

# HAS AIR SERVICE INCENTIVE PROGRAM VIII

## 2021-2024 ASIP VIII



### CATEGORY #1: NEW ENTRANT CARRIER AND/OR CATEGORY #2: NEW MARKET TO HOUSTON FOR NEW INTERNATIONAL PASSENGER SERVICE

	CATEGORY #1: NEW ENTRANT CARRIER		CATEGORY #2: NEW MARKET TO HOUSTON	
	Marketing Support	Fee Abatements	Marketing Support	Fee Abatements
<p><b><u>Tier 1</u></b> scheduled passenger service to markets in Africa, Asia, Europe and South America</p>	<p>\$500,000 USD for daily service* + Additional \$500,000 USD for daily service* at HOU Airport</p>	<p><u>1-yr. Abatement</u> -Arrival Area Charge -Departure Area Charge -Ticketing Area fee</p>	<p>\$500,000 USD for daily service*</p>	<p><u>2-yr. Abatement</u> -Central FIS Charge -Landing Fees</p>
<p><b><u>Tier 2</u></b> scheduled passenger service to international markets</p>	<p>\$400,000 USD for daily service* + Additional \$500,000 USD for daily service* at HOU Airport</p>	<p><u>1-yr. Abatement</u> -Arrival Area Charge -Departure Area Charge -Ticketing Area fee</p>	<p>\$400,000 USD for daily service*</p>	<p><u>2-yr. Abatement</u> -Central FIS Charge -Landing Fees</p>
*Marketing Support prorated if less than daily				

New service must be “net new”, meaning a carrier cannot remove service from a non-qualifying market in order to add service to the qualifying market

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### CATEGORY #1: NEW ENTRANT CARRIER AND/OR CATEGORY #2: NEW MARKET TO HOUSTON FOR NEW INTERNATIONAL CARGO SERVICE

	CATEGORY #1: NEW ENTRANT CARRIER		CATEGORY #2: NEW MARKET TO HOUSTON	
	Marketing Support	Fee Abatements	Marketing Support	Fee Abatements
<b>Cargo Service</b> scheduled or scheduled charter international cargo service	\$100,000 (USD) for four to seven weekly flights  \$50,000 (USD) for one to three weekly flights	<u>1-yr. Abatement</u> -Landing Fees	\$100,000 (USD) for four to seven weekly flights  \$50,000 (USD) for one to three weekly flights	<u>2-yr. Abatement</u> -Landing Fees

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### CATEGORY #3: MARKET EXPANSION FOR NEW INTERNATIONAL PASSENGER SERVICE OR NEW INTERNATIONAL CARGO SERVICE

If an airline does not qualify for New Entrant and/or New Market to Houston incentives, it is eligible to apply under the following category:

SERVICE TIER	CATEGORY #3: MARKET EXPANSION by an airline starting international service on a route that is new to them, but is currently served by another carrier
	<b>Fee Abatements</b>
<p style="text-align: center;"><b><u>Tier 1</u></b> Scheduled passenger service to international markets</p>	<p style="text-align: center;"><u>1-yr. Abatement</u> -Central FIS Charge -Landing Fees</p>
<p style="text-align: center;"><b><u>Tier 2</u></b> Scheduled or scheduled charter cargo service to or from international markets</p>	<p style="text-align: center;"><u>1-yr. Abatement</u> -Landing Fees</p>

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### CATEGORY #4: EXPANSION OF INTERNATIONAL PASSENGER SERVICE AT SECOND HOUSTON AIRPORT

For an airline operating at one Houston airport (IAH or HOU) and adding net new international passenger capacity at the other Houston “unserved” airport, the following category is eligible:

SERVICE TIER	CATEGORY #4: EXPANSION OF INTERNATIONAL SERVICE AT SECOND HOUSTON AIRPORT on any route, even if that route is also offered from the other airport (IAH or HOU)
	<b>Fee Abatements</b>
<p style="text-align: center;"><u><b>Tier 1</b></u> Scheduled passenger service to international markets</p>	<p style="text-align: center;"><u>1-yr. Abatement</u> -Central FIS Charge -Landing Fees</p>

New service must be “net new”, meaning a carrier cannot remove service from a non-qualifying market in order to add service to the qualifying market