

## **Mitigation and International Issues**

Maunsell AECOM supports the approach outlined in the National Aviation Policy Green Paper.

### **Adaptation to protect airports from climate change**

Maunsell AECOM notes that the National Aviation Policy Green Paper does not make reference to the projected impacts of climate change on the aviation industry.

Given that the National Aviation Policy Green Paper identifies significant investment in airports – totalling more than \$4 billion over the coming years – it would be prudent to ensure that the projected impacts of climate change are included as a key consideration around planning, designing and building new infrastructure.

Aviation infrastructure is currently designed with consideration to current and past climate conditions. New infrastructure may thus not adequately respond to the future climate and changing natural thresholds expected over the life of the assets, resulting in potentially significant financial and safety risks. This is particularly important for airports because, for many regional centres, airports serve a significant role in transporting assistance in the event of emergency. As many airports are located on the coast and close to sea level (particularly in Queensland), it is important to ensure that these facilities can remain open during/following extreme weather events – particularly storm surge associated with cyclones. Additional issues may include the need for longer runways in response to the effect of higher temperatures on landing operating conditions.

Maunsell AECOM proposes, therefore, that climate change adaptation considerations be included in infrastructure planning and that all cost-effective steps that reduce exposure to climate change risk are considered in the design and construction of new airports and aviation infrastructure.