

RESOLUTION No. 3

ENCOURAGING AIRPORTS TO TAKE ACTION ON RESILIENCE AND ADAPTATION TO CLIMATE CHANGE

The Twenty-eighth ACI World Annual General Assembly:

Reaffirming ACI Resolution No 3/2015, and continued airports' commitment to reduce their greenhouse gas (GHG) emissions and support international efforts on addressing GHG emissions;

Recalling the International Civil Aviation Organization (ICAO) Assembly Resolution A39-2, 19, n) requesting the Council of ICAO to identify the potential impacts of climate change on international aviation operations and related infrastructure and identify adaptation measures to address the potential climate change impacts, in cooperation with other relevant international organizations and the industry;

Recalling that the recently updated ICAO Airport Planning Manual, Part II has a new chapter (9) on Resilience and Adaptation;

Recalling that the United Nations Framework Convention on Climate Change (UNFCCC) recognizes the need to cooperate in preparing for adaptation to the impacts of climate change;

Recalling Article 7 of the Paris Agreement recognizing that the current need for adaptation is significant, and that the Warsaw International Mechanism for Loss and Damage promotes the enhancement of knowledge and understanding of comprehensive risk management approaches to address loss and damage associated with the adverse effects of climate change, including slow onset impacts;

Recognizing that mitigation measures must be continued, and Airport Carbon Accreditation demonstrates the global commitment of airports in doing so; however, adaptation to climate change has also to be incorporated into airport planning, design, construction, renovation and operations;

Recognizing that even with current global mitigation efforts, climate change impacts are expected to occur and transportation systems worldwide, including airports, are at risk;
Recognizing that airports are already being negatively affected by a changing climate, and need to understand and assess the risks associated with rising sea levels and

storm surge, increased intensity and frequency of storms including extreme precipitation and winds, increased temperatures and humidity levels, more extreme floods and droughts, including slow onset impacts;

Noting that several airports have already conducted climate risk or criticality assessments and implemented adaptation plans;

Noting that assessing possible impacts in advance, including investing in more resilient infrastructure can prevent severe damage, can assure business continuity and can be less expensive than recovery and repairs;

Noting that an airport is a multimodal transport interchange, employment node and critical piece of regional and national infrastructure for the communities it serves;

Noting that airports are expensive to build with infrastructure designed to last for decades, and current infrastructure may be designed to standards that do not consider sea level rise or extreme weather and associated adaptation measures;

Recognizing that airports may be called upon to assist in disaster relief efforts for adjoining areas and communities affected by natural disasters *and* that airports play a critical role in assisting with emergency response and recovery for regions impacted by extreme weather events; therefore,

The General Assembly resolves to:

- a) Consider all practicable steps to reduce their GHG emissions through the use of the Airport Carbon Accreditation programme and by other means;
- b) Support efforts in international forums such as ICAO and the UNFCCC in assessing the potential impacts of climate change on critical infrastructure, including airports;
- c) Encourage member airports to take into consideration the potential impact of climate change as they develop their Master Plans;
- d) Encourage member airports to conduct risk or criticality assessments for their operational procedures and existing infrastructure which considers the risks imposed by more adverse weather events and climate change;
- e) Encourage member airports to develop and incorporate actions in accordance with their risk or criticality assessments at an early stage and in line with their overall business continuity management and emergency planning; and



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- f) Encourage member airports to plan and develop effective communication channels and collaborate with internal airport staff, aviation stakeholders, including airlines, ANSPs, communities and municipality authorities responsible for weather monitoring and disaster management.

END