

Republic of the Philippines
HOUSE OF REPRESENTATIVES
Quezon City



Eighteenth Congress
First Regular Session

HOUSE BILL NO. 2112

Introduced by Honorable Erico Aristotle C. Aumentado

EXPLANATORY NOTE

The Ubay Airport was built by the Americans before World War II in Camambugan, Ubay, Bohol. it was used during the war.

Since then, it has been utilized by light planes.

The airport has a land area of 54 hectares owned by the Civil Aviation Authority of the Philippines (CAAP), formerly the Air Transportation Office (ATO). It is located in a flat terrain ideal for an airport with a huge potential for expansion due to the highly agricultural and tourism service center of Northeast Bohol, CAAP has included the Ubay Airport in its Annual Investment Plan in 2011. In fact it has initially programmed the Ubay Airport development. The has a runway of two (2) kilometres expandable even to three (3) kilometres given the vast potential for its expansion therein.

The development of airport has become imperative in the light of the selection of Ubay – the biggest town of Bohol in terms of land area, population and income – as the tourism service hub in the northeast corridor under the Bohol Tourism Master Plan crafted by Pacific Consultants Inc. of Japan .

The Ubay Airport, together with its fast developing port, is eyed as a major support infrastructure of the Multi-Industrial Cluster (MIC) development strategy covered by an executive agreement between South Korea and the Philippines.

The airport, once upgraded, can accommodate domestic flights to spur tourism, commerce and industry in the Northeastern Corridor of Bohol and balance the economic development in the province which is heavily tilted to Tagbilaran City and Panglao Island. For under the Bohol Tourism Master Plan, the next major tourism destination to be extensively developed will be the scenic eco-heritage Anda Peninsula with white sandy beaches against the backdrop of lush

mountain vegetation, and the panoramic Mindanao Sea comparable to the beauty of the Mediterranean seascape. The destination would be thirty (30) minutes ride away from the Ubay Airport.

On the other hand, the world famous Chocolate Hills in Sagbayan and Carmen, and the eco-adventure tourism in historic Danao town would be less than an hour away from the Ubay Airport.

Tagbilaran City and Panglao Island are just a little over an hour away in the light of Bohol's very good highways.

The Airport, furthermore, can host aviation schools and serve as training facility to relieve Mactan-Cebu International Airport and the Tagbilaran Airport from training flights of aviation students.

In view of the foregoing, approval of this measure is earnestly sought.

A handwritten signature in black ink, consisting of a large, stylized 'E' followed by 'A' and 'C' and a surname that appears to be 'AUMENTADO'.

ERICO ARISTOTLE C. AUMENTADO

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AN ACT

**PROVIDING FOR THE UBAY AIRPORT DEVELOPMENT TO ACCOMMODATE
COMMERCIAL DOMESTIC AND AVIATION TRAINING FLIGHTS,
APPROPRIATING FUNDS THEREFOR, AND FOR OTHER PURPOSES.**

Be it enacted by the Senate and the House of Representatives of the Philippines in Congress assembled:

Section 1. Short Title. This Act shall be known as the “Ubay Airport Development Act”.

Sec. 2. Statement of Policy – it is hereby declared as a policy of the State to develop Airports under the Civil Aviation Authority of the Philippines (CAAP) to service areas with a strong potentials for tourism, agro-industrial, commerce and industry to spur the economic development therein. Towards this end, the Ubay airport is one of those included in the CAAP annual investment plan for development.

Sec. 3. Development Trust – the Ubay Airport Development Project shall cover its feasibility study, engineering design, improvement of the existing runway, construction of a terminal building with appurtenances thereto, installation of navigation and lighting facilities and all the equipment indispensably required for domestic commercial flights and aviation training flights.

Sec. 4. Appropriations. The funds necessary for the implementation of the Ubay Airport Development Project shall be sourced from an Official Development Assistance (ODA) concessional compact loan of Three Million US Dollars (\$3,000,000) from Export-Import Bank of the Republic of Korea and CAAPs corporate funds. For this purpose, CAAP is hereby authorized to negotiate such ODA from the Export and Import Bank and Economic Development Cooperation Fund of Korea and a possible grant for the feasibility study and detailed engineering design from the Korean International Cooperation Agency. (KOICA).

Sec. 5. Effectivity – this Act shall take effect upon its publication in a newspaper of general circulation of the Official Gazette.

Approved,