


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

8 JAN 16 2008

SENATE

RECEIVED BY: 

P.S. Res. No. 271

INTRODUCED BY THE HONORABLE MAR ROXAS

A RESOLUTION

DIRECTING THE APPROPRIATE SENATE COMMITTEES TO CONDUCT AN INQUIRY, IN AID OF LEGISLATION, ON THE IMPACT AND IMPLICATIONS OF THE UNITED STATES FEDERAL AVIATION ADMINISTRATION'S ADVISORY REGARDING UNSAFE PHILIPPINE AIRPORTS AND CIVIL AVIATION ON TOURISM AND INVESTMENTS IN ORDER TO DETERMINE WHO IS RESPONSIBLE THEREFOR, AS WELL AS TO ENSURE THAT CORRECTIVE MEASURES ARE PUT IN PLACE TO IMPROVE THE STATE OF OUR NATIONAL AND DOMESTIC AIRPORTS AND CIVIL AVIATION, AND FOR OTHER PURPOSES.

*WHEREAS*, in September 1982, the Air Transport Agreement between the United States of America and the Philippines came into force;

*WHEREAS*, under the International Convention on Civil Aviation, otherwise known as the Chicago Convention, to which the Philippines is a member, each country is responsible for the safety oversight of its own air carriers;

*WHEREAS*, the US FAA conducts the International Aviation Safety Assessment (IASS) Program assessing the Civil Aviation Authority (CAA) of each country that has carriers operating to the US;

*WHEREAS*, on July 23-27, 2007, the US Government held consultations with the Philippine Government after the US FAA conducted an assessment of the Philippine safety oversight system over civil aviation;

*WHEREAS*, at the conclusion of the consultations held during the July 23-27, 2007, the US FAA briefed representatives of the Philippine Air Transportation Office (ATO) on the results of the safety assessment, which included specific instances of noncompliance with the International Civil Aviation Organization (ICAO) standards for safety oversight, and accordingly prescribed the necessary corrective measures;

*WHEREAS*, US FAA raised serious concerns that the aviation safety oversight of Philippine air carriers does not meet the minimum international standards set by the ICAO;

*WHEREAS*, because of the negative assessment of the Philippine civil aviation safety oversight system, the US FAA downgraded the Philippines' rating under the US FAA's IASA program from Category One to Category Two, the consequence of which is that the

operating specification of Philippine carriers flying the United States would be frozen and Philippine flights to the US would be subjected to heightened US FAA surveillance while in the US;

*WHEREAS*, the downgrading of the Philippines' civil aviation safety oversight rating is a grave cause for alarm, not only because it places the country in an embarrassing situation before the international community, but more importantly, because airport safety is of critical importance to our country's bid to attract more tourists and foreign investors as well as provide better services to Filipino travelers including millions of overseas Filipinos;

*WHEREAS*, an inquiry in aid of legislation is necessary to gauge the impact and implications of the US FAA advisory to the Philippines and thus enable the Senate to help craft corrective measures including a determination of who is responsible and an assessment of budgetary requirements needed to upgrade our civil aviation and airport facilities and services to world-class standards;

*WHEREAS*, there is also an urgent and genuine need to reorganize and strengthen the current ATO system and structure so as to equip it with the power and capability to meet not only the minimum ICAO standards, but to be at par with the world's best civil aviation and airport systems, so as to ensure the continuing safety in civil aviation, both in domestic and international flights.

*NOW, THEREFORE, BE IT RESOLVED, AS IT IS HEREBY RESOLVED*, that the Senate direct the appropriate Senate Committees to conduct an inquiry, in aid of legislation, on the impact and implications of the United States Federal Aviation Administration's advisory regarding unsafe Philippine airports and civil aviation on tourism and investments in order to determine who is responsible therefor, as well as to ensure that corrective measures are put in place to improve the state of our national and domestic airports and civil aviation.

Adopted,

  
M A R Roxas  
Senator