

AVIATION AUTHORITY POLICY

1200:	MARKETING	Effective:	06/20/11
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P1202:	Air Service Incentive Program		11/07/13
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PURPOSE: To establish an Air Service Incentive Program (ASIP) that allows the Authority to actively recruit Carriers to offer new service to Domestic and International Airport Destinations at Tampa International Airport (TPA).

LEGAL CONSIDERATION: Section 2(8)(a)-(d) of the Hillsborough County Aviation Authority Act (Act) states, in pertinent part, that the proper operation of the publicly owned or operated airports in the County is essential to the welfare of the people of the Tampa Bay area and the state; establishes a vital transportation link and enables the state to enjoy and provide the benefits of an international tourist and commercial center; the economic validity and stability of such airports is a matter of statewide importance; and the policy of this state is to promote the development of commerce and tourism. Section 2(9) of the Act states, in pertinent part, that in managing its facilities, the Authority shall promote the development of commerce and tourism by securing a diversity of airport services, allocating limited airport resources to promote commerce and tourism, and foster Florida’s image as a commercial and tourist center. Finally, Section 6(2)(ddd) of the Act states the Authority has the power to do all acts and things necessary for the promotion of its business.

POLICY: The Authority will be very active in recruiting air carriers (Carriers) to offer new service to important Domestic and International Airport Destinations. To this end, the ASIP is established as follows to enable the Authority to better attract new Carriers, to encourage new air service, and to enhance its global network:

A. Term and Funding:

The ASIP will begin on February 5, 2024 and will expire at the end of a Qualifying Period that ends on February 4, 2034. An Applicant Carrier commencing Scheduled air service pursuant to the ASIP on or after February 5, 2024 and on or before February 4, 2034 will be afforded the benefits of the ASIP for the applicable time period; provided, however, that the Authority reserves the right to amend, modify, alter or terminate the ASIP with

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not less than thirty (30) days written notice to Carriers. Any modification, alteration, or termination of the ASIP shall only apply prospectively and shall not affect any ASIP Agreement then in effect between the Authority and a Carrier. Any incentive received by a Qualifying Carrier will not include direct or indirect subsidies of Carriers, as prohibited by 49 U.S.C. 47133, 49 U.S.C. 47107, and Grant Assurance 25, will not result in an increase in charges for non-participating Carriers or other aeronautical users of TPA, and will not adversely affect TPA's self-sustaining rate structure.

B. Affected Air Service Areas:

1. New International Passenger Air Service

a. New Entrant Passenger Carrier Service

Eligibility Requirements

Any New Entrant Carrier meeting all of the following criteria will be eligible for the incentives listed below:

- i. Adding round-trip nonstop International passenger service at TPA to an Airport Destination new to TPA for the specific Carrier at least once a week, and
- ii. Scheduled and operated for a minimum of five (5) months within each twelve (12) month period, which may include service with a Blind Sector or Technical Stop, and
- iii. Neither the Applicant Carrier nor an Affiliate has served the Airport Destination nonstop from TPA within the past twenty-four (24) months prior to the commencement date of the new service.

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EXCEPTION: A Carrier receiving incentives may transfer its ASIP benefits to an Affiliate for the remaining Qualifying Period if the associated Carrier currently receiving incentives transfers service to the specific Airport Destination to the Affiliate.

New Entrant Passenger Carrier International Service Incentives

Category	Benefit
New Entrant International Carrier Presence Marketing	Up to a maximum of \$250,000 reimbursed in accordance with this Policy for 7x per week service in Year 1. New Entrant International Carrier Presence Marketing incentives will be prorated for less than 7x per week service.
AND	
New Entrant New International Market Launch Marketing – TPA Unserved Airport Destination	Up to a maximum of \$250,000 reimbursed in accordance with this Policy for 7x per week service in Year 1, and up to a maximum of \$250,000 reimbursed in accordance with this Policy for 7x per week service in Year 2. All marketing incentives will be prorated for less than 7x per week service.
OR	
New Entrant New International Market Launch Marketing – TPA Preexisting Airport Destination	Up to a maximum of \$250,000 reimbursed in accordance with this Policy for 7x per week service in Year 1. All marketing incentives will be prorated for less than 7x per week service.
AND	
Variable Fees	Waiver of Variable Fees associated with the incentivized service, as defined in Section F, Definitions, otherwise owed by Carrier in Years 1 and 2 for TPA Unserved Airport Destinations, or Year 1 for TPA Preexisting Airport Destinations.

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Cap	\$3 million, two-year maximum per Airport Destination, not to exceed \$6 million per Carrier per year.
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b. Incumbent Passenger Carrier Service to an Unserved International Airport Destination

Eligibility Requirements

Any Incumbent Carrier meeting all of the following criteria will be eligible for the incentives listed below:

- i. Adding new round-trip nonstop International passenger service at TPA to an Airport Destination new to TPA at least once a week, and
- ii. Scheduled and operated for a minimum of five (5) months within each twelve (12) month period, which may include service with a Blind Sector or Technical Stop, and
- iii. Neither the Applicant Carrier nor an Affiliate has served the Airport Destination from TPA nonstop within the past twenty-four (24) months prior to the commencement date of the new service. EXCEPTION: A Carrier receiving incentives may transfer its ASIP benefits to an Affiliate for the remaining Qualifying Period if the associated Carrier currently receiving incentives transfers service to the specific Airport Destination to the Affiliate.

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Incumbent Carrier New International Service Incentives (Unserved Airport Destination)

Category	Benefit
Incumbent Carrier New International Market Launch Marketing – TPA Unserved Airport Destination	Up to a maximum of \$250,000 reimbursed in accordance with this Policy for 7x per week service in Year 1, and up to a maximum of \$250,000 reimbursed in accordance with this Policy for 7x per week service in Year 2. Marketing incentives will be prorated for less than 7x per week service.
AND	
Variable Fees	Waiver of Variable Fees associated with the incentivized service, as defined in Section F, Definitions, otherwise owed by Carrier in Years 1 and 2.
Cap	\$3 million, two-year maximum per Airport Destination, not to exceed \$6 million per Carrier per year.

c. Significant Passenger Service Increase for Select International Airport Destinations

**Note: The Significant Service Increase provision is only applicable for select International Airport Destinations enumerated on the TPA website for at least 30 days prior to a Carrier entering into the ASIP.*

Eligibility Requirements

Any Carrier meeting all of the following criteria will be eligible for the incentives listed below:

- i. An increase in the frequency of round-trip nonstop Preexisting Service to an International Airport Destination served by any Carrier by not less than the frequency amount specified on the TPA website, and

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- ii. The incremental services must be Scheduled and operated for a minimum of five (5) months within a twelve (12) month period from the date of the increased frequency, and
- iii. Carrier may not reduce frequency to a level below the “baseline schedule” (defined below) for at least twelve (12) months after inaugurating the incremental services, and
- iv. Carrier must not presently qualify for incentives under any other ASIP provision for the Airport Destination being considered under this category.

For Carriers operating Preexisting Service to the Airport Destination, the baseline schedule for determining incremental service is the published operating schedule for the five (5) most recent months of the flight’s operation in the preceding year prior to the introduction of the incremental services.

For Carriers without Preexisting Service, the baseline schedule is the initial weekly frequency level at the time of entry into an Airport Destination.

If the Carrier has previously qualified for incentives in the market under this category, the frequency levels in the prior Qualifying Period will become the baseline schedule frequency levels for additional weekly services up to 7x per week frequency.

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International Passenger Service Increase Incentives (TPA Preexisting Airport Destination)

Category	Benefit
International Market Service Increase Marketing – TPA Preexisting Airport Destination	Up to a maximum of \$250,000 reimbursed in accordance with this Policy for 7x per week service in Year 1. Marketing incentives will be prorated for less than 7x per week service.
AND	
Variable Fees	Waiver of Variable Fees associated with the incentivized service, as defined in Section F, Definitions, otherwise owed by Carrier for up to 12 months.
Cap	\$3 million, one-year maximum, not to exceed \$6 million per Carrier per year.

2. New Domestic Passenger Air Service
 - a. New Entrant Passenger Carrier Service

Eligibility Requirements

Any New Entrant Passenger Carrier meeting all of the following criteria will be eligible for the incentives listed below:

- i. Adding new round-trip nonstop Domestic passenger service at TPA to an Airport Destination new to TPA for that Carrier at least once a week, and
- ii. Scheduled and operated for a minimum of five (5) months within each twelve (12) month period, and

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- iii. Neither the Applicant Carrier nor an Affiliate has served the Airport Destination nonstop from TPA within the past twenty-four (24) months prior to the commencement date of the new service. EXCEPTION: A Carrier receiving incentives may transfer its ASIP benefits to an Affiliate for the remaining Qualifying Period if the associated Carrier currently receiving incentives transfers service to the specific Airport Destination to the Affiliate.

New Entrant Passenger Carrier Domestic Service Incentives

Category	Benefit
New Entrant Domestic Passenger Carrier Presence Marketing	Up to a maximum of \$125,000 reimbursed in accordance with this Policy for 7x per week service in Year 1. New Entrant Carrier Presence Marketing incentives will be prorated for less than 7x per week service.
AND	
New Entrant New Domestic Market Launch Marketing – TPA Unserved Airport Destination	Up to a maximum of \$125,000 reimbursed in accordance with this Policy for 7x per week service in Year 1 and up to a maximum of \$125,000 reimbursed in accordance with this Policy for 7x per week service in Year 2. All marketing incentives will be prorated for less than 7x per week service; or
OR	
New Entrant New Domestic Market Launch Marketing – TPA Preexisting Airport Destination	Up to a maximum of \$125,000 reimbursed in accordance with this Policy for 7x per week service in Year 1. All marketing incentives will be prorated for less than 7x per week service.
AND	

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Variable Fees	Waiver of Variable Fees associated with the incentivized service, as defined in Section F, Definitions, otherwise owed by Carrier in Years 1 and 2 for TPA Unserved Airport Destinations, or Year 1 for TPA Preexisting Airport Destinations.
Cap	\$2 million, two-year maximum per Airport Destination, not to exceed \$4 million per Carrier per year.

b. Incumbent Passenger Carrier Service to an Unserved Domestic Airport Destination

Eligibility Requirements

Any Incumbent Passenger Carrier meeting all of the following criteria will be eligible for the incentives listed below:

- i. Adding new round-trip nonstop Domestic passenger service at TPA to an Airport Destination new to TPA at least once a week, and
- ii. Scheduled and operated for a minimum of five (5) months within each twelve (12) month period, and
- iii. Neither the Applicant Carrier nor an Affiliate has served the Airport Destination nonstop from TPA within the past twenty-four (24) months prior to the commencement date of the new service. EXCEPTION: A Carrier receiving incentives may transfer its ASIP benefits to an Affiliate for the remaining Qualifying Period if the associated Carrier currently receiving incentives transfers service to the specific Airport Destination to the Affiliate.

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Incumbent Passenger Carrier New Domestic Service Incentives (Unserviced Airport Destination)

Category	Benefit
New Market Launch Marketing	Up to a maximum of \$125,000 reimbursed in accordance with this Policy for 7x per week service in Year 1, and up to a maximum of \$125,000 reimbursed in accordance with this Policy for 7x per week service in Year 2. Marketing incentives will be prorated for less than 7x per week service.
AND	
Variable Fees	Waiver of Variable Fees associated with the incentivized service, as defined in Section F, Definitions, otherwise owed by Carrier in Years 1 and 2.
Cap	\$2 million, two-year maximum per Airport Destination, not to exceed \$4 million per Carrier per year.

**Note: The amounts specified in the previous tables reflect the maximum amount of funding available under the ASIP. This is not a guaranteed amount and is subject to approval by the Chief Commercial Officer or designee.*

C. ASIP Guidelines:

1. Guidelines for Waived Fees and Charges

A Qualifying Carrier must agree to and meet the specific guidelines and program requirements outlined below to receive ASIP incentives related to waived fees and charges:

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- a. Each Applicant Carrier will submit an ASIP Agreement Application to the Chief Commercial Officer or designee specifying and committing to levels of service and the Airport Destinations to be served, as well as accepting the terms and conditions of the ASIP and agreeing to comply with them as a condition of participation.
- b. An Applicant Carrier will also include in the ASIP Agreement Application:
 - i. The days of the week on which the service is to be operated and the starting date for such service;
 - ii. Proof of Schedule publication;
 - iii. Planned operations per month by equipment type and seat configuration; and
 - iv. Contact information for a person representing the Applicant Carrier.
- c. The Chief Commercial Officer or designee may request additional information as may be deemed necessary for the proper, non-discriminatory application of the ASIP. The ASIP Agreement Application must be agreed to and approved by the Chief Commercial Officer or designee to constitute a valid ASIP Agreement between the Authority and the Carrier.
- d. As applicable, TPA's Non-Signatory & Signatory Fiscal Year Fees & Charges (as defined below in Section F, Definitions) will be waived during the Qualifying Period in accordance with Section B above.
- e. Only Scheduled operations may qualify for incentives under this ASIP.
- f. A Carrier will not be considered a Qualifying Carrier if the Carrier or its Affiliate is not actually operating the aircraft and providing the new air

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service that would otherwise qualify for the financial incentives provided under the ASIP.

- g. For the duration of time in which the Qualifying Carrier receives incentives under the ASIP, the Qualifying Carrier, on a confidential basis to the extent allowed by applicable law, will by the tenth day of each month submit to the Chief Commercial Officer or designee the Authority's ASIP Activity Report for the prior month summarizing daily operations and passenger enplanements & deplanements by passenger cabin class and by flight number.
- h. If Carrier fails to provide the ASIP Activity Report by the required deadline, the Authority may utilize internal records to estimate flight and passenger activity levels; however, Carrier will waive its ability to dispute flight and passenger volumes used to determine ASIP benefit calculations.

2. Guidelines for Marketing Incentives

A Qualifying Carrier must meet the specific guidelines and program requirements outlined below to receive ASIP marketing incentives:

- a. Prior to incurring reimbursable expenses to be approved by the Chief Commercial Officer or designee, an Applicant Carrier must submit a marketing plan that will identify:
 - i. The service to be promoted, with published frequency level and seasons of operation validated by a Schedule published and available for sale;
 - ii. The proposed timeline of planned promotional activities;

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- iii. The medium to be used in the promotion (note requirement in Subparagraph C(2)(d) below);
 - iv. The proposed budget for the promotion; and
 - v. Contact information for the person representing the Applicant Carrier.

- b. The Chief Commercial Officer or designee may request additional information as may be necessary for the proper, non-discriminatory application of the ASIP. The marketing plan must be approved in writing by the Chief Commercial Officer or designee.

- c. Marketing activities that may be supported under the ASIP include, but are not limited to:
 - i. Promotional events,
 - ii. Print advertisements, collateral materials, direct mail and other forms of print marketing,
 - iii. Multimedia advertising, such as TV, radio, digital, web, and social media, and
 - iv. Banners and signage.

- d. Marketing activities eligible for incentives under the ASIP will prominently and exclusively promote service to/from TPA.

- e. Any specific identification of TPA must be consistent with the Authority's current marketing or image strategy, as determined by the Chief Commercial Officer or designee. The content of all eligible marketing materials and activities will be subject to the prior written approval of the Chief Commercial Officer or designee. Use of Tampa International Airport

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trademarks will be subject to approval by the Chief Commercial Officer or designee.

- f. Approved marketing efforts will be funded on a reimbursement basis with the Qualifying Carrier funding the implementation of the marketing plan with the Qualifying Carrier’s preferred third-party provider, and the Authority reimbursing the Qualifying Carrier after execution, not to exceed the amounts specified in the ASIP.
- g. All ASIP copy and creative material will be furnished at the sole cost of the Qualifying Carrier (subject to reimbursement of eligible costs) and will comply with the specifications of the Authority. The Chief Commercial Officer or designee will review and approve in writing all copy and creative material prior to their approval, installation or placement in order to ensure compliance with the terms of the ASIP.
- h. The Chief Commercial Officer or designee must review and approve all marketing materials and expenditures before they will be qualified for reimbursement under the ASIP. The Qualifying Carrier must provide proof of all expenditures itemized by each route to be reimbursed, including a paid invoice demonstrating payment by the Qualifying Carrier to the third-party who provided marketing services on the Qualifying Carrier’s behalf.
- i. The Authority will reimburse a Qualifying Carrier only after the completion of a marketing activity. Any expenses that were incurred without Authority approval prior to the expenditure will be ineligible for reimbursement. Reimbursement for New Market Launch Marketing or New Entrant Carrier Presence Marketing will not exceed the Qualifying Carrier’s actual out of pocket cost of eligible marketing expenditures, as documented to the

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satisfaction of the Chief Commercial Officer or designee. Under no circumstances will a Qualifying Carrier be entitled to reimbursement above the amounts specified in the ASIP. The Authority will have the right, at any time during a Qualifying Carrier’s reasonable business hours, to audit all marketing incentives reimbursed to the Qualifying Carrier under the ASIP. By accepting any marketing incentive reimbursement from the Authority, a Qualifying Carrier agrees to cooperate with the Authority and its representatives in the performance of any audit.

- j. Each Applicant Carrier will be responsible for obtaining all necessary permits, licenses, leases, and/or approvals relating to the Applicant Carrier’s use and/or occupancy of TPA and the service sought to be promoted before qualifying for ASIP benefits.
- k. ASIP marketing incentives are intended to support the launch phase of new services. The supported marketing activity may precede and/or follow the commencement of the new qualified service but will in no event continue more than twenty-four (24) months following commencement of the service, as a Qualifying Carrier establishes its service presence at TPA and in the new Airport Destination.

D. Program Requirements:

- 1. Each Applicant Carrier must complete and submit the required ASIP Agreement documents.
- 2. Each Qualifying Carrier must meet all ASIP guidelines.

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3. Should an Applicant Carrier that was determined to be a Qualifying Carrier fail to satisfy the eligibility requirements set forth above and/or otherwise fail to comply fully with all the terms, conditions, and requirements of the ASIP, the Authority will no longer be obligated to provide any incentives to the Applicant Carrier under the ASIP.

4. Each Applicant Carrier must be current in all its financial and/or other obligations with and to the Authority to be considered a Qualifying Carrier and be eligible for ASIP incentives, and each Qualifying Carrier must continue for the full term of its eligibility under the ASIP Agreement to perform and meet all of its obligations pursuant to any other agreements that such Qualifying Carrier may have with the Authority and/or under TPA's Non-Signatory & Signatory Fiscal Year Fees & Charges and/or under the Authority's Rules and Regulations, including, but not limited to, paying all rates, fees, and charges in a timely manner. At any time a Qualifying Carrier fails to stay current in its obligations with or to the Authority, such Qualifying Carrier will be determined to no longer be a Qualifying Carrier and the Authority will not be obligated to provide any incentives to said Qualifying Carrier under the ASIP Agreement unless and until such Qualifying Carrier cures such failure within a period of forty-five (45) days after notice of such failure. If such former Qualifying Carrier fails to cure such failure within forty-five (45) days after notice of such failure, the Authority will no longer be obligated to provide any incentives to the Applicant Carrier under the ASIP.

5. If a Qualifying Carrier ceases operations at TPA due to bankruptcy or similar creditor protection prior to the conclusion of the ASIP Qualifying Period, the Authority will grant the Qualifying Carrier any remaining Waiver of Fees and Charges due to the Carrier under the ASIP up until the date of service termination. In addition, the Authority will reimburse the Qualifying Carrier for any eligible marketing reimbursements the Authority received from the Carrier prior to the date

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of service suspension, after which point the Carrier’s ASIP is terminated by the Authority.

6. The ASIP is subject and subordinate to the provisions of any existing or future agreement between the Authority and the United States of America relative to the operation or maintenance of TPA, the terms and execution of which agreement have been or may be required as a condition precedent to the expenditure by or reimbursement to the Authority of federal funds for the development of TPA (“Grant Agreements”). In the event that the ASIP or any ASIP Agreement entered into under the ASIP, conflicts with or violates the Grant Agreements, or any interpretation by the FAA thereof, the Authority reserves the right to amend, alter, or otherwise modify the terms of the ASIP or ASIP Agreement as required to resolve such conflict or violation.

E. Public Disclosure:

1. The Authority will endeavor to post the most current ASIP Policy on the TPA public website.
2. The Authority will provide a periodic listing on the TPA public website of all Carriers taking part in ASIP, including Airport Destinations and incentives received.

F. Definitions:

Affiliate

Solely for the purposes of the ASIP, refers to a Carrier that is (1) operating at TPA under another Carrier’s trade name or Primary Marketing Code, or (2) operating under a contract with a Carrier Service Provider, or (3) is engaged in a joint venture business relationship

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with another Carrier, or (4) operates as a wholly owned subsidiary of another Carrier or common owner; or (5) holds all or substantially all of the assets of another Carrier.

Aircraft Parking Fees

Aircraft parking charges as specified in TPA's Non-Signatory & Signatory Fiscal Year Fees & Charges.

Airport Destination

The airport receiving new service from TPA. Each airport within a metropolitan area is defined as a separate airport destination.

Applicant Carrier

A Carrier applying for ASIP incentives. May be a Carrier who is responsible for the sale and distribution of flights operated by Affiliates under its own Primary Marketing Code.

ASIP Agreement

The written document executed by Applicant Carrier's authorized representative and the Authority Chief Commercial Officer or designee which identifies the service receiving incentives under the ASIP and the terms & conditions of the incentive award.

ASIP Agreement Application

A signed document returned to the Authority by an authorized representative of an Applicant Carrier providing the details of the new air service for which an eligible incentive is requested by the Carrier, along with associated terms & conditions which the Applicant Carrier agrees to.

Bag Handling System Fees

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Bag Handling System fees & charges as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

Blind Sector

A Domestic sector inside the United States operated by a foreign flag Carrier linking TPA with a gateway Airport inside the United States. Additional passengers may board at the gateway Airport, but pursuant to DOT restrictions, the Carrier may not sell the Domestic sector as a local flight.

Carrier

A direct air carrier holding all necessary certification from the FAA and appropriate authority from the U.S. Department of Transportation to conduct the transportation of passengers by air as a common carrier for compensation, or a Carrier Service Provider. Except for Carrier Service Providers, an indirect air carrier, such as a “Public Charter Operator” organized under 14 C.F.R. Part 380, shall not be considered a Carrier under this Policy.

Carrier Service Provider

A person generally or specifically authorized to provide Carrier services pursuant to Title 31, Code of Federal Regulations, Part 515, as amended or superseded from time to time.

Current/Currently

The time immediately prior to the Carrier’s ASIP Application submission.

Domestic

Air service for the purpose of transporting travelers to an Airport Destination within the United States (consisting of all 50 states, the District of Columbia and Puerto Rico).

Equivalent Terminal Rent

AVIATION AUTHORITY POLICY

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			12/20/12
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			06/02/16
			11/03/16
			05/04/17
			10/01/20
			05/02/24
			04/21/25

An amount equal to the applicable Ticket Counter and Gate Use Fees for International Passenger Service or Domestic Passenger Service, as set forth in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges, for a Qualifying Carrier’s new air service pursuant to the ASIP.

FIS Fees

Federal Inspection Service (FIS) charges as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

Gate Use Fees

Per Use Gate Use charges as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

Incumbent Carrier

Any Carrier Currently providing regularly Scheduled flights at TPA, or which is not classified as a New Entrant Carrier hereunder.

International Club Room Fees

Charges for use of the HCAA international club room as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

International

Air service to a market outside the United States (i.e., other than all 50 states, the District of Columbia and Puerto Rico).

Joint Use Fees-Airside

Airside joint use charges as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges

AVIATION AUTHORITY POLICY

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Joint Use Fees-Terminal

Terminal joint use charges as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

Landing Fees

Landing charges as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

New Entrant Carrier

Any Carrier that commences Scheduled air service at TPA that has not served TPA in at least the last twenty-four (24) months with any Scheduled service. Affiliates cannot be considered a New Entrant Carrier if their associated Carrier has served TPA within the last twenty-four (24) months.

New Entrant Carrier Presence Marketing

Marketing by a New Entrant Carrier to establish its presence at TPA, available when a Carrier begins service at TPA. New Entrant Carrier Presence Marketing is not tied to the number of Airport Destinations the New Entrant Carrier serves from TPA.

New Market Launch Marketing

Marketing by a New Entrant Carrier or Incumbent Carrier to launch a new Airport Destination.

Passenger Transfer System (PTS) Fees

Passenger Transfer System (PTS) charges as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

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Preexisting Airport Destination/ Preexisting Service

Service between TPA and any Airport Destination that is currently served nonstop from TPA.

Primary Marketing Code

The two letter IATA Carrier identifier which serves as the primary marketing identifier in flight schedules as displayed in global flight schedules data.

Qualifying Carrier

A Carrier or its Affiliate that meets the ASIP eligibility requirements.

Qualifying Period

The duration of time under which a Qualifying Carrier may be eligible to receive ASIP benefits.

Schedule/Scheduled

Operations for which the Carrier or its Affiliate (including a Carrier Service Provider) offers in advance the departure location, departure time, and arrival location, for general sale to the public, but otherwise excluding operations conducted as public charter under 14 C.F.R. Part 380, verified on either the Carrier’s website or TPA’s third-party global schedule database. Other unscheduled or non-common carriage operations are not eligible. Minimum Schedule requirements and operating periods may be non-consecutive.

Significant Service Increase

A listing of specific Airport Destinations with Preexisting Service for which the Authority, in its sole discretion, wishes to provide a service increase incentive, including required frequency levels that the Authority determines to represent a significant increase in service for each respective Airport Destination.

AVIATION AUTHORITY POLICY

1200: MARKETING TRAVEL AND PROMOTION P1202: Air Service Incentive Program	Effective: 06/20/11 Revised: 10/06/11 12/20/12 11/07/13 06/02/16 11/03/16 05/04/17 10/01/20 05/02/24 04/21/25
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Technical Stop

A stop between TPA and the Airport Destination served to re-fuel or service the aircraft, and which segment the Carrier does not sell as a flight segment.

Terminal Support Fees

HCAA Terminal Support charges as specific in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

Ticket Counter Fees

Per Use Ticket Counter charges as specified in TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges.

TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges

The non-signatory and signatory fees & charges for the relevant fiscal year published on the TPA public website.

Unserved

Any Airport Destination that is Currently not served nonstop by any Carrier from TPA.

Variable Fees

TPA’s Non-Signatory & Signatory Fiscal Year Fees & Charges which are charged based on the variable activity or actual utilization by a Carrier of specific facilities, including without limitation: Aircraft Parking Fees, Bag Handling System Fees, Equivalent Terminal Rent, FIS Fees, Gate Use Fees, International Club Room Fees, Joint Use Fees-Airside, Joint Use Fees-Terminal, Landing Fees, Passenger Transfer System (PTS) Fees, Terminal Support Fees, and Ticket Counter Fees.