

Republic of the Philippines  
**HOUSE OF REPRESENTATIVES**  
Quezon City, Metro Manila

**TWENTIETH CONGRESS**  
First Regular Session

House Resolution No. 29



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Introduced by  
**ACT Teachers Party-list Rep. ANTONIO L. TINIO and**  
**KABATAAN Party-list Rep. RENEE LOUISE M. CO**

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**RESOLUTION URGING THE COMMITTEE ON TRANSPORTATION TO IMMEDIATELY CONDUCT AN INVESTIGATION, IN AID OF LEGISLATION, ON THE PRIVATIZATION OF THE NINYOY AQUINO INTERNATIONAL AIRPORT (NAIA) AND ITS ADVERSE EFFECTS ON THE FILIPINO PEOPLE**

**WHEREAS**, the 1987 Philippine Constitution enshrines the people's right to travel;<sup>1</sup> thus, the State should guarantee the regulation, provision, and promotion of safe and accessible public transportation that contributes to inclusive growth and development;

**WHEREAS**, despite this constitutional mandate, the State's duty to ensure the people's right to mobility regardless of age, ability, gender, and socioeconomic position has been gravely undermined by neoliberal policies that prioritize profit-maximization and privatization of fundamental social services and utilities;

**WHEREAS**, the Ninoy Aquino International Airport (NAIA) Public-Private Partnership (PPP) is evidence of this, with the current administration leaving the improvement and operation of the national airport in the hands of huge corporations and conglomerates at the expense of Filipinos, with graver implications to passengers, consumers, and airline industry workers;

**WHEREAS**, NAIA, as the primary international gateway of the Philippines servicing Metro Manila, is considered as the fifth busiest airport in Southeast Asia, operating beyond its annual capacity of 33.2 million passengers in the context of intensifying labor export policy of the Philippines.<sup>2</sup> The airport has been generating about Php 15 billion total revenues annually since the 2000s;

**WHEREAS**, amidst proposals to rehabilitate the NAIA, the Manila International Airport Authority (MIAA)—a Department of Transportation (DoTr) under-agency tasked to oversee

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<sup>1</sup>Article III of the 1987 Philippine Constitution: "Section 6. The liberty of abode and of changing the same within the limits prescribed by law shall not be impaired except upon lawful order of the court. Neither shall the right to travel be impaired except in the interest of national security, public safety, or public health, as may be provided by law."

<sup>2</sup><https://www.ibon.org/naia-ppp-smc-ang/>

the development, operation, maintenance, rehabilitation, and improvement of the NAIA—gave up most of its mandates and functions to corporate interest upon tying the national airport to an unfair consortium with the private sector;

**WHEREAS**, on June 2, 2023, the MIAA and DOTr submitted a NAIA PPP Proposal to the National Economic Development Authority (NEDA) which, in a span of 47 days, was immediately approved by the NEDA Board, which the Philippine government even bragged about the timeline and process as “the fastest PPP proposal approval in history,” despite being fast-tracked and non-consultative;<sup>3</sup>

**WHEREAS**, the railroading of the NAIA PPP continued throughout the bidding process, when on December 24, 2023, the Project Pre-qualification, Bids and Awards Committee (PBAC) issued the final draft of the Concession Agreement despite having a blank annex that should contain the MIAA administrative order on the approved rates of NAIA fees and charges, and on December 27, 2023, the Bid Submission Date was set, notwithstanding the very limited and implausible timeline to prepare for a sensible bid, ;

**WHEREAS**, on February 16, 2024, the Department of Transportation (DOTr) announced that the San Miguel Corporation-SAP & Company Consortium secured the Php 170.6 billion NAIA PPP Project after offering the highest government revenue share of 82.16%;<sup>4</sup>

**WHEREAS**, the SMC-SAP Consortium—composed of Ramon Ang’s San Miguel Corp., RMM Asian Logistics, Inc., RLW Aviation Development, Inc., and Incheon International Airport Group—is a conglomerate monopolizing some of the key air and road transport systems in the Great Capital Region (GCR). Apart from the NAIA, it also controls the controversial New Manila International Airport (NMIA), otherwise known as the Bulacan Aerotropolis Project, and apart from air transportation, the SMC also operates much of the tollways that serve as major entry and exit points to the GCR such as the Skyway System, South Luzon Expressway (SLEX), Tarlac-Pangasinan-La Union Expressway (TPLEX), Southern Tagalog Arterial Road (STAR), and the NAIA Expressway (NAIAX), oversees the Autosweep RFID toll payment system, and is a concessionaire for the Metro Rail Transit 7 (MRT7);<sup>5</sup>

**WHEREAS**, the New NAIA Infrastructure Corporation (NNIC), a subsidiary of the SMC-SAP Consortium, officially took over management and operation of NAIA in September 2024, and is set to continue overseeing the airport until 2039, with a possible extension of additional 10 years, following the commitment to invest at least Php 122.3 billion in the next 25 years, including a minimum of Php 88 billion within the first 6 years for infrastructure and service enhancements;<sup>6</sup>

**WHEREAS**, it is estimated that the NAIA PPP Project will generate a total revenue of as much as Php 900 billion, in the instance that the 15-year concession is extended to another 10 years.<sup>7</sup> However, most of these revenues will be incurred from aeronautical charges that would then translate into higher airfares and service charges for passengers and consumers;

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<sup>3</sup><https://www.dof.gov.ph/recto-welcomes-miaa-board-approval-of-naia-rehab-ppp-contract-the-largest-solicited-ppp-project-under-pbbm/#:~:text=The%20solicited%20PPP%20project%20for,PPP%20proposal%20in%20Philippine%20history>

<sup>4</sup>*ibid.*

<sup>5</sup>*ibid.*

<sup>6</sup><https://qa.philstar.com/business/2024/03/14/2340324/naia-takes-flight-smcs-modernization>

<sup>7</sup>*ibid.*

**WHEREAS**, the proposed revised fees, dues, and charges by the NNIC was approved through the MIAA Revised Administrative Order 1 Series of 2024,<sup>8</sup> prescribing substantial increases in airport charges related to landing and takeoff, terminal rental, tacking operations, use of counters, and parking, thus raising public concerns over the accessibility and affordability of airport services;

**WHEREAS**, following the issuance of the revised administrative order, increases in parking fees were implemented on October 1, 2024, with charges for the first 24 hours rising from Php 300 to Php 1,200. Short-term parking rates also significantly increased to Php 50 for the first two hours and Php 25 for every succeeding hour, up from Php 40 for the first three hours and P15 for the following hours;<sup>9</sup>

**WHEREAS**, a notable hike in rental rates was also observed, indicating an increase from Php 700 per square meter (/sq.m.) to Php 3,200/sq.m. This prompted concessionaires and stakeholders to close their stores, causing hundreds of job losses and layoffs;

**WHEREAS**, by September 2025, further increments in aeronautical charges for landing and takeoff, terminal rental, tacking operations, and aircraft parking are also anticipated, which domestic carriers such as Philippine Airlines (PAL), Cebu Pacific, and AirAsia Philippines would have to cover;<sup>10</sup>

**WHEREAS**, to recover from the impending increases in the cost of flying in NAIA, the three domestic carriers sought the approval of the Civil Aeronautics Board (CAB) for the collection of terminal enhancement fees ranging from Php 150 to Php 190 for domestic flights and Php 275 to Php 300 for international flights, on top of other booking expenses charged to passengers such as the base fare, fuel surcharge, passenger service charge (PSC), and value added tax;

**WHEREAS**, as stated by CAB Executive Director Carmelo Arcilla in an interview, international airlines represented by the Airline Operators Council (AOC) and the Board of Airline Representatives (BAR) are also expected to submit their petitions to collect terminal enhancement fees, following the petitions filed by local carriers;<sup>11</sup>

**WHEREAS**, on May 21, 2025, the Special Bids and Awards Committee (SBAC) of the PPP Center issued a Notice of Cancellation of the procurement activities for the independent consultant for the NAIA PPP Project, posing a question on the fairness, transparency, and efficiency of the procurement process;

**WHEREAS**, the purported issues in the NAIA PPP Project that span from the fast-tracked approval of the proposal, irregularities in the submission of documents, limited timeline for bidding process, non-consultative approval and implementation of airport fee increases, and cancellation of the procurement process, altogether warrant a close investigation on the privatization of NAIA;

**WHEREAS**, the privatization of public assets and services, rather than improving the quality of life of Filipinos, has historically translated to a rise in the cost of goods and services as

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<sup>8</sup><https://www.miaa.gov.ph/images/stories/miaa-mc-oo-2024/20240909-ao-no-1-s-2024.pdf>

<sup>9</sup><https://www.philstar.com/business/2024/09/09/2383801/naia-passengers-pay-higher-fees-next-year/amp>

<sup>10</sup><https://www.philstar.com/business/2024/10/14/2392251/cover-price-hikes-airlines-slap-new-fee/amp>

<sup>11</sup><https://business.inquirer.net/528701/foreign-airlines-mull-over-terminal-enhancement-fee>

well as additional consumer charges, with much of those who bear the brunt are ordinary people;

**WHEREAS**, increased airport fees will directly affect airlines through higher operational costs, and this will be passed on to passengers through higher ticket prices and additional hidden charges;

**WHEREAS**, increased airport fees will also affect cargo and freight services, translating to higher shipping costs that may be passed on to consumers;

**WHEREAS**, airport retailers and food service providers operating within NAIA are likely to experience increase in operational costs, which may potentially be charged again to consumers;

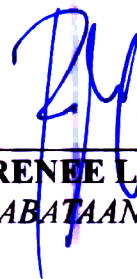
**WHEREAS**, spurring the development of our public utilities, services, and infrastructures should be the mandate of the State, and therefore must not be handed over to private interests that prioritize profit over people and social services;

**NOW THEREFORE BE IT RESOLVED, AS IT IS HEREBY RESOLVED**, that the Committee on Transportation immediately conduct an investigation, in aid of legislation, on the privatization of the Ninoy Aquino International Airport (NAIA) and its adverse effects on the Filipino people.

Adopted,



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