

CLARK INTERNATIONAL AIRPORT CORPORATION MATERIAL RISK FACTORS AND STRATEGIES

RISK	STRATEGIES/MEASURES
a. Limited capacity for the existing Passenger Terminal Building	<ul style="list-style-type: none"> • Construction of a Passenger Terminal II with an initial capacity of 5-8 MPPA by 2017.
b. Airlines/passengers continue to focus and prefer to operate at NAIA	<ul style="list-style-type: none"> • Conduct extensive marketing efforts to entice passengers within the catchment area of Clark International Airport to utilize the airport in lieu of NAIA. • Strengthen/empower marketing efforts and intensify the promotion of Clark Airport through social media/internet.
c. Presence of informal settlers within the Clark Civil Aviation Complex (CCAC)	<ul style="list-style-type: none"> • Enforce tighter security measures within the CCAC through installation of security fence and perimeter lighting and intrusion detection system within the CCAC. • Resolution of ejectment case against informal settlers pending with the Angeles Municipal Trial Court.
d. Delay in the implementation of the IRR of Executive Order 716 and Executive Order 64	<ul style="list-style-type: none"> • Execute the Deed of Assignment between CIAC and Clark Development Corporation (CDC) for the transfer of the Lease Agreements within the Clark Civil Aviation Complex per Executive Order No. 716. • Transfer of CIAC shares of stock to National Government pursuant to E.O No. 64. • Resolution of the implementation of the IRR of E.O No. 716 and E.O. 64 within 2014.
e. Limited land public transport access to/from the airport complex	<ul style="list-style-type: none"> • Provision of a direct shuttle service from the passenger terminal building to Clark Freeport Zone main gate/SM Clark to Clark Airport Passenger Terminal. • Reach an agreement with SM malls (Baliuag, Marilao, Tarlac, Pangasinan, Subic and Baguio) to provide a public transport link between all SM malls in Luzon and SM Clark.