

CLARK INTERNATIONAL AIRPORT CORPORATION KEY POLICIES AND ISSUANCES

- **Republic Act No. 7227 (1992)**
The Philippine Government declared its policy to accelerate the sound and balanced conversion into alternative productive uses of the Clark and Subic military reservation.
- **Executive Order No. 62 (February 27, 1993)**
Prescribed the policies and guidelines to Implement R.A. No. 7227. It was stated therein that the former Clark Air Base was envisioned to become a special economic zone with a new industrial town site and a major civil aviation complex for international passenger and cargo.
- **Proclamation No. 163. (Series of 1993)**
The land covered by the Clark military reservations and its contiguous extensions were declared as Clark Special Economic Zone (CSEZ). Bases Conversion Development Authority (BCDA) was designated as the governing body of the CSEZ and shall promulgate all necessary policies, rules and regulations to govern and regulate the zone, pursuant to Section 15 of R.A. 7227.
- **Executive Order No. 174 (April 28, 1994)**
The CSEZ was designated as the future site of the premiere international airport. Clark Air Base with its existing runways and airport area of 2,200 hectares provides sufficient area for phase expansion to serve the air traffic demand of the 21st Century.
- **Executive Order No. 192 (July 27, 1994)**
Creation of CIAC, in accordance with the Corporation Code of the Philippines, to operate and manage the Clark Civil Aviation Complex (CCAC). CIAC shall be a wholly-owned subsidiary corporation of the Clark Development Corporation (CDC), subject to the policies, rules and regulations promulgated by the BCDA.
- **Executive Order No. 360 (August 16, 1996)**
Amended the E.O. No. 192, made the BCDA as a direct stockholder of CIAC in compliance with R.A. 7227, particularly Section 4 (d) thereof, which provides that the BCDA will serve as the holding company of its subsidiary companies.
- **BCDA Board Resolution No. 98-07-67**
The BCDA during its July 21, 1998 board meeting passed a resolution granting CIAC jurisdiction over a 2,500 hectare area within Main Zone of CSEZ.
- **Executive Order No. 7 (March 26, 2001)**
CDC and CIAC were merged to address unproductive competition and overlapping functions between the two corporations. CDC was retained as the surviving corporation.

- **Executive Order No. 186 (March 10, 2003)**
CIAC was re-established as a subsidiary of BCDA because the merger resulted to diminished focus and priority of the development of the Clark International Airport.
- **Executive Order No. 193 (April 4, 2003)**
Declaration of CIAC a subsidiary of CDC in order to foster synergy in the development of the DMIA as well as the CSEZ.
- **Executive Order No. 716 (April 3, 2008)**
Transformed CIAC into a subsidiary of BCDA, subject to the policy supervision of DOTC. CIAC has jurisdiction over CCAC. CIAC shall also undertake all lease and business arrangements involving aviation, aviation-related services & aviation-related logistics activities within these areas.
- **Executive Order No. 64 (December 21, 2011)**
CIAC became an attached agency of the Department of Transportation and Communications (DOTC).
- **Executive Order No. 14 (28 February 2017)**
CIAC was reverted as a subsidiary of the Bases Conversion and Development Authority, and maintaining the policy supervision and operational control of the Department of Transportation (former DOTr) over the Clark International Airport.
- **CIAC was granted by the Clark Development Corporation a fifty (50) year franchise to operate the Clark Civil Aviation Complex**