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COURSE BROCHURE

Airport Charges and Economic Regulation Training Course

30 November – 4 December 2026
Rome

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Registered in the United Kingdom and Saudi Arabia

Airport Charges and Economic Regulation Training Course

Ref: 2069_76216 **Date:** 30 November – 4 December 2026 **Location:** Rome **Fees:** 7200 GBP

Airport Charges and Economic Regulation is a 1-week training course for airport finance and commercial managers who build cost bases, set aeronautical charges and answer to economic oversight, with a charges proposal pack as the work product. As traffic recovers unevenly and capital plans grow, the logic behind every landing, passenger and parking charge faces sharper questions from airlines and overseers. Jupiter Prime Training delivers this course on airport charges and economic regulation.

Why Airport Charges and Economic Regulation Matter Now

Three forces shape airport charging today: airlines pressing for cost transparency and efficiency, investors seeking predictable returns on terminal and airfield capital, and oversight bodies weighing whether market power needs a price cap, a revenue cap or light-touch monitoring. An airport that justifies its charges with a clear regulatory asset base, a defensible cost of capital and honest consultation keeps capacity projects financeable. The course rests on recognised principles of cost-relatedness, non-discrimination, transparency and user consultation, and on building-block and incentive regulation models.

Who Gains Most from Airport Charges and Economic Regulation

- Finance leads who own the airport cost base, asset register and revenue requirement
- Commercial heads who negotiate aeronautical tariffs and incentive schemes with carriers
- Pricing and tariff specialists who model passenger, landing and parking charges
- Strategy and planning managers who link capital investment to charge trajectories
- Regulatory affairs officers who prepare submissions and consultation documents

Airport groups gain most when finance, commercial and regulatory affairs staff attend together and agree one charging narrative.

Airport Charges and Economic Regulation Capabilities

Participants turn tariff principles into numbers an airline committee and an overseer can test line by line.

- Build a regulatory asset base and revenue requirement — the charge-setting decision
- Calculate a weighted average cost of capital for airport assets — investors and overseers
- Weigh single till against dual and hybrid till — the commercial income strategy
- Design a cost allocation between aeronautical and non-aeronautical activities — tariff fairness
- Specify differentiated charges and incentive schemes — airline route development
- Communicate a charges proposal in formal consultation — airline operator committees

Key Airport Charges and Economic Regulation Terms

- Single till — an approach where commercial income such as retail and parking offsets the cost base used to set aeronautical charges.
- Dual till — an approach where only aeronautical costs and assets enter the charge calculation, keeping commercial income separate.
- Regulatory asset base — the value of airport assets on which an allowed return is earned in setting charges.
- Price cap — a limit on average charge growth, often set as inflation minus an efficiency factor over a control period.
- Revenue requirement — the total income an airport needs to cover operating costs, depreciation and an allowed return.
- User consultation — a structured process in which airlines review and respond to proposed charges and investment plans.

Airport Charges and Economic Regulation Day by Day

Day 1: Market Power and Oversight Models

- Market Power Assessment — Whether an Airport Needs Economic Oversight
- Cost-Relatedness and Non-Discrimination Principles — Limits on Charge Design
- Price Cap, Revenue Cap and Rate of Return — Choice of Control Model
- Light-Touch Monitoring and Negotiated Settlements — Lower Oversight Burden
- Airport Ownership and Concession Structures — Who Bears Pricing Risk

Day 2: Building the Airport Cost Base

- Operating Cost Mapping by Activity — Efficient Cost Benchmarks for Tariffs
- Regulatory Asset Base Roll-Forward — Depreciation and Capital Additions
- Weighted Average Cost of Capital Estimation — Allowed Return on Assets
- Building-Block Revenue Requirement Model — Total Income to Recover
- Traffic Forecast Sensitivity — Per-Passenger Charge Yield Risk

Day 3: Till Choices and Cost Allocation

- Single, Dual and Hybrid Till Comparison — Treatment of Commercial Income
- Activity-Based Cost Allocation — Splitting Shared Terminal Costs
- Common Asset Apportionment Keys — Floor Area, Movements and Passengers
- Pre-Financing of Capacity Projects — Charging Before New Assets Open
- Efficiency Factor Setting — Incentives Within a Control Period

Day 4: Charge Structures and Airline Consultation

- Passenger, Landing and Aircraft Parking Charges — Structure and Weighting
- Peak and Environmental Differentiation — Noise and Emissions Signals
- Route Incentive Schemes — Growth Support Without Discrimination
- Consultation Document and Information Disclosure — Airline Scrutiny Readiness
- Dispute Handling and Appeal Pathways — Resolving Charge Disagreements

Day 5: Practising the Charges Proposal Pack

- Revenue Requirement Case Build — Applying the Building-Block Model
- Till and Allocation Scenario Test — Applying Cost Allocation Choices
- Tariff Schedule Draft — Applying Charge Structure Design
- Mock Airline Consultation Session — Testing Proposals Under Challenge
- Charges Proposal Pack Completion — Submission-Ready Case and Tariff

Applying Airport Charges and Economic Regulation After the Course

- Lead a review of the current cost allocation keys against the activity-based method and document variances.
- Run a revenue requirement refresh with updated cost of capital and traffic sensitivities before the next tariff round.

Airport Charges and Economic Regulation Questions FAQ

What is airport charges and economic regulation, and why does it matter now?

Airport charges and economic regulation is the discipline of setting aeronautical tariffs from a justified cost base under oversight. It matters now because airlines demand transparency while airports must finance new capacity, and both sides need charges they can defend.

Which roles gain most from airport charges and economic regulation training?

Finance, commercial, pricing and regulatory affairs managers at airports gain most. Capital planners who link investment to charges also benefit.

How does airport charges and economic regulation differ from an airport commercial revenue course?

Airport charges and economic regulation centres on aeronautical tariffs, cost allocation and oversight models. A commercial revenue course looks at retail, parking and property income growth, which this course treats only as an input to till choices.

What do you bring back from airport charges and economic regulation training?

You bring back a charges proposal pack. It holds a revenue requirement model, a cost allocation, a draft tariff schedule and a consultation narrative tested in a mock airline session.

Airport Charges and Economic Regulation: The Way Forward

The charges proposal pack first informs the next tariff round decision: whether the revenue requirement supports the planned charge trajectory. Finance and commercial leads use it with the airline operator committee and the overseer. After its first use, revisit the till choice and the allocation keys, since new capacity and shifting commercial income can change what a fair charge looks like.