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COURSE BROCHURE

Sustainable Aviation and Airport Decarbonisation Training Course

16 – 20 May 2027
Sharm El-Sheikh

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Registered in the United Kingdom and Saudi Arabia

Sustainable Aviation and Airport Decarbonisation Training Course

Ref: 2175_80210 **Date:** 16 – 20 May 2027 **Location:** Sharm El-Sheikh **Fees:** 5500 GBP

Sustainable Aviation and Airport Decarbonisation is a 1-week training course for airport and airline sustainability and operations managers, and it produces a Decarbonisation Investment Roadmap that sequences carbon reduction projects by cost, timing and abatement. Investors, lenders and passengers now ask for credible carbon numbers before they commit capital or loyalty. Jupiter Prime Training offers this course on Sustainable Aviation and Airport Decarbonisation for teams moving from pledges to funded projects.

Why Sustainable Aviation and Airport Decarbonisation Matters Now

Three pressures shape the subject today. Capital providers increasingly link finance terms to verified carbon performance, so a weak inventory raises borrowing costs. Airlines, ground handlers and fuel suppliers depend on each other, since apron emissions and fuel choices cross company lines. And energy prices make on-site generation and electrified equipment a business case as much as a climate one. Planning well lowers operating costs; delay risks stranded assets. The course rests on widely used greenhouse gas accounting principles and marginal abatement cost analysis.

Who Gains Most from Sustainable Aviation and Airport Decarbonisation

- Sustainability leads who own the carbon inventory and its annual disclosure
- Operations managers who decide when ground support equipment and vehicles are replaced
- Energy and facilities managers responsible for terminal power, cooling and on-site generation
- Airline fuel and fleet planners who assess alternative fuel offtake options
- Finance and investment officers who rank capital projects for approval

An airport operator gains most when its sustainability, energy and finance functions attend alongside a partner airline or handler.

Sustainable Aviation and Airport Decarbonisation Capabilities

Participants turn emission sources on the apron, in the terminal and in the fuel supply chain into costed decisions.

- Calculate an airport and airline carbon footprint across direct, energy and value-chain sources — disclosure owners
- Assess electrification options for ground support equipment and apron vehicles — fleet replacement decisions
- Specify on-site solar, storage and power purchase options for terminal loads — energy managers
- Weigh sustainable aviation fuel supply, storage and blending arrangements — airline fuel planners
- Build a marginal abatement cost curve to rank reduction projects — investment committees
- Communicate progress against carbon targets to lenders, airlines and passengers — external stakeholders

Key Sustainable Aviation and Airport Decarbonisation Terms

- Carbon inventory — a structured count of greenhouse gas emissions from every source an organisation owns, buys energy for or influences.
- Value-chain emissions — emissions from activities an airport influences but does not control, such as aircraft movements and passenger access trips.
- Sustainable aviation fuel — jet fuel made from waste, biomass or synthetic processes that lowers lifecycle carbon compared with fossil kerosene.
- Marginal abatement cost curve — a chart ranking reduction measures by cost per tonne of carbon avoided and by volume saved.
- Ground support equipment — tugs, loaders, belt vehicles and power units that service aircraft on the apron between flights.
- Power purchase agreement — a long-term contract to buy electricity from a specific renewable generator at agreed terms.

Sustainable Aviation and Airport Decarbonisation Day by Day

Day 1: Carbon Pressures on Airports and Airlines

- Investor and Lender Carbon Expectations — Effects on Cost of Capital
- Airport and Airline Emission Source Map — Owned, Bought and Influenced
- Carbon Inventory Boundaries — Deciding What the Airport Counts
- Emission Factor Selection — Fuel, Electricity and Refrigerant Calculations
- Baseline Year Inventory Exercise — Setting the Reference Point

Day 2: Ground Operations and Terminal Energy

- Ground Support Equipment Electrification — Fleet Replacement Timing and Charging
- Fixed Electrical Ground Power and Preconditioned Air — Auxiliary Unit Reduction
- Terminal Cooling and Lighting Loads — Efficiency Retrofit Priorities
- On-Site Solar and Battery Storage — Sizing Against Terminal Demand
- Renewable Power Purchase Agreements — Contract Length and Price Risk

Day 3: Fuel Supply and Value-Chain Emissions

- Sustainable Aviation Fuel Pathways — Feedstock, Cost and Lifecycle Savings
- Fuel Farm Storage and Blending Logistics — Airport Infrastructure Readiness
- Offtake Agreements Between Airlines and Producers — Volume and Price Terms
- Passenger and Staff Surface Access — Public Transport and Parking Policy
- Airline Operational Measures — Taxiing, Weight and Single-Engine Practices

Day 4: Prioritising Investment and Reporting Progress

- Marginal Abatement Cost Curve Construction — Ranking Reduction Projects
- Capital Expenditure Business Cases — Payback and Carbon Value
- Green Finance Instruments — Matching Projects to Funding Sources
- Carbon Disclosure Reports — Content Lenders and Airlines Expect
- Stakeholder Messaging on Targets — Avoiding Overstated Claims

Day 5: Practising the Decarbonisation Investment Roadmap

- Inventory Refresh for a Case Airport — Applying Boundary and Factor Choices
- Apron and Terminal Project Shortlist — Electrification and Energy Options Compared
- Fuel Partnership Scenario — Testing Offtake and Storage Assumptions
- Abatement Curve Peer Challenge — Defending Project Ranking Logic
- Decarbonisation Investment Roadmap — Phased Projects, Funding and Milestones

Applying Sustainable Aviation and Airport Decarbonisation After the Course

- Rebuild the current carbon inventory with clear boundaries and emission factors, and flag the three largest value-chain sources for partner talks.
- Draft a marginal abatement cost curve for five apron and terminal projects and present the ranking to the investment committee.

Sustainable Aviation and Airport Decarbonisation Questions FAQ

What is Sustainable Aviation and Airport Decarbonisation and why does it matter now?

Sustainable Aviation and Airport Decarbonisation is the measurement and reduction of carbon from aircraft fuel, ground operations and terminal energy. It matters now because lenders, airlines and passengers expect credible numbers and funded reduction projects, not only targets.

Which roles gain most from Sustainable Aviation and Airport Decarbonisation training?

Sustainability leads, operations managers, energy and facilities managers, airline fuel planners and finance officers gain most.

How does Sustainable Aviation and Airport Decarbonisation differ from an airport environmental management course?

Sustainable Aviation and Airport Decarbonisation concentrates on carbon: inventories, electrification, renewable power, alternative fuel and investment ranking. An environmental management course covers wider impacts such as noise, air quality, water and waste.

What do you bring back from Sustainable Aviation and Airport Decarbonisation training?

You bring back a phased roadmap of carbon reduction projects ranked by abatement cost, with funding options and milestones.

Sustainable Aviation and Airport Decarbonisation: The Way Forward

The Decarbonisation Investment Roadmap first informs which apron and terminal projects enter the next capital cycle. Sustainability leads maintain it, finance officers use it to match funding, and partner airlines use it to align fuel plans. After the first disclosure round, revisit the emission factors and fuel cost assumptions, since both move quickly.