

TIMELINE OF PHILIPPINE REGULATORY FRAMEWORK

1917

- **July 1917**, the Militia Act was passed which created the Phil. National Guard with a built-in aviation.
- **October 8, 1917**, Gov.-Gen. Harrison organized the Aero Club of the Philippines, Senate President Manuel Quezon, first president.

1920s

- **July 7, 1920** establishment of Philippine Air Service (PAS), first government airline (**2nd certificated airline**), to fly passengers and mail under Commonwealth Gov't.
- **November 1927**, Philippine Airways Inc. (PAI) the **3rd certificated airline** - Php 100,000 capital.
- **May 25, 1929**, Aviation Corporation of the Philippines (ACP) **4th certificated airline** - Php 500,000 capital

1931

- **November 20, 1931**, Act 3909, The Air Commerce Act - create a division that would regulate air commerce & develop air transport faster as well as licensing.
- **December 31, 1931**, Malacañang announced the implementation of pilot licensing in accordance with the provision of Act 3909

1917

1919

1920s

1930

1931

1932

1919

- **April 30, 1919**, Civil Aviation Department of U.K. issued the 1st airworthiness & registration requirements in the world.
- **August 28, 1919** the International Air Traffic Association (IATA) was founded by the 6 European airlines in the Hague, Netherlands.
- **October 13, 1919**, Convention Relating to Regulation of Aerial Navigation. - ICAN
- **November 1919**, Philippine Airways Service Inc. (PASI) **first certificated airline of the Philippines**, first airmail delivery by Joseph Stevenot and Alfred Croft.

1930

- **July 12, 1930** the Public Service Commission granted Compania Aerea Certificate of Public Convenience (**5th certificated airline**)
- **December 3, 1930** foreign businessmen incorporated Philippine Aerial Taxi Company (PATCO), first to launch scheduled services (**6th certificated airline**)

1932

- **April 1932** Iloilo-Negros Air Express Company (INAEC) was incorporated in Iloilo as the first real Filipino Airline. (**7th certificated airline**)
- **December 9, 1932**, Act 4033 sponsored by Jose Zulueta was approved. The law amended Act 3909 and required that a commercial aviation operator must have a legislative franchise.

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1933

- **January 1933**, Sen. Montilla filed a bill to grant INAEC a franchise as required under Act 4033.
- **September 2, 1933** filed a bill which would grant Pan American World Airways a 50-year franchise on routes not served by existing airlines, both bills did not pass as the nationalists in the legislature saw in it the attempt of the U.S. to dominate air services in the country.

1936-1947

- **November 12, 1936** Commonwealth Act 168, established the Bureau of Aeronautics, began functioning on November 25.
- **February 27, 1941** Soriano proposed to change the name of Philippine Airways Inc. to Philippine Air Lines (PAL) - **8th Certificated Airline**
- **November 16, 1945** the Far Eastern Air Transport, Inc. (FEAT) operated its inaugural flight between Manila and Iloilo- **9th Certificated Airline**
- July 1947 Commercial Air Lines Inc. (CALI) started operation to become PAL's new competitor - **10th Certificated Airline**

1959-1960s

- **In 1959**, Republic Act 2232 designated Philippine Airlines as the country's national flag carrier in recognition of the importance of having a national flag carrier for security and national defense as well as for international commerce.
- **June 20, 1964**, Filipinas Orient Airways (FOA) also known as Fairways was granted a 50-year congressional franchise through RA 4147. **11th Certificated Airline**
- Air Manila Inc. (AMI) started in the mid 1960s under the management of Delta Air. **12th Certificated Airline**

1933

1934

1936-1947

1952

1959-1960s

1973

1934

- **October 1, 1934** the Department of Finance and of Public Works and Communications jointly issued rules and regulations for the entry and clearance of aircraft in the Philippines.
- In the same year, two Aviation bills passed in the legislature: (a) Act 4193 appropriated for the construction, operation and maintenance of airfields (b) Act 4194 created the Philippine Constabulary Air Corps (PCAC)

1952

- **June 20, 1952**, The Second Congress of the Republic of the Philippines passed House Bill No. 3111 into Republic Act 776 titled the Civil Aeronautics Act of the Philippines. It reorganized Civil Aeronautics Board (CAB) and Civil Aeronautics Administration (CAA).

1973

- **November 1973**, President Marcos issued Letter of Instructions 151 to rationalize the airline industry and to have one airline only for both domestic and international.
- **December 12 1973**, issued LOIA 151 which enumerated several action items to implement the mandate of LOI 151.

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1976-1978

- **May 24, 1976**, the government-owned Philippine Aero Transport, Inc (PATI) began operating twin-engine 10 seater Britten Norman Islanders on scheduled flights out of major cities in the South not served by PAL. - **13th Certificated Airline**
- **June 11, 1978** President Marcos issued Presidential Decree 1462, which amended certain sections of RA 776 - Tourism Minister as Chairman of the CAB.
- On the same day, President Marcos issued Presidential Decree No. 1446, which technically became the Philippines' flag law.

1989

- **July 6, 1989** Aerolift filed for the conversion of its operating permit from non-scheduled to scheduled operation to take advantage of the revocation of the One Airline Policy through her issuance of EO 333 - **14th Certificated Scheduled Airline**
- **1993** Star Asia was incorporated and known as the **15th Certificated Scheduled Airline**

1996

- **March 8, 1996**, it started flying as Cebu Pacific Air with its first commercial flights on Manila, Cebu, and Davao - **17th Certificated Scheduled Airline**
- In **March 1996**, Air Philippines Corporation (APC) launched domestic services - **18th Certificated Scheduled Airline**
- **April 1996**, Asian Spirit Airline, (the first airline in the Philippines to be run as a cooperative) started their operations - **19th Certificated Scheduled Airline**
- **June 1996**, Sea Air Corporation - **20th Certificated Scheduled Airline**
- Corporate Air - **21st Certificated Scheduled Airline**
- Laoag International Airways - **22nd Certificated Scheduled Airline**

1976-1978

1987-1988

1989

1995

1996

2001

1987-1988

- **July 10, 1987**, President Cory Aquino amended RA 776 through EO 217, which designated the Secretary of Transportation and Communications as Chairman of the CAB.
- **August 16, 1988**, President Cory Aquino issued Executive Order 333 revoking LOI 151 and 151A. This paved the way for the current competitors of PAL to set up operations 8 years later.

1995

- In **1995** Grand Air, the **16th Certificated Scheduled Airline** started its domestic services.
- **January 3, 1995**, President Ramos issued EO 219 which established the domestic and international civil aviation liberalization policy of the country. The EO strengthened the regulatory powers of the CAB in setting tariffs and fares and approval of flight frequencies & capacities.

2001-2003

- **August 22, 2001** President Arroyo issued EO 32 which removed the airlines as part of the negotiating panel in contravention of time-honored tradition among countries of the world.
- In 2003, President Arroyo issued the controversial EO 253 which effectively gave the American cargo operators the 7th freedom in both Clark and Subic.

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2004

- **March 10, 2004**, President Arroyo issued Executive Order No. 196 amending EO 219 of President Ramos that established the domestic and international Civil Aviation Liberalization Policy. The amendment restored the airlines as part of the Philippine Negotiating Panel with one representative each.
- As of 2004, the Civil Air Regulation structure mainly rests on the Department of Transportation and Communication: Civil Aeronautics Board (CAB) and Air Transportation Office (ATO).

2004

2008-
Present

2008

- **March 23, 2008**, The Civil Aviation Authority of the Philippines (CAAP) was created in 2008 by virtue of Republic Act No. 9497.
- Its corporate powers are exercised by a governing Board of Directions composed of eight (8) members, namely: the Secretary of the Department of Transportation and Communication as Chairman, the CAAP Director-General, Labor and Employment as Members, and later the Secretary of Tourism pursuant to R.A. 9593 or the Tourism Act of 2009.