

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City, Metro Manila



**EIGHTEENTH CONGRESS
First Regular Session**

House Joint Resolution No. 13

Introduced by **Hon. RONNIE L. ONG**

**HOUSE JOINT RESOLUTION
DIRECTING THE CONGRESSIONAL OVERSIGHT COMMITTEE ON CIVIL
AVIATION AUTHORITY OF THE PHILIPPINES (COCCAAP) TO CONTINUE ITS
MANDATE AS PROVIDED FOR IN SECTION 91 OF REPUBLIC ACT NO. 9497 OR
THE CIVIL AVIATION AUTHORITY ACT OF 2008**

WHEREAS, Republic Act No. 9497 (RA 9497) or the Civil Aviation Authority Act of 2008 was signed into law on 04 March 2008, abolishing the Air Transportation Office (ATO) and creating the Civil Aviation Authority of the Philippines (CAAP);

WHEREAS, the enactment of the said law was in response to the failure of the former ATO to meet international air safety standards, resulting to the downgrading by the US Federal Aviation Administration (FAA) of the Philippine safety rating from Category 1 to Category 2, upon the recommendation of the International Civil Aviation Organization (ICAO);

WHEREAS, a Category 2 safety rating means that the Philippines either lacks laws or regulations on effectively overseeing its air carriers in accordance with international standards or that its civil aviation authority is deficient in such areas as technical expertise, trained personnel, record-keeping or inspection procedures;

WHEREAS, following US FAA's lead and for similar safety issues, the European Union also banned Philippine carriers from flying to Europe in April 2010;

WHEREAS, since its enactment, CAAP, with the help of the Congressional Oversight Committee on CAAP (COCCAAP) created under Section 91 of RA 9497, has endeavored to implement institutional reforms in the hope of rectifying the lapses of the past and regaining the Category 1 safety rating;

WHEREAS, because of the corrective actions of CAAP, the ICAO and European Union (in 2013) and the US FAA (in 2014) lifted their ban, delisted the Philippines from their list of states with unresolved safety issues and restored the much-coveted Category 1 safety rating;

WHEREAS, with the ban lifted and the Category 1 safety rating in place, the safety of the riding public is ensured and the Philippine air carriers could already resume, expand and add direct flights and services to the United States and Europe, thereby attracting enormous economic, foreign relations and tourism opportunities for the Philippines;

WHEREAS, but despite the said commendable feat that benefits the whole country, **there remains to be a lot of pressing civil aviation concerns** that CAAP needs to address to date, along with other agencies with functions and projects relating to the aviation industry such as the Department of Transportation (DOTr), Civil

Aeronautics Board (CAB), Manila International Airport Authority (MIAA), Clark International Airport Corporation (CIAC), Mactan-Cebu International Airport Authority (MCIAA) and the Office for Transportation Security (OTS), such as, but not limited to, the following:

- 1) **Maintenance of the Category 1 safety rating (i.e. passing the regular safety audits);**
- 2) **Separation of the regulatory and operator functions of CAAP, consistent with the Standards and Recommended Practices set by the ICAO, US FAA and European Union;**
- 3) **Creation of a separate aviation entity to undertake all manner of business and development projects, including planning, construction and maintenance of existing and new airports;**
- 4) **Speedy implementation or efficient operation of regional airport projects such as the Bicol International Airport (which have been delayed for more than a decade already), the Bacolod-Silay International Airport, Davao International Airport, Iloilo International Airport, Laguindingan Airport and the New Bohol (Panglao) Airport;**
- 5) **Short-term and long-term aviation policy on the utilization, rehabilitation and/or development of NAIA, Clark and Sangley Airports and the new NEDA-approved Bulacan Airport;**
- 6) **Harmonization of the aviation security functions of the OTS, PNP-Aviation Group and security offices of airport operators (MIAA, MCIAA and CIAC);**
- 7) **Ensuring the effective implementation of the Air Passenger Bill of Rights through frontline complaint desks and speedy resolution of cases;**
- 8) **Maximizing the runway efficiency of NAIA and other reports, along with night-rating of local airports;**
- 9) **Ensuring high absorptive capacity regarding budget for aviation projects and programs;**
- 10) **Enhancing the independence or autonomy of CAAP (fiscal autonomy, term of the Director General, inclusion of private sector appointees, etc.); and**
- 11) **Ensuring the welfare of CAAP employees especially since Filipino aviation professionals, whose functions are highly technical in nature, are lured to work abroad with the prospect of higher pay.**

WHEREAS, in view of the foregoing, there is also a pressing need for the COCCAAP to continue its mandate under Section 91 of RA 9497, to wit:

"SEC. 91. Congressional Oversight Committee. - A Congressional Oversight Committee, hereinafter referred to as the "Committee", is hereby constituted in accordance with the provisions of this Act. The Committee shall be composed of the Chairman of the Senate Committee on Public Services and Chairman of the House Committee on Transportation and four (4) additional members from each House to be designated by the Senate President and the Speaker of the House of Representatives, respectively. The Committee shall, among others, in aid of legislation:

- (a) Monitor and ensure the proper implementation of this Act;*
- (b) Review the collection performance of the Authority;*
- (c) Review the proper implementation of the programs of the Authority and the use of its collected fund.*

In furtherance of the hereinabove cited objectives, the Committee is empowered to require the Authority to submit all pertinent information including, but not limited to, its collection performance data and its annual audited financial statements certified by the Commission on Audit.

The Congressional Oversight Committee shall be in existence for a period of five (5) years, and thereafter, its oversight functions shall be exercised by the Senate Committee on Public Services and the House Committee on Transportation acting separately."

WHEREAS, on 14 March 2013, Joint Resolution No. 5 was enacted into law, extending the life of COCCAAP for another 5 years so that it can continue its mandate;

WHEREAS, despite the expiration of the 5-year extended life of COCCAAP on 04 March 2018, legislators, officials, staff and consultants of the Senate and the House of Representatives continued to exercise their mandate in assisting CAAP to implement RA 9497, inspect airports nationwide, oversee the collection and use of funds and ensure the speedy implementation of various programs and projects; and

WHEREAS, continuing the life of COCCAAP for another 5 years will continue the executive-legislative partnership in the development of the overall aviation industry and in addressing the various aviation concerns cited above, especially taking into consideration that the timelines or completion dates of most, if not all, of the aviation programs and projects of the CAAP, DOTr, CAB, MIAA, CIAC, MCIAA and OTS will transpire within the said period.

NOW, BE IT RESOLVED, AS IT IS HEREBY RESOLVED BY THE SENATE AND THE HOUSE OF REPRESENTATIVES, that the existence of the Congressional Oversight Committee on the Civil Aviation Authority of the Philippines be extended for another period of five (5) years from March 4, 2018 to take into account the services previously rendered by the Committee and to ensure that the pressing aviation concerns are fully addressed.

Approved,


RONNIE L. ONG
Representative, Ang Probinsyano Party List