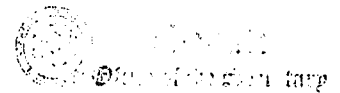


SEVENTEENTH CONGRESS OF THE ]  
REPUBLIC OF THE PHILIPPINES ]  
*Third Regular Session* ]



'18 JUL -9 110 :04

SENATE

RECEIVED

P.S. Res. No. 782

---

Introduced by SENATOR SHERWIN T. GATCHALIAN

---

**RESOLUTION**

**DIRECTING THE APPROPRIATE COMMITTEE TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE STATUS OF METRO MANILA AIRPORTS AND THE PROGRAMS OF THE PHILIPPINE GOVERNMENT TO SUPPORT THE FUTURE GROWTH OF THE AVIATION INDUSTRY VIS-À-VIS THE CONTINUED DEVELOPMENT OF TOURISM AND, AFFORDING PASSENGER EFFICIENCY AND COMFORT.**

**WHEREAS**, in the last State of the Nation Address (SONA) of President Rodrigo Roa Duterte, he declared that the government was going to build more airports, but until this day, the runways in Metro Manila – NAIA and Clark International have yet to be decongested by another airport to boost air travel in the country;

**WHEREAS**, air passenger arrivals in the Philippines grew by 10% in 2016 according to the IATA<sup>1</sup>, but this figure pales in comparison to the arrivals in our neighbour Taiwan which encouraged 28% tourist arrivals when two new airports were built;

**WHEREAS**, the problem with NAIA is that it is 63 years old and it has been outgrown by the number of passenger arrivals counting to 40 million, as of last estimate. Analysts warn that with increased volume, NAIA's basic

---

<sup>1</sup> [https://www.iata.org/about/worldwide/asia\\_pacific/Documents/IATA-submission-Manila-Airport-May2015.pdf](https://www.iata.org/about/worldwide/asia_pacific/Documents/IATA-submission-Manila-Airport-May2015.pdf)

facilities like its baggage handling systems, cargo processing, and mechanical systems (eg. air-conditioning, etc.) will have recurring unresolved solution<sup>2</sup>;

**WHEREAS**, since 2012 NAIA has already hit its yearly capacity of 30 million passengers, and now the same runways can only accommodate an average of 36 events (takeoffs and landings) per hour, but actual scheduled commercial and general aviation flights, allows to as high as 50 events per hour resulting to a congested runway that causes flight delays and cancellations;

**WHEREAS**, the International Air Transport Association (IATA) airport has declared the NAIA as a high-risk airport in the Asia-Pacific Region citing unresolved safety issues and poor infrastructure;

**WHEREAS**, despite the guarantees of the government and the recommendations of several agencies, years after knowledge of the issues and concerns, NAIA is plagued to this date by the same runway and air traffic problems;

**WHEREAS**, the continuing air traffic congestion in NAIA portrays the Philippines in yet another pernicious concern detrimental to the economic growth and tourism gains of the country;

**WHEREAS**, By 2035, the aviation industry is expected to support 3.4 million jobs in the Philippines, and contribute \$23 billion in GDP. In a statement made by the newly appointed IATA Country Manager in the Philippines, Samuel S. David, he says that this economic contribution is by no means guaranteed if the necessary government policies and infrastructure are not in place to support the industry's development to maximize the economic potential that aviation can bring to the country<sup>3</sup>;

---

<sup>2</sup> <http://bworldonline.com/pals-solution-naias-congestion/>

<sup>3</sup> [http://www.iata.org/about/worldwide/asia\\_pacific/Pages/New-Country-Manager-for-the-Philippines.aspx](http://www.iata.org/about/worldwide/asia_pacific/Pages/New-Country-Manager-for-the-Philippines.aspx)

**WHEREAS**, air transport delays in NAIA already cost airlines about P1.1 billion annually, and this would increase to P3.8 billion by 2020 if the situation did not improve. For passengers, productivity losses also carry a hefty price tag: P2.8 billion today and P11 billion by 2020<sup>4</sup>;

**WHEREAS**, economic strategy must prioritize investment in air transport infrastructure to accommodate potential demand in the aviation industry and operate the NAIA hub as efficiently as it should in order to bring the ripple effect of international foreign investments and tourist interest; Now, therefore, be it

**RESOLVED, AS IT IS HEREBY RESOLVED**, Directing The Committee On Public Services To Conduct An Inquiry, In Aid Of Legislation, On The Status of Metro Manila Airports and the Programs of the Philippine Government to support the future growth of the aviation industry vis-a-vis the continued development of tourism, and, affording passenger efficiency and comfort.

Adopted,



**SHERWIN T. GATCHALIAN**

---

<sup>4</sup> <http://business.inquirer.net/239372/san-miguel-corp-bulacan-airport-transportation-aerotropolis>