



SENATE
P.S. Res 635

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Introduced by Senator Poe

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RESOLUTION

URGING THE SENATE COMMITTEE ON PUBLIC SERVICES TO CONDUCT AN INQUIRY ON THE STATUS OF AIRPORTS IN THE COUNTRY, WITH THE OBJECTIVES OF DECONGESTING THE NINOY AQUINO INTERNATIONAL AIRPORT, IDENTIFYING MEASURES TO ADDRESS PASSENGER CONCERNS AND REALIZING THE NATION'S FULL ECONOMIC POTENTIAL

WHEREAS, Article III, Section 6 of the 1987 Philippine Constitution provides that "[T]he liberty of abode and of changing the same within the limits prescribed by law shall not be impaired except upon lawful order of the court. Neither shall the right to travel be impaired except in the interest of national security, public safety, or public health, as may be provided by law";

WHEREAS, efficient aviation services play a central role to supporting tourism, job creation and economic growth, but the full potential of the Philippines—which boasts of the best island destinations and beaches in the world—is not realized due to lack of airport infrastructure;

WHEREAS, citizens have long been complaining of flight delays as airport congestion, which include runway bottlenecks and terminal clogging, continues to hound the Philippines' premier gateway, the Ninoy Aquino International Airport (NAIA);

WHEREAS, NAIA, which only has two runways, was designed to handle 30 million passengers, but travelers who used the four terminals reached almost 40 million in 2016;

WHEREAS, NAIA-3 now hosts international flights with several foreign carriers having transferred from NAIA-1 since 2013 (Delta Air Lines, Cathay Pacific Airways, KLM Royal Dutch Airlines, Singapore Airlines, Emirates Airlines, All Nippon Airways, AirAsia Philippines), as well as international and domestic flights of local carrier Cebu Pacific and domestic flight by PAL Express;

WHEREAS, for several years, NAIA had been consistently tagged as among the worst in the world due to flight delays, air traffic congestion and poor services to cater to passengers; it was only last year that NAIA was out of the worst list;

WHEREAS, a study by the International Air Transport Association indicated that by 2035, if the infrastructure plan for the NAIA is implemented, "the economic impact would be able to support 34 million jobs, which is an increase of 133 percent compared to 2014, and will support, generally, \$23 billion in gross domestic product, compared to \$9.2 billion in 2014"¹;

WHEREAS, the Manila International Airport Authority is embarking on a P600-million renovation of the NAIA-2, which is currently being used Philippine Airlines for its domestic and international flights;

WHEREAS, the construction of the rapid exit taxiways should have been completed this month that would accommodate more aircraft movements²;

WHEREAS, airport officials said there is a need to separate general aviation from commercial aviation in a bid to improve NAIA's operations and lessen passenger queuing;

WHEREAS, a "super" consortium composed of some of the country's biggest conglomerates has submitted to the government a P350-billion unsolicited proposal for the rehabilitation, operation and maintenance of NAIA;

WHEREAS, there were proposals to redirect domestic operations to Clark International Airport in Pampanga, located some 90 kilometers north of Manila, to help decongest air traffic in Manila's airports³;

WHEREAS, there were also proposals to utilize the Danilo Atienza Airbase at Sangley Point in Cavite City and construct a new airport in Bulakan, Bulacan, highlighting the need to move out of the beleaguered and overcrowded NAIA;

WHEREAS, with all these plans still under scrutiny, there is a need to determine whether maintaining the current NAIA would serve its purpose of accommodating millions of passengers or constructing a new passenger terminal that would replace NAIA is more practicable;

WHEREAS, establishing a full service airport that eases air traffic and addresses terminal congestion would promote economic growth, attract more investments and generate employment, as airports are considered as a nation's window to the world;

¹ Mercene, R. 2017, October 30. Iata: Clark not the best alternate airport to Naia. Business Mirror site. Retrieved from <https://businessmirror.com.ph/iata-clark-not-the-best-alternate-airport-to-naia/>

² Transcript of hearing of Senate Committee on Public Services on airport congestion. 2017, February 1. page 12

³ De Jesus, J. 2018, February 15. Alvarez to CebuPac: 45-day deadline to move out of T3 'more than enough'. Inquirer.net news site. Retrieved from <http://newsinfo.inquirer.net/969092/alvarez-to-cebupac-45-day-deadline-to-move-out-of-t3-more-than-enough>

WHEREAS, the seeming lack of adequate air transport infrastructure also affects travel of millions of overseas Filipino workers, who go back to the Philippines to unite with their loved ones during the holidays;

WHEREAS, the government should embark on a massive infrastructure buildup, in particular creating seamless transit and greater connectivity via rail transit system and other modes of transportation, if it is serious in tapping other airports as an alternative to NAIA;

BE IT RESOLVED, AS IT IS HEREBY RESOLVED, BY THE SENATE OF THE PHILIPPINES, to urge the Senate Committee on Public Services to conduct an inquiry on the status of airport in the country, with the objectives of decongesting the Ninoy Aquino International Airport, identifying measures to address passenger concerns and realizing the nation's full economic potential.

Adopted,


GRACE POE