



Civil Aviation Authority of the Philippines



# The Regional Dimension as a Solution?

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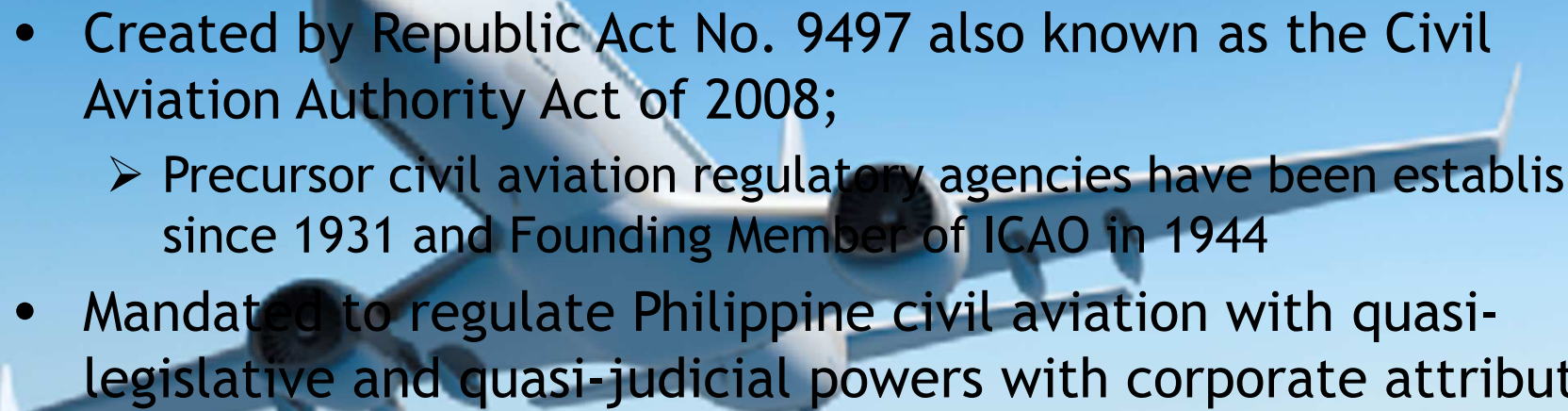
Director General



4<sup>TH</sup> INTERNATIONAL COOPERATION FORUM  
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# Civil Aviation Authority of the Philippines (CAAP): BACKGROUND

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- Created by Republic Act No. 9497 also known as the Civil Aviation Authority Act of 2008;
    - Precursor civil aviation regulatory agencies have been established since 1931 and Founding Member of ICAO in 1944
  - Mandated to regulate Philippine civil aviation with quasi-legislative and quasi-judicial powers with corporate attributes;
    - Other government agencies handle economic and security regulatory functions
  - Has fiscal autonomy;
  - Manages 81 airports across the country; and
  - Recognizes the ICAO as the sole regulator of global civil aviation





# Civil Aviation Authority of the Philippines (CAAP)

## BACKGROUND

- Has regained the trust and confidence of the international civil aviation community with the removal of all sanctions imposed since 2008 -
  - Removal of ICAO SSCs in March 2013
  - Delisting from the EU Safety List and the allowance of our legacy airline (Philippine Airlines) and our budget airline (Cebu Pacific) to fly to EU countries in July 2013 and April 2014 respectively
  - Regained Category 1 aviation safety rating from the US FAA on April 10, 2014;



## Civil Aviation Authority of the Philippines (CAAP) BACKGROUND

- Has instituted a Strategic Roadmap called the “CAAP Flight Plan 2020” with institutional strengthening and international cooperation as its foundations, and;
- A Member-State (MS) of ASEAN, a proponent of the ASEAN Single Aviation Market (ASAM) and a committed participant of the EU-funded ASEAN Air Transport Integration Project (AATIP).

# ASEAN: A Platform for Regional Integration

- Established on August 8, 1967 in Bangkok, Thailand by five (5) states (Philippines, Indonesia, Malaysia, Singapore, Thailand), and has presently grown to ten (10) MSs ;
- It exercises collegial presence among its MSs through a permanent Secretariat (based in Jakarta, Indonesia) and manages inter-state relations across all sectors of interaction;
- Its decision-making process is consensual in the spirit of cordiality and solidarity; and
- It presides over a prolific engagement on bilateral and multilateral levels among ASEAN MSs and with Dialogue Partners (third states).



# ASEAN: A Platform for Regional Integration

- In the transport sector, the decision-making structures of ASEAN covering land, sea, road and rail are:
  - The ASEAN Transport Ministers Meeting
  - The ASEAN Senior Transport Officials Meeting
  - The ASEAN Transport Working Group
- These channels are the conduits for planning and monitoring regional developments in transport and the coordinating point for AATIP; and
- They are also the fora for MSs to articulate interests and concerns for inclusive growth and progress in the transport sectors of MSs.



A white commercial airplane is shown from a low angle, flying towards the upper left of the frame. The sky is a clear, vibrant blue with scattered white clouds. The airplane's wings, engines, and tail are clearly visible. The overall image has a professional, clean aesthetic with a red header bar at the top and a blue footer bar at the bottom.

# The Regional Dimension: Context

- Globalization drives inter- and intra relations among states;
- The impetus towards collectivity and aggregative growth;
- The imperative towards rationalization, standardization, harmonization and convergence; and
- The creation of a competitive level playing field.



## The Regional Dimension: Challenges

- Issues on sovereignty and national interests;
- The disparate stages of development of states;
- The determination of an acceptable definition of a “level playing field”; and
- The need to sustain the momentum for regional and global integration and connectivity.



A white commercial airplane is shown from a low angle, flying towards the viewer and slightly to the right. The sky is a clear, vibrant blue with scattered white clouds. The airplane's engines, wings, and tail are clearly visible. The overall image has a professional, clean aesthetic with a red header bar at the top and a blue footer bar at the bottom.

## The Regional Dimension: Opportunities

- Inducement to achieve acceptable standards for regulatory compliance;
- The benefit of economies of scale;
- Increased operational efficiencies; and
- Broader avenues for growth of stakeholders



## The Regional Dimension: AATIP and the EU Template

- The AATIP as a facilitator of regional integration;
- The utility of EU as a template for evolving the ASAM;
- The holistic and sustained implementation of ASAM through an extension of the AATIP beyond 2016;
- Evolving the “Single ASEAN Sky” with the guidance of experiences in creating the “Single European Sky”; and
- The heightened commitment of compliance to international aviation standards as the pillar of ASAM.



## The Regional Dimension: A Process Towards a Solution

- It is first a predisposition.
  - The existence of a structure such as ASEAN
- Then it is an outcome
  - Initiatives to create the ASAM
- It finally evolves as a platform for solutions
  - Rationalization, Standardization, Harmonization and Convergence





**THANK YOU FOR YOUR ATTENTION.**

