

Corpus Christi International Airport
Air Service Incentive Program

Incentive Categories

The table below identifies the categories of available incentives, basic eligibility requirements, and the associated operational and marketing incentives for any passenger air carrier. This table is to be implemented and interpreted according to the terms and conditions that follow.

Category	Eligibility	Operational Incentive	Marketing Incentive
I – New Year-Round Service	Establishment of new year-round nonstop service to an unserved destination	100% landing fee waiver for 24 months 100% waiver of common-use fees for 24 months	Up to \$125,000 per year for up to two years (to be used within 24 months)
II – New Seasonal Service	Establishment of seasonal nonstop service to an unserved destination	100% landing fee waiver for up to three seasons 100% waiver of common-use fees for up to three seasons	\$25,000 per season for up to three seasons (to be used within 36 months)
III – Significant Increase in Seat Capacity	Increase in seat capacity on a specific route by 50% or more without loss of frequency	Waiver of landing fees for increased capacity for 12 months	No marketing incentive
IV – New Entrant Bonus	Any new entrant passenger air carrier establishing year-round or seasonal nonstop service	If year-round service, 100% waiver of all common-use fees and preferential rents for first 24 months to an unserved destination If year-round service, 100% waiver of all common-use fees and preferential rents for first 12 months to a currently served destination If seasonal, 50% waiver of all common-use fees and preferential rents for up to three seasons.	No additional marketing incentive

Definitions and General Requirements

1. For metropolitan areas with multiple airports, each airport will be considered as a separate destination. For example, Washington Dulles International Airport could be considered an unserved destination notwithstanding existing service to Washington Reagan National Airport.
2. To be considered new service to an unserved destination (year-round or seasonal), no other carrier must offer scheduled service to the airport as of the date that the air carrier seeking the incentive plans to initiate service.
3. To qualify under Category I, Category II, or Category IV, service must be offered at least one day per week.
4. Seasonal service is nonstop service offered for less than seven months of the calendar year but at least 6 consecutive weeks. There may be more than one season per calendar year (e.g., winter and summer); however, there may be no less than one season per calendar year.
5. Year-round service is nonstop service offered for seven or more months in a 12-month period.
6. A new entrant is an air carrier that has not offered commercial passenger service to or from CRP within the preceding 12 months prior to the date that the air carrier plans to initiate service.
7. The new entrant bonus may be combined with Category I and Category II incentives.
8. Considering budget constraints, Category I and Category II incentives only will be available to the first air carrier requesting an incentive to initiate service to the unserved destination.
9. The waiver of landing fees only applies to the landing fees associated with the incentivized flights.
10. The waiver of common-use fees only applies to the fees due in connection with the incentivized flights, calculated on the basis of enplanements on the incentivized flights. Applicable fees include common-use gates, security, baggage claim, and remain overnight (RON) fees.
11. "Preferential Gate" shall mean a gate designated by the Airport Operator for use by an Airline that operates a minimum of four (4) scheduled flights per day, on at least four (4) days of a given week.
12. An air carrier will not be eligible for Category III (significant increase in seat capacity) if the carrier already is receiving an incentive for the flight under Category I or Category II.
13. To qualify under Category III, the air carrier must request the incentive prior to initiating the increase in service. The incentive will not be made available retroactively.

Other Terms and Conditions

1. Participation in this program requires an incentive agreement between the City of Corpus Christi and an air carrier, using the City's standard form agreement.
2. An air carrier may qualify for an incentive whether the air carrier operates as a signatory or non-signatory at CRP, provided that the air carrier otherwise satisfies the eligibility and qualification requirements of this incentive program.
3. To qualify for incentives, a carrier must be current on payments of rates and charges.
4. Air carriers must operate service throughout duration of the promotional period at the level specified to receive the incentive.
5. Air carriers must use the passenger terminal at CRP in order to qualify for incentives.
6. An air carrier may qualify for an incentive regardless of the type of economic and safety certificates it has sought and received from the U.S. Department of Transportation and FAA, including authorities granted under 14 C.F.R. Parts 119, 121 and Part 135, provided that the air carrier otherwise satisfies the eligibility and qualification requirements of this incentive program.
7. An air carrier may only qualify for an incentive for a particular route one time.
8. Incentives may not be transferred from one carrier to another. Incentives cannot be transferred between routes.