travel tax in the CRK, and even in other airports in the country, except NAIA can be legislated.

**WIHEREAS**, with this tax exemption or moratorium policy, whichever the case may be, travellers will not only be encouraged to choose the CRK as their point of departure but every Filipino's right to travel can now be exercised at a lesser expense due to non-payment of travel tax in the amount of PhP1,620 per economy class passenger or PhP2,700 per first class passenger.

**WIHEREAS, THIRD:** to incentivize further, on the part of airlines, Filipino airlines flying domestic routes at the CRK and other airports except the NAIA can be exempted from payment of excise and value added taxes.

**WIHEREAS, FINALLY:** to cater to our Overseas Filipino Workers (OFWs), it is imperative that the concerned agencies of government (i.e., Philippine Overseas Employment Administration, Overseas Workers Welfare Administration, the Department of Health) must ensure that all pre-employment and pre-departure procedures and services required of OFWs are available near the CRK, preferably under a one-stop shop government center or office.

**WIHEREAS**, it is submitted that the above four-pronged approach presents not only the viability of the CRK as the logical solution to decongest Manila's air traffic but also the CRK as the only capable international airport that can serve commercial traffic within a reasonably definable metropolitan region.

**NOW, THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED,** THAT the Senate express its support to the development of the Clark International Airport as the most effective and efficient means to address the problem of air traffic congestion at the Ninoy Aquino International Airport under the above proposed four-pronged approach, urging in the process the appropriate Committee/s of the Senate to look into the matter with the end in view of enacting legislative measures to address the same.

Adopted,

  
GRACE POE

  
FRANCIS G. ESCUDERO