

Breeze Airways: Complete Route Analysis

A Red Tape Florida investigation. All 18 routes dropped by Breeze Airways between January 2025 and May 2026, examined individually.

NOTE: This accompanies the story located [here](#):

RTF examined every route Breeze Airways dropped in the 17-month period between January 2025 and May 2026. The findings fall into three categories:

8 routes: Confirmed public incentive or subsidy at one or both ends.

5 routes: Formal incentive program confirmed at origin airport; Breeze-specific terms require public records to confirm.

5 routes: Genuinely unknown — no incentive confirmed, but none ruled out.

The 8 Confirmed Routes

1. Huntsville (HSV) → Los Angeles (LAX) — ended September 2025

The clearest case in the dataset. The City of Huntsville [signed a Memorandum of Understanding with Breeze](#) paying \$10,000 per month in base incentive payments, with an additional \$10,000 per month bonus specifically designated for flying to Los Angeles. The MOU ran 24 months. LAX dropped in September 2025. The city then renewed its MOU with Breeze — this time without LAX as a destination. The city paid Breeze to fly to LA. When the check stopped, so did the flight.

2. Jacksonville (JAX) → Westchester (HPN) — ended May 2026

At the inaugural press conference announcing Breeze service to Jacksonville in 2022, [Mayor Lenny Curry announced he was asking City Council for \\$1 million in incentives and marketing assistance. The council approved it in May 2022.](#) The route to Westchester ran four years before ending in May 2026.

3. Greenville/Spartanburg (GSP) → Westchester (HPN) — ended September 2025

The GSP airport CEO [appeared before Spartanburg City Council in September 2024](#) specifically requesting \$275,000 to fulfill a backstop agreement with Breeze Airways. He told the council the total minimum annual guarantee required to get Breeze to launch was \$1.5 million — and that federal regulations prohibit airports from entering the backstop directly, so VisitGreenvilleSC was taking the lead. The route launched May 2024. It ended September 2025. Sixteen months.

4 & 5. Orlando (MCO) → Ogdensburg (OGS) and Orlando (MCO) → Plattsburgh (PBG) — ended April 2026 and April 2025

Both markets are Essential Air Service communities, meaning Breeze holds federal government contracts to provide service. [The Ogdensburg contract is worth more than](#)

[\\$8.8 million annually; Breeze bid \\$9.4 million per year for the Plattsburgh EAS contract.](#) In both cases, non-subsidized Orlando routes launched alongside the federally funded service. In both cases, the Orlando routes were dropped. In both cases, the federal money continues. The structure is transparent: subsidized routes survive, commercial complements are expendable.

6. Westchester (HPN) → Sarasota (SRQ) — ended February 2025

Sarasota Bradenton International Airport’s own leadership [confirmed on record](#) that the airport offers new carriers two-year waivers on landing fees, terminal use fees, and gate use fees, plus airport marketing money. The Westchester route launched November 2022 and ended February 2025 — a timeline that maps almost precisely to a two-year fee waiver window.

7. Akron-Canton (CAK) → Los Angeles (LAX) — ended August 2025

Ohio’s economic development agency, JobsOhio, operates a [\\$10 million annual Air Service Restoration Program](#) providing short-term revenue guarantee incentives to airlines. [JobsOhio’s own press release for the Breeze inaugural LAX flight](#) names the program as the vehicle that made the route possible. The Akron-Canton airport CEO said at the launch: “It’s our commitment, with partners like Breeze and JobsOhio — who offer the air services incentive program that brought Breeze here.” The route launched May 2024 and ended August 2025. It has not returned.

8. Orange County (SNA) → Montrose (MTJ) — ended April 2026

The [Colorado Flights Alliance](#) — a community-funded organization backed by lodging taxes, Telluride Ski Resort, the City of Montrose, and private businesses — announced the Breeze service to Montrose. Every airline serving Montrose operates inside CFA’s community backstop structure. The route was seasonal winter-only. When the ski season ended, Breeze left. The CFA announced the service for the following winter with Breeze again — which is how community-funded seasonal aviation works.

The 5 Strong Circumstantial Routes

Note: In all of these cases, Red Tape Florida is making public records requests to obtain more information.

Orlando (MCO) → Manchester (MHT) — ended May 2026

Manchester-Boston Regional Airport [publishes a formal Air Service Incentive Plan](#) specifically for new entrants. Breeze was a new entrant in June 2024. The Orlando route ended May 2026 — eleven months later. Breeze-specific terms require a public records request to confirm.

Hartford (BDL) → Daytona Beach (DAB) — ended May 2026

A [WFSB I-Team investigation](#) confirmed that Bradley International Airport offered Avelo Airlines a rent-free first year worth \$807,000 plus \$102,000 in marketing money. Breeze is a BDL operating base. The standard incentive structure almost certainly applied to Breeze as well — but the specific terms require a public records request.

Westchester (HPN) → Daytona Beach (DAB) — ended May 2026

Volusia County [created a \\$1 million fund specifically to mitigate airline startup risk at Daytona Beach International Airport](#). Breeze launched at DAB in November 2024. The route ended May 2026. Whether Breeze specifically drew from that fund requires a public records request.

Norfolk (ORF) → Syracuse (SYR) — ended September 2025

Norfolk Airport Authority [publishes a formal Air Service Incentive Policy](#) on its website. Norfolk is a Breeze operating base. The specific incentive terms for the Syracuse route have not been confirmed via public records.

Tampa (TPA) → Orange County (SNA) — ended August 2025

Tampa International Airport [publishes a formal Air Service Incentive Program](#) offering fee waivers and marketing funds for new service. Breeze launched its first-ever TPA flight in 2021; Tampa is an operating base. The specific terms for the Orange County route require a public records request.

The 5 Unresolved Routes

These five routes could not be confirmed or ruled out after extensive research. Public records requests to the relevant airport authorities are forthcoming.

Orlando (MCO) → Mobile (BFM) — ended January 2025

No confirmed incentive at either end. Mobile International Airport is a newly commercialized facility actively pursuing airline development — [Avelo preceded Breeze on the identical route and also exited within months](#) — suggesting both may have been working short-term incentive windows. A public records request to the Mobile Airport Authority is pending.

Fort Myers (RSW) → Bangor (BGR) — ended February 2025

Bangor International Airport [confirmed it is enterprise-funded with no formal airline incentive program](#). The Fort Myers/Lee County Port Authority side of this route remains unconfirmed. A public records request to LCPA is pending.

Fort Myers (RSW) → Stewart/Newburgh (SWF) — ended February 2025

Stewart International is operated by the Port Authority of New York and New Jersey — a structure that makes traditional community airline incentive packages less likely. No

confirmed incentive at either end. This is the route least likely to involve a public subsidy in the dataset.

Stewart (SWF) → Vero Beach (VRB) — ended May 2025

Vero Beach Regional Airport [has operated without taxpayer money since 1996](#), with any annual surplus directed to a construction fund. Airport Commission minutes confirm a lean operation with no room for airline subsidies. This is the closest to a confirmed no-incentive route in the dataset — though the Stewart end remains unconfirmed.

Raleigh/Durham (RDU) → Los Angeles (LAX) — ended January 2026

This one is the exception that may prove the rule. [RDU to LAX ended in January 2026](#) despite an 82.1% load factor — by any measure, passengers were filling the seats. The problem was market share: Breeze held just 7.8% of the RDU-LAX market against Delta's 50.6% and American's 41.4%. No confirmed incentive has been found at either end, and Breeze subsequently named RDU as an operating base and launched new California service to Orange County — a less competitive market than LAX. This looks like a legitimate competitive economics decision rather than an incentive-expiration exit. No public records request is pending.