



Houston Airport System

Air Service Incentive Program IX

July 2024 – June 2027

Attachment A



HAS Air Service Incentive Program IX (ASIP IX)

NEW INTERNATIONAL PASSENGER SERVICE

CATEGORY #1: NEW ENTRANT CARRIER &

CATEGORY #2: NEW ROUTE TO HOUSTON (IAH OR HOU)

IAH				
	CATEGORY #1: NEW ENTRANT CARRIER		**CATEGORY #2: NEW ROUTE to IAH	
	Marketing Support	Fee Abatements	Marketing Support	Fee Abatements
Tier 1 scheduled passenger service to markets in Africa, Asia, Australasia, Europe and South America	\$500,000 USD for daily service*	<u>1-yr./</u> <u>***3-yr.</u> <u>Seasonal</u> -Arrival Area Charge	\$500,000 USD for daily service*	<u>2-yr./</u> <u>***3-yr.</u> <u>Seasonal</u> -Central FIS Charge
Tier 2 scheduled passenger service to Canada, Caribbean, Central America and Mexico international markets	\$400,000 USD for daily service*	-Departure Area Charge -Ticketing Area fee	\$400,000 USD for daily service*	-Landing Fees
*Marketing Support prorated if less than daily				

HOU				
	CATEGORY #1: NEW ENTRANT CARRIER		**CATEGORY #2: NEW ROUTE to HOU	
	Marketing Support	Fee Abatements	Marketing Support	Fee Abatements
Tier 1 scheduled passenger service to markets in Canada and South America	\$1,000,000 USD for carrier new to Houston Airports and \$500,000 USD for IAH incumbent carrier for daily service*	<u>2-yr./</u> <u>***3-yr.</u> <u>Seasonal</u> -Arrival Area Charge	\$500,000 USD for daily service*	<u>2-yr./</u> <u>***3-yr.</u> <u>Seasonal</u> -Central FIS Charge
Tier 2 scheduled passenger service to Caribbean, Central America and Mexico international markets	\$900,000 USD for carrier new to Houston Airports and \$400,000 USD for IAH incumbent carrier for daily service*	-Departure Area Charge -Ticketing Area fee	\$400,000 USD for daily service*	-Landing Fees

**New service must be "net new", meaning a carrier cannot remove service from a non-qualifying market at the origin airport (IAH or HOU) in order to add service to the qualifying market.

***Seasonal Service is defined as international services scheduled for less than 7 months.



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NEW INTERNATIONAL CARGO SERVICE AT IAH

CATEGORY #1: NEW ENTRANT CARRIER &

CATEGORY #2: NEW ROUTE TO HOUSTON IAH

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

*New service must be “net new”, meaning a carrier cannot remove service from a non-qualifying market at the origin airport (IAH or HOU) in order to add service to the qualifying market.



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CATEGORY #3: MARKET EXPANSION

FOR NEW INTERNATIONAL PASSENGER SERVICE AT IAH OR HOU

& NEW INTERNATIONAL CARGO SERVICE AT IAH

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

SERVICE TIER	CATEGORY #3: MARKET EXPANSION is defined as an airline starting international service from a specific Houston origin airport (IAH or HOU) on a route that is *new to them, but is currently served by another carrier from the same origin airport (IAH or HOU)
	Fee Abatements
<u>Tier 1</u> Scheduled passenger service to international markets at IAH or HOU	<u>1-yr. Abatement / **3-yr. Seasonal</u> -Central FIS Charge -Landing Fees
<u>Tier 2</u> Scheduled or scheduled charter cargo service to or from international markets at IAH	<u>1-yr. Abatement</u> -Landing Fees

*New service must be “net new”, meaning a carrier cannot remove service from a non-qualifying market at the origin airport (IAH or HOU) in order to add service to the qualifying market.

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CATEGORY #4: INCREASED FREQUENCIES

For an airline that will increase frequency that represents at least 30% increased capacity weekly to an existing international market as measured by HAS, the following category is eligible:

SERVICE TIER	CATEGORY #4: INCREASED FREQUENCIES
	Fee Abatements
<p style="text-align: center;"><u>Tier 1</u> Scheduled passenger service in international markets with more than 5 hours of flight time</p>	<p style="text-align: center;"><u>1-yr. Abatement for additional flights/**3-yr. Seasonal</u> -Central FIS Charge -Landing Fees</p>
<p style="text-align: center;"><u>Tier 2</u> Scheduled or scheduled charter cargo service in international markets</p>	<p style="text-align: center;"><u>1-yr. Abatement for additional flights</u> -Landing Fees</p>

*New service must be “net new”, meaning a carrier cannot remove service from a non-qualifying market at the origin airport (IAH or HOU) in order to add service to the qualifying market.

**Seasonal Service is defined as international services scheduled for less than 7 months.