

Republic of the Philippines  
HOUSE OF REPRESENTATIVES  
Quezon City

EIGHTEENTH CONGRESS  
First Regular Session



HOUSE BILL NO. 19

Introduced by: **REP. RAUL V. DEL MAR**

**EXPLANATORY NOTE**

The Mactan (Cebu) International Airport is located in Mactan Island, Lapu-Lapu City, Province of Cebu. The airport is about 600 kilometers of the Ninoy Aquino (Manila) International Airport (NAIA) and serves as the southern hub of the air transportation system of the Philippines. It is a vital international gateway to the country's economic prosperity.

It started operations in the mid 1960's as the replacement of the Lahug Airport, which was situated within Cebu City and had no more room for expansion due to safety and physical constraints. It was then expanded and further developed to truly deserve to its name – Mactan (Cebu) International Airport. Due to the steady increase of traffic and passenger volume and the introduction of wider bodied aircraft coupled with the emergence of modern aviation technology, some airport facilities have become obsolete and inadequate. This gave rise to the conception and materialization of the Mactan (Cebu) International Airport Development Project (MIADP), completed in 1995.

Mactan-Cebu International Airport Authority (MCIAA) was created through Republic Act 6958, approved on July 31, 1990. The MICA is a government-owned and controlled corporation and is an attached agency to the Department of Transportation and Communications (DOTC). The Authority shall principally undertake the economic, efficient and effective control, management and supervision of the Mactan (Cebu) International Airport, and other airports that maybe established in the future.

MCIA has gone a long way since the time the MCIAA was created in 1990 up to the present. In 1991, the airport handled a total of 1,459,669 passenger movements and 23,281 aircraft movements. Last year (2012), the passenger movements throughout reached 6,771,318 with 58,888 aircraft movements. As of October 2010, MCIA has 419 departing domestic flights per week and 69 departing international flights per week, up to 140 aircraft movements per day (KOICA Pre-FS/MP 2011).

MCIA is serving one of the fastest growing metropolis in the country. Metro Cebu is considered the second largest urban center of the Philippines and one which is internationally known and recognized. Cebu is a top tourism destination for the Philippines and is also the home to a very brisk BPO Industry. According to the Department of Tourism (DOT), in 2012, Cebu has received 2.2 Million guest arrivals. In a study, "Top 100 Outsourcing Destinations Report for 2013," released January 17, 2013, by Tholons, a global advisory firm for information technology (IT), Cebu was ranked in eighth place worldwide. The remarkable dominant attractiveness of Cebu and Central Visayas resulted in the consistent strong growth of passenger movements at MCIA in the last three years: 15% for 2010 and 2011, and 9% for 2012. The sharp increases of both passenger movements and aircraft movements has resulted in heavier utilization of the airports single runway, making it the second busiest in the country.

One rule of thumb is that a Single-Runway can cater to passenger traffic of around 15 Million passengers per year. This maximum is possible especially if the flights can be evenly smothered out over the 24-hour period in a day. Considering all the flight movements – domestic and international commercial flights, together with General Aviation and Military aircraft movements, it can be seen that the Runway Capacity at MCIA may only be sufficient till 2024.

Another benchmark provided in the IATA Airport Development Reference Manual mentions that a realistic capacity of a single runway is approximately 202,000 aircraft movements annually, on the assumption of a 16 hour operations and also considering that aircraft movements are spread across the operational hours. Considering this criteria, and assuming that aircraft movements at MCIA would be spread across operational hours in future, runway capacity will be reached by the year 2024.

It is noted, however, that aircraft movements are generally not spread out over the entire day, considering the differing demand across the different routes and the fact that routes are approved by another agency, the Civil Aeronautics Board (CAB). In reality, the existing MCIA runway is expected to breach it's capacity much earlier than 2024.



With due consideration for the pre-investment and pre-construction activities necessary in government projects such as this, it is very important and prudent to already establish the necessity and the project development process right now.

This same measure was already approved on third and final reading in the House of Representatives during the 16th and 17th Congresses but was not approved by the Senate for lack of time upon congressional adjournment. Hence, refiling of this bill with the earnest hope that approval of the same be given the highest priority it deserves.

In view of the foregoing, the approval of this bill is earnestly requested.



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**AN ACT**  
**PROVIDING FOR THE ESTABLISHMENT AND CONSTRUCTION OF A**  
**SECOND RUNWAY AT THE MACTAN-CEBU INTERNATIONAL AIRPORT**  
**(MCIA) WITH ITS CONCOMITANT ACCESS TAXIWAYS AND RAPID EXIT**  
**TAXIWAYS (RET), RUNWAY LIGHTING SYSTEMS, AND**  
**NAVIGATIONAL/LANDING EQUIPMENT, AND APPROPRIATING FUNDS**  
**THEREFOR**

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

**SECTION 1.** There shall be established and constructed, under the supervision of the Department of Transportation (DOTr), through the Mactan-Cebu International Airport Authority (MCIAA), the second aerodrome runway of the Mactan-Cebu International Airport (MCIA, ICAO: RPVM, IATA: CEB), located in the City of Lapu-Lapu, Province of Cebu.

**SEC. 2.** The DOTr, in coordination with the MCIAA, shall finance and conduct the feasibility studies and the formulation of the detailed engineering designs, standards, and specifications of the proposed runway as well as the concomitant access taxiways and rapid exit taxiways (RET), runway lighting systems, navigational/landing equipment, and other appurtenances as may be necessary for the effective implementation of this Act.

**SEC. 3.** The Secretary of Transportation shall include in the Department's programs the procurement, construction, operationalization and maintenance of the second runway at the MCIA, the funding of which shall be included in the annual General Appropriations Act.

**SEC. 4.** This Act shall take effect fifteen (15) days after its publication in two (2) newspapers of general circulation.

Approved,