



August 26, 2021

SEN GRACE POE

Chairperson, Committee on Public Services
Senate of the Philippines
Pasay City

Dear Senator Poe:

The undersigned members of the Joint Foreign Chambers, Philippine business groups, and organizations write to request for the Committee on Public Services to conduct a public hearing on Senate Bill 2313, entitled “AN ACT STRENGTHENING THE CIVIL AVIATION AUTHORITY OF THE PHILIPPINES, AMENDING FOR THE PURPOSE REPUBLIC ACT 9497, OTHERWISE KNOWN AS CIVIL AVIATION AUTHORITY ACT OF 2008. The bill is authored by Sen. Sonny Angara.

The House Transportation Committee approved the Senate counterpart HB No. 8700 March 10, 2021 after hearing major stakeholders from both public and private sectors, all of whom were very supportive of the measure. Since the bill is not controversial and can improve governance of the country’s aviation sector, we hope your Committee and the Senate will move the measure forward in the remaining months of session.

In the attached 2017 policy brief, the JFC-PBGs reported that the CAAP’s conflicting responsibilities as a regulator, operator, and investigator, as provided in Republic Act No. 9497, “made the agency weak as a regulator and ineffective as an operator of airports.”

The same brief recommended:

1. Strengthening CAAP as the agency in charge of safety through amending the CAAP law to address human resource development, strengthen its board, and increase compliance of the Philippines with international standards of safety and security;
2. Separate conflicting functions of CAAP as regulator, operator, and investigator; and
3. Set a clear framework for the regulation of all airports.

The grave impact of COVID-19 on the future of the Philippine aviation industry is one of the many challenges that require a CAAP more competent and more focused


on its streamlined mandate in order to support the post-pandemic recovery of the industry.

After many years of passenger growth, route and frequency, expansion, and fleet modernization, the aviation industry is asking the government to provide financial assistance in loans and reduced fees. Such negative and continuing experiences for the industry, already lasting 18 months, make it apparent that a stronger CAAP can manage the sector more efficiently, for both domestic and international operations.


SB 2313 would strengthen the role of CAAP as a safety regulator, make domestic aviation more competitive, and pave the way for separation of the agency's conflicting roles as accident investigator and airport operator.

The passage of the legislation may also provide remedy to problems recently reported by the Commission on Audit related to CAAP's poor performance in completing projects which have deprived the public of the prompt use or benefit that could have been derived from their timely completion.

We thank you and hope our request will merit your favorable consideration.




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attachment: *Arangkada* Airport policy brief

cc: Sen. Sonny Angara