Núm. 5158
Fecha 29 de noviembre de 1994 4:51 P.M.
Aprobado: BALTASAR CORRADA DEL RIO
Secretario de Estado
Por: [signature]
Secretaria Auxiliar de Estado

AUTORIDAD DE LOS PUERTOS DE PUERTO RICO
JUNTA DE DIRECTORES
SAN JUAN, PUERTO RICO 00936-2829

RESOLUCION NUM. 94-92

Resolución para establecer la Estructura General de Tarifas, Derechos, Cánones de Arrendamiento y otros Cargos, por el uso de las instalaciones y servicios en los **Aeropuertos Luis Muñoz Marín y Mercedita** (colectivamente, los "Aeropuertos"), por el período del 1ro de enero de 1995 al 31 de diciembre de 1996.

CONTENIDO	PAGINA
POR CUANTO	1
PRIMERO	1
SEGUNDO	1
TERCERO	1
CUARTO	1
RESUELVASE	1
APROBADA	2

Nota: Radicada en ambos idiomas

No. 5[illegible]58
Date: November 29, 1994 4:51 p.m.
Approved: Baltasar Corrada del Rio
Secretary of State
By: [illegible]
Assistant Secretary of State

Resolution No. 94-92

Resolution to establish the General Structure of Rates, Fees, Rentals, and Other Charges during the period from January 1, 1995 through December 31, 1996 for services and the use of facilities at Luis Munoz Marin International and Mercedita Airports.

WHEREAS, Puerto Rico Ports Authority (the "Authority") has determined that owing to certain adverse economic and other conditions as explained more fully in a letter, dated November 7, 1994, attached hereto from Deloitte & Touche, its ability to operate in a fiscally responsible manner requires an immediate increase in rates, fees, rentals and other charges for services and the use of facilities at Luis Munoz Marin International and Merceditia Airports (collectively, the "Airports); and

WHEREAS, the staff of the Authority has prepared a tariff attached hereto and made an integral part hereof containing the rates, fees, rentals and other charges for services and the use of facilities at the Airports, said tariff to become effective on January 1, 1995 for the period ending December 31, 1996; and

WHEREAS, the Secretary of Transportation and Public Works has appointed a Hearing Officer who will hold public hearings and submit a final report pursuant to Article 6(L)(1) of Act No. 125 of the Legislature of Puerto Rico, approved May 7, 1942, as amended, 23 LPRA Sec.336 recommending the adoption of the attached tariff; and

WHEREAS, the Governor of Puerto Rico has certified that owing to the foregoing circumstances, the public interest requires that the attached tariff take effect without delay as provided in Article 2.13 of Act 170 of the Legislature of Puerto Rico, approved August 12, 1988, as amended.

BE IT RESOLVED BY THE BOARD OF DIRECTORS
OF THE AUTHORITY as follows:

I. ADOPTION OF NEW TARIFF

The attached Tariff No. A-3-2 , establishing the general structure of rates, fees, rentals, and other charges for the periods from January 1, 1995 through December 31, 1995 and from January 1, 1996 through December 31, 1996 for the use of facilities and services at the Airports.

II. EFFECTIVENESS

1. The provisions of this resolution shall become effective on January 1, 1995 and shall remain in effect through December 31, 1996 in accordance with Article 6(L)(1) of the Act.

2. On the effective date of this Resolution, all previous resolutions establishing similar rates, fees, rentals and other charges for the use of facilities and services at the Airports will cease to be effective. Nothing in this resolution shall in any manner affect the effectiveness for periods prior to January 1, 1995 of such similar rates, fees, rentals and others charges.

3. The Authority reserves the right to amend the rates, fees, rentals and other charges established hereunder if during the period of effectiveness of this resolution there occur significant changes that warrant necessary amendments to such rates, fees, rentals and other charges.

In San Juan, Puerto Rico, this 29 day of November, 1994.

President
Board of Director

Secretary
Board of Director

3. The Authority reserves the right to amend the rates, fees, rentals and other charges established hereunder if during the period of effectiveness of this resolution there occur significant changes that warrant necessary amendments to such rates, fees, rentals and other charges.

In San Juan, Puerto Rico, this 28 day of November, 1994.

President
Board of Director

Secretary
Board of Director

Certifico que la presente es copia fiel y exacta de la Resolución Núm. 94-92 del 28 de Nov de 1994.

Sub-Secretaria

Deloitte & Touche LLP

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New York, New York 10281-1414

Telephone: (212) 436-2000
Facsimile: (212) 436-5000

November 7, 1994

Dr. Carlos Pesquera
President, Board of Directors

5158

Dr. Herman Sulsona
Executive Director

Puerto Rico Ports Authority
P.O. Box 2829
San Juan, Puerto Rico 00936-2829

Dear Drs. Pesquera & Sulsona:

Through our work at the Puerto Rico Ports Authority, we have gained an understanding of its current financial situation. Our study has uncovered many of the underlying factors creating the Authority's problems and the actions needed to restore its financial condition.

A brief summary of recent financial performance indicates the following:

- Prior to FY 1991, the Authority was a profitable enterprise.
- Relatively modest losses in FY 1991 began a downward trend that has resulted in FY 1993 losses of $40.1 million and Authority estimated FY 1994 losses of $41.9 million.

At the root of the Authority's fiscal problems are growing expenses that have outpaced relatively flat revenues.

Several significant factors have contributed to these losses, including:

- The failure to increase rates and tariffs in nearly four years.
- Operational inefficiencies.
- Steadily increasing personnel expenses.
- Unprofitable operations in several service areas.
- One-time extraordinary expenses of $16.1 million (1993) and $15.0 million (1994 Authority estimate).

These factors are described below in more detail.

Rates and Tariffs

Since 1991, the Authority's revenues have been virtually stagnant. This is due to the fact that rates have not been increased in nearly four years. The following problems exist in the rate-setting process:

- Customarily, rate increases have been enacted every three years. This is too infrequent to keep revenues on pace with expenses.

- In the past, certain expenses were not included in the calculations used to set rates. This has resulted in rates below those required to recover costs.

Operational Inefficiencies

The Authority generates revenues through charges for the use of its space and the passage of traffic through its air and sea ports. Accurate space management and volume tracking is essential for the Authority to bill and collect for all revenues to which it is entitled. We have found the following inadequacies in the activity tracking and billing processes:

- There are discrepancies between the space occupied and the space billed both at the Luis Munoz Marin Airport and the Isla Grande Marine Terminal.

- There are discrepancies between the maritime cargo volume reported in PRPA statistics and that reported by an independent third-party data source. This suggests that some cargo passes through the port without paying the appropriate wharfage fees.

In short, the Authority does not realize as much revenue as it could due to operational inefficiencies in activity tracking and billing.

Personnel Expenses

Salaries, wages, and fringe benefits represent the Authority's largest expenses. Increases in these personnel costs have significantly outpaced revenue growth, and thereby contributed to the current fiscal situation.

Since 1991, personnel costs have risen, even though the number of employees has remained stable. This is explained by the annual salary and benefits increases included in the Authority's collective bargaining agreements negotiated in 1993 and 1994 for a period of 3 years.

Ferries and Regional Airports

The Authority's ferries and regional airports generate sizable losses that drag down overall financial performance. The rationale for these unprofitable operations has been that they have provided essential transportation services. Without the Vieques and Culebra ferries, for example,

three thousand citizens would be cut off from Puerto Rico's mainland. Likewise, when the island's highway system was less developed, the regional airports provided access to remote locations. Finally, Acuaexpresso was designed to remedy mounting problems with congestion on San Juan's roadways.

Justifications exist for paring back the regional airport and ferry systems. Various constraints, however, prevent the downsizing of these operations. For instance, closing the Acuaexpresso would require that Puerto Rico pay back federal grant monies. This would be more expensive than operating the Acuaexpresso, however underused it is.

In the short term, it is likely that the Authority will continue to provide existing ferry and regional airport services. As long as it does so, these operations will contribute to Authority losses.

One-Time Extraordinary Expenses

In FY 1993, one-time expenses contributed $16.1 million to the Authority's losses. In FY 1994, these expenses are expected to contribute an additional $15.0 million (unaudited) to losses. These one-time expenses include the following:

- **Legal decision regarding Decree 38:** A Puerto Rico Supreme Court ruling against the Authority requires the payment of accrued vacation pay, penalties, and interest to certain of its employees who did not take their vacations in a timely manner. The expenses associated with this ruling amount to more than $14.6 million. The Authority has enacted a plan to implement proper vacation policies and therefore should not incur further expenses associated with Decree 38.

- **Bad debt:** Inadequate credit and collections systems and poor collection efforts on the Authority's part have resulted in the accumulation of extraordinary bad debt expenses. Recent analysis of all accounts receivable has revealed that these extraordinary bad debts amounted to approximately $16.5 million. The Authority decided to book this charge in FY 1993 and FY 1994. This decision inflated expenses for those two years.

The effect of the factors listed above has been consecutive losses in FY 1993 and FY 1994 of $40.1 million and $41.9 million (estimated) respectively. Losses of this magnitude have resulted in the following extremely serious consequences:

- Depletion of working capital
- Cash flow shortages
- Inability to pay vendors in a timely manner
- Inability to raise capital required to build new facilities
- Difficulty in complying with the covenants established in the Ports Authority's Bond Indenture

In fact, both in FY 1993 and FY 1994 the Ports Authority failed to meet the debt coverage levels required by its Bond Indenture. This failure has caused the bond rating agencies (Moody's and Standard & Poor's) to review the Authority's bond rating. It is quite possible that the rating agencies will downgrade the bonds, resulting in higher future capital costs.

Regardless of whether the Authority's bonds are downgraded, corrective action must be taken to restore financial strength. We recommend the following steps:

Rate Increases

Recently implemented maritime rate increases will be insufficient to rectify the Authority's financial problems. Further rate increases are required, as follows:

- Aviation rate increases to be implemented on January 1, 1995 and January 1, 1996.

- Annual rate increases thereafter, to be implemented on July 1 of each year for maritime areas and January 1 of each year in aviation areas.

Operational Improvements

In order to capture and bill for all real estate that the Authority rents and all activities for which it collects fees, the following improvements are suggested:

- Consolidate responsibility for management of all activities in the revenue cycle in one Department. This Department should have responsibility for space management, contracting, activity tracking, billing, and collections.

- Inventory all space owned by the Authority and ensure that it is marketed aggressively, and that all tenants pay for the space they occupy.

- Automate the billing process. Use industry-standard electronic databases as direct inputs into the Authority's billing system. Third-party data sources are believed to exist to bill for wharfage, dockage, harbor dues, landing fees, and passenger fees.

Expense Control

Noting that it is difficult, particularly in the short term, for the Authority to *reduce* expenses, there are a variety of actions that should be taken to *control* expenses.

In the short term, the Authority should maintain a tight rein over headcount. In particular, opportunities to reduce headcount through attrition should be sought. In addition, operating expenses such as insurance, fuel, travel, and contractual services may be trimmed.

Conclusion

Many of the problems faced by the Puerto Rico Ports Authority have historical roots. For example:

- Raising rates every three years, rather than annually, is a customary practice from the past.
- The ferries and regional airports were developed to serve past needs. Some of these operations have become obsolescent (e.g., Isla Grande Airport), while others have not attracted the volume of users to be economically sustainable (e.g., Acuaexpresso).
- Current personnel costs are constrained by hiring practices and union negotiations that took place in the past.

Our work with the current administration of Puerto Rico Ports Authority management has been rewarding and productive. Based on our work, the Board of Directors and the Executive Director understand the problems facing the enterprise, have developed a plan to restore financial strength, and are acting expeditiously to implement this plan. The Authority's future success depends on the concerted efforts of these individuals combined with the support of the Executive Branch.

Thank you for the opportunity to summarize our findings in this letter. We would be happy to respond to any further questions you may have concerning our analyses and recommendations.

Very truly yours,

Deloitte & Touche

Puerto Rico Ports Authority Resolution: 94-92	Tariff No. A-3-2 Page Number 1

Item	DEFINITIONS
1.0	DEFINITIONS
1.1	Extended Flights - Flights arriving from or departing for points in foreign countries or the continental United States.
1.2	Local Flights - Flights arriving from or departing for points in the Commonwealth of Puerto Rico or the American Virgin Islands.
1.3	Certificated Scheduled Airlines - Airlines duly certificated by the Civil Aeronautics Board through a certificate of public convenience and necessity, or any other certificate or permit assigning regular routes or schedules by said Board.
1.4	Commuter Airlines - Defined by CAB as "Those operators which perform pursuant to published schedules, at least five round trips per week between two or more points, or carry mail and are not a certificated scheduled airline".
1.5	Itinerant Air Carriers - Itinerant, irregular, uncertificated, non-scheduled, or other similar commercial air carriers not maintaining their own flight operations and certificated dispatchers and other services and activities common to certificated scheduled air carriers.
1.6	Commercial Aircraft - Aircraft privately or corporately owned whose operators are engaged in the carriage of persons, property, baggage, or mail commercially or for hire pursuant to authority granted by the Civil Aeronautics Board, directly or by way of exemption either under the Federal Aviation Act of 1958, as amended, or under Section 7 or 9 of Public Law 87-528. This includes, without limitation, aircraft operated by certificated scheduled airlines, commuter airlines, itinerant air carriers, and air taxis.
1.7	Non-Commercial Aircraft - Aircraft privately or corporately owned whose operators are not engaged in the carriage of persons, property, baggage, or mail commercially or for hire, and not operating under any type of certificate currently issued by the Civil Aeronautics Board for such services. This includes, without limitation, aircraft used exclusively by their owners or renters for pleasure flying, for proficiency flying, or for flying in connection with their own business with no revenue derived from the use of the aircraft; and also aircraft used to provide flying instruction, aerial application, aerial advertising, aerial photography, and the like.
1.8	Maximum Allowable Gross Take-Off Weight - The maximum gross weight at which an aircraft may take off from an airport as authorized by the Federal Aviation Administration.

Item	DEFINITIONS
1.9	Revenue Flight - A departure of a commercial aircraft which produces a revenue for the operator from the carriage of passengers, property, baggage, or mail, or because a charge is made for the flight, or for the use of the aircraft. If the departure does not produce revenue, but the previous landing of such aircraft was a revenue producing operation, the departure shall be considered a revenue flight.
1.10	Public Runways - The runway or runways at a given airport which are from time to time provided and made available by the Authority for public and common use by aircraft operators for the landing and taking-off of aircraft.
1.11	Public Taxiways - The taxiway or taxiways at a given airport which are from time to time provided and made available by the Authority for public and common use by aircraft operators for the ground movement of aircraft.
1.12	Public Ramp and Apron Areas - The ramp and apron areas at a given airport which are from time to time provided and made available by the Authority for public and common use by aircraft operators for the purpose of unloading and loading passengers, baggage, freight, mail, supplies, and other cargo from and to aircraft; for the purpose of performing ramp services to aircraft; and for the purpose of parking mobile equipment actively used in connection with such permitted uses.
1.13	Ramp Services to Aircraft - Services incidental to the immediate preparation of aircraft for scheduled departure, such services to include, among others, fueling, inspection and interior cleaning. Minor and emergency maintenance, exterior cleaning, and similar items will be deemed to be ramp service only when they can be performed within the time permitted by the rules and regulations of the Authority relating to the use of loading and unloading positions.
1.14	Service Stop Flight - A service stop flight shall mean an aircraft arrival and departure for the purpose of fueling, crew change, or cabin service without the enplaning or deplaning of revenue passengers, or the loading or unloading of revenue items of any kind.
1.15	Emergency Return Flight - Emergency return flight shall mean the return landing and subsequent departure of an aircraft for mechanical, meteorological, bomb search or other emergency reasons.
1.16	Passenger Charter Operation - Passenger operations under planeloads on special lease or contract agreements in domestic or foreign service.

Item	RULES AND REGULATIONS
2.0	Landing Fees - These fees will be assessed to any commercial or non-commercial aircraft for each departure including the preceding landing, if either be for revenue, expressed in terms of a rate per thousand pounds of maximum allowable gross weight of the aircraft at take-off, for the use of the landing area (Group I Facilities).
2.1	There shall be no charge for a departure by commercial aircraft if neither the departure nor the preceding landing be for revenue. This includes emergency return flights. Service stop flights are also excluded provided no revenue is derived from the operation. However, in the case of non-revenue flights, the aircraft operator must submit a certified statement within the next five calendar days after the flight, otherwise said flight will be subject to payment of charges as they apply to revenue flights.
2.2	Landing Fees include the right to use aircraft loading positions as provided in agreements between airport users and the Authority or, in the absence of such agreements, as provided in Airport Rules and Regulations as amended, to provide for penalties and exemptions from penalties for unauthorized parking.
3.0	Aircraft Parking:
3.1	An aircraft parked at the Puerto Rico International Airport on paved or unpaved ground not under lease, designated by the Authority for such use (on available basis), will be charged on the basis of per thousand pounds of maximum allowable gross weight of the aircraft at take-off, per each calendar day or fraction thereof.
3.2	The parking rate at the Puerto Rico International Airport shall commence four (4) hours after the arrival of the aircraft at the Airport for pure jet aircraft and two (2) hours for propeller aircraft (including turbo prop engines).
3.3	An aircraft owner may elect to enter into monthly parking arrangements with the Authority at the rates prescribed in this tariff.
3.4	An aircraft parked at Ponce Airport on paved or unpaved ground not under lease, designated by the Authority for such use (on available basis), will be charged on the basis of per thousand pounds of maximum allowable gross weight of the aircraft at take off per calendar day or fraction thereof. The daily rate shall commence four (4) hours after the arrival of the aircraft to the airport.

Item	RULES AND REGULATIONS
3.5	Parking rates will not apply to fixed base operators, aircraft owners, or operators leasing hangar, or parking space for storage of their aircraft when the aircraft is on their own leased areas, and is receiving an authorized service of those included in the contract with the Ports Authority.
3.6	In order to get the benefit of the monthly reduced aircraft parking rate, the corresponding payment has to be made in advance at the Airport Manager's office before the first calendar day of the month for which the parking arrangement is made.
3.7	Aircraft operators who elect to enter into the monthly rates agreement, are entitled, with no additional charges, to use aircraft parking facilities at any Ports Authority Airport; but they have to provide evidence of the monthly agreement to other airports where not usually parked.
4.0	Exemptions From Landing and Parking Fees.
4.1	No fees or charges shall be imposed on any of the following aircraft:
4.1.1	Military and naval aircraft of the United States to the extent that such aircraft are entitled to free use of the landing area under Section 11 (5) of the Federal Airport Act of 1946, as amended, provided that this grant of free use shall not be interpreted to extend the right to free use of the landing area by military and naval aircraft beyond the rights granted to such aircraft by Section 11 (5) of the Federal Airport Act of 1946, as amended.
4.1.2	Aircraft owned or operated under lease or contract by the Commonwealth and its municipalities, except its public corporations, extend the right to free use of landing area by military and naval aircraft beyond the rights granted to such aircraft by Section 11 (5) of the Federal Airport Act of 1946, as amended.
4.1.3	Aircraft owned or on lease by the Federal Government, and carrying as a passenger or landing to embark as a passenger the President of the United States, the Vice-President of the United States, a member of the Congress of the United States, or any civilian officer of an executive department of the United States with the rank of, or equivalent to Secretary, Under-Secretary, or Assistant Secretary of such executive department, provided, however, that movements of such aircraft shall be subject to the provisions of Section 11 (5) of the Federal Airport Act of 1946, as amended.
4.1.4	Aircraft operated by the United States Coast Guard, when engaged in the operation of search and rescue and law enforcement missions.

Item	RULES AND REGULATIONS
4.1.5	Military aircraft of foreign governments.
4.1.6	Aircraft used for search and rescue services by the Coast Guard Auxiliary in Puerto Rico, in which certification is accepted by the Puerto Rico Ports Authority in regard to type of aircraft and principal activity.
5.0	Rental For Terminal Space Rental for space will be charged at the passenger and freight terminals at the rates prescribed in this tariff.
6.0	Common Use Space It is that space used in common by the different types of operators at Luis Muñoz Marin International and Ponce Airports, including space made available to Federal Inspection Agencies at the passenger terminals, and classified as Group II and Group III Facilities in this tariff.
6.1	Group II Facilities
6.1.1	Group II Facilities include the gate lobbies of the Luis Muñoz Marin International Airport, loading bridges, sterile areas, and the gate lobby at Ponce, the baggage claim areas at both airports, used mainly by passenger in flights between the United States and Puerto Rico.
6.1.2	The break-even cost of Group II Facilities will be recovered from user air carriers through a per passenger charge.
6.2	Group III Facilities
6.2.1	Group III Facilities include gate lobbies, and sterile areas (security controlled) for passengers in service between points other than the United States. Includes foreign, local and commuters.
6.2.2	The break-even cost of Group III Facilities will be recovered from user air carriers through a per passenger charge according to the facilities used.
6.2.3	Passengers arriving from or departing to foreign countries and who use Group II Facilities will be assessed Group III facilities fees or charges.

Item	RULES AND REGULATIONS
6.2.4	Passengers boarding or landing from an aircraft parked at a common use facility gate, but moving to other exclusive use facilities or facilities with special arrangements will pay the corresponding per passenger charge assessed at the gate corresponding to the parking position used by the aircraft.
6.3	Group IV Facilities This is the area occupied by US Customs for the inspection of freight at the Luis M Marin International Airport. The rental costs of the space will be recovered on a basis of per thousand pounds of air freight as established in Item 18.0.
6.4	Exclusive Use Gate Lobbies-Luis Muñoz Marin International Airport
6.4.1	Airlines may enter into exclusive use arrangements for gate lobbies provided that the Authority is able to assign a gate lobby under the conditions established by experience or through special contracts.
7.0	Baggage Makeup Common Use The Authority due to lack of space may assign designated baggage makeup areas for common use by several carriers upon a determined charge to recover the space rental and investment of equipment installed in the area if not included in a specific per passenger charge.
8.0	Ground Rental Rental rates and other terms of lease agreements covering land on or adjacent to the airport properties or other land owned by the Ports Authority will be determined by the Authority from time to time in conformance with the Authority's actual regulation on Land Rental Policy as that Land Rental Policy, including amendments or revisions thereto, may exist from time to time.

Item	RULES AND REGULATIONS
9.0	Certified Statements - Airlines and Commuters Report Certified statements providing all necessary information required by the Ports Authority for statistical purposes or for the application of rates, fees, rentals, and other charges set forth herein shall be filed by each airport user, concessionaire, certificated scheduled airline, or commuter airline within ten (10) business days after the close of each calendar month. Said information shall include, but will not be limited to: advanced copy of monthly flight schedules, or other documents for billing purposes, and a certified statement during the first five days of every month of the changes occurred to the previous month's published flight schedule. A penalty of an annual 10% computed daily of the total billing will be assessed to those carriers submitting the information after the ten (10) business days indicated herein.
10.0	Penalty for Withholding Payment of Fees After the Effective Date of Resolution Tariff The Puerto Rico Ports Authority must assess a penalty of 15% annual interest to those carriers withholding any amount of payment beyond the initial effective date of this tariff.
11.0	Illegality of Charging Rates The collection by any operator or person of any different tariff to that herein established for the service rendered by the Ports Authority and/or the use of its facilities in the Luis Muñoz Marin International and Ponce Airports is illegal, unless with specific contract and/or consent of the Ports Authority.

Puerto Rico Ports Authority Resolution: _____		Tariff No. A-3-2 Page Number 8
Item	1995 RATES AND FEES	
12.0	Landing Fees Effective January 1, 1995 through December 31, 1995	
12.1	Commercial or non-commercial aircraft per departure, per 1,000 pounds MAGTOW:	$ 1.72
12.1.1	Minimum for take-off	$10.75
13.0	Parking Fees Effective January 1, 1995 through December 31, 1995	
13.1	Per calendar day or fraction thereof per 1,000 pounds MAGTOW:	
13.2	Daily	$ 0.70
13.3	Daily Minimum	$ 4.50
13.4	Monthly Minimum	$60.00
14.0	Rental for Space in Passenger Terminal Effective January 1, 1995 through December 31, 1995	Annual Rent Per Square Foot
14.1	Enclosed space - air conditioned	$32.18
14.2	Enclosed space - non-air conditioned	$28.82
14.3	Open ramp space	$19.86
14.4	Terrace space	$16.50
15.0	Rental for Space in Freight Terminals Effective January 1, 1995 through December 31, 1995	
15.1	Annual rent per square foot	$21.54
16.0	Passenger Terminal Fees Effective January 1, 1995 through December 31, 1995	Per Passenger
16.1	Arriving and departing passengers in flights with the US Mainland, per passenger	$1.28
16.2	Arriving and departing passengers in flights with foreign countries	$3.90
16.3	Arriving and departing passengers in flights with US Virgin Islands	$0.35
16.4	Arriving and departing passengers in Commuters in Puerto Rico flights	$0.35
16.5	At American Airlines Terminal	$0.01
17.0	Fees for Space Made Available to Federal Inspections Agencies in the Foreign Facilities Effective January 1, 1995 through December 31, 1996	Per 1,000 Pounds. $0.91

Item	1996 RATES AND FEES	
18.0	Landing Fees Effective January 1, 1996 through December 31, 1996	
18.1	Commercial or non-commercial aircraft per departure, per 1,000 pounds MAGTOW:	$ 1.75
18.1.1	Minimum for take-off	$10.95
19.0	Parking Fees Effective January 1, 1996 through December 31, 1996	
19.1	Per calendar day or fraction thereof per 1,000 pounds MAGTOW:	
19.2	Daily	$ 0.80
19.3	Daily Minimum	$ 5.25
19.4	Monthly Minimum	$70.00
20.0	Rental for Space in Passenger Terminal Effective January 1, 1996 through December 31, 1996	Annual Rent Per Square Foot
20.1	Enclosed space - air conditioned	$35.50
20.2	Enclosed space - non-air conditioned	$31.80
20.3	Open ramp space	$21.91
20.4	Terrace space	$18.21
21.0	Rental for Space in Freight Terminals Effective January 1, 1996 through December 31, 1996	
21.1	Annual rent per square foot	$22.23
22.0	Passenger Terminal Fees Effective January 1, 1996 through December 31, 1996	Per Passenger
22.1	Arriving and departing passengers in flights with the US Mainland, per passenger	$1.39
22.2	Arriving and departing passengers in flights with foreign countries	$4.22
22.3	Arriving and departing passengers in flights with US Virgin Islands	$0.38
22.4	Arriving and departing passengers in Commuters in Puerto Rico flights	$0.38
22.5	At American Airlines Terminal per passengers	$0.01
23.0	Fees for Space Made Available to Federal Inspections Agencies in the Foreign Facilities Effective January 1, 1995 through December 31, 1996	Per 1,000 Pounds.
		$0.91