No. 5159
Date: 29 de noviembre de 1994 4:51 p.m.
Approved: BALTASAR CORRADA DEL RIO
Secretary of State
By: [signature]
Assistant Secretary of State

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

RESOLUCION NUM. 94-93

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 **Regionales**, por el período del 1ro de enero de 1995 al 31 de diciembre de 1996.

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Nota: Radicada en ambos idiomas

AUTORIDAD DE LOS PUERTOS
ESTADO LIBRE ASOCIADO DE PUERTO RICO

DIRECTOR EJECUTIVO

5155

10 de noviembre de 1994

Hon. Pedro J. Rosselló González
Gobernador
La Fortaleza

Estimado señor Gobernador:

La Autoridad de los Puertos confronta una severa crisis finaciera, lo que ha expuesto a la Agencia a una situación que pudiera afectar la certificación de los grados de bonos. Es por ello que, a tenor con las recomendaciones de nuestros auditores externos, Deloitte & Touche, es presiso se implante una revisión tarifaria aérea, con carácter de emergencia, la cual debe tener vigencia a partir del 1ro de enero de 1995.

Le solicitamos que usted autorice al Departamento de Estado, División de Servicios, mediante **Certificación de Vigencia Inmediata**, que la resolución para implantar la revisión de tarifas aéreas sea efectiva al 1ro de enero de 1995.

Agradecemos toda la cooperación brindada a este asunto.

Cordialmente,

Herman Sulsona, Phd.

APROBADO POR:

Pedro Rosselló

Pedro J. Rosselló, Gobernador

RESOLUCION NUMERO ***94 - 93*** 5159

Resolución para establecer la Estrutura General de Tarifas, Derechos, Canones de Arrendamientos y otros Cargos por el uso de instalaciones y servicios en los Aeropuertos Regionales, por el periodo comprendido entre del 1ro de enero del 1995 al 31 de diciembre del 1996.

Por Cuanto, la Autoridad de los Puertos de Puerto Rico ha determinado que debido a su crisis fiscal y otras condiciones detallada en una carta de Deloitte & Touche LLP incluida con fecha 7 de noviembre 1994, su abilidad de operar en una manera responsable requiere un aumento inmediato en las tarifas, derechos, canones de arrendamientos y otros cargos por el uso de instalaciones y servicios en los Aeropuertos Regionales; y

Por Cuanto, la Autoridad de los Puertos ha preparado las tarifas adjunto que contienen las tarifas, derechos, canones de arrendamientos y otros cargos por el uso de instalaciones y servicios en los Aeropuertos Regionales, las cuales se efectuarán el 1ro de enero de 1995 por un período que termina el 31 de diciembre de 1996.

Por Cuanto, la Junta de Directores ha nombrado un Oficial, el cual dirigirá vistas públicas y someterá un informe final de conformidad con Artículo 6 L(1) de la Ley Núm. 125 de la Legislatura de Puerto Rico, aprobada el 7 de mayo del 1942, 23 LPRA Sec. 336 según enmendada, recomendando la adopción de las tarifas adjuntas.

Por Cuanto, el Gobernador de Puerto Rico ha certificado que debido a las circunstancias precedentes, el interés público requiere que las tarifas que implanta esta resolución se hagan efectivas sin retraso según estipulado en Artículo 2.13 de la Ley Núm 170 de la Legislatura de Puerto Rico, aprobada el 12 de agosto del 1988, según enmendada;

RESUELVASE POR LA JUNTA DE DIRECTORES DE LA AUTORIDAD lo siguiente:

I. ADOPCION DE NUEVAS TARIFAS

Se adopta la Tarifa Núm. A-2-1, incluida, que establece la estrutura general de las tarifas, derechos, canones de arrendamientos y otros cargos por los períodos de 1ro de enero del 1995 al 31 diciembre del 1995 y desde 1ro de enero 1996 hasta el 31 de diciembre del 1996.

II. EFFECTIVIDAD

1. Las disposiciones de esta Resolución serán efectivas el 1ro de enero del 1995 y permanecerán en efecto hasta el 31 de diciembre del 1996 de acuerdo con Articulo 6(L)(1) de la Ley.

2. Esta Resolución deja sin efecto todas las resoluciones antecedentes que establecen tarifas, derechos, canones de arrendamientos y otros cargos por el uso de instalaciones y servicios en los Aeropuertos Regionales. Nada en esta resolucion en niguna manera afectará la efectividad de tarifas, derechos, canones de arrendamientos y otros cargos para períodos antes del 1ro de enero del 1995.

3. La Autoridad de los Puertos se reserva el derecho de enmendar las tarifas, derechos, canones de arrendamientos y otros cargos si durante del período de efectividad de esta resolución existen cambios significativos que requiren cambios a dichas tarifas, derechos, canones de arrendamientos y otros cargos.

RESOLUCION NUMERO 94 - 93

En San Juan, Puerto Rico, a 28 de noviembre de 1994.

Presidente
Junta de Directores

Secretario
Junta de Directores

RESOLUCION NUMERO 94 - 93

En San Juan, Puerto Rico, a 28 de noviembre de 1994.

Presidente
Junta de Directores

Secretario
Junta de Directores

Certifico que la presente
es copia fiel y exacta de la
Resolución Núm. 94-93
del 28 de [illegible] de 1994.
Sub-Secretaria

Deloitte & Touche LLP

Two World Financial Center
New York, New York 10281-1414

Telephone: (212) 436-2000
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November 7, 1994

Dr. Carlos Pesquera
President, Board of Directors

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: 94-93 Regional Airport Rates & Fees	Tariff No. A-2-1 Page Number 1 Revised

Item	Rules and Regulations
1.0	Definitions
1.1	Certificated Scheduled Air Carriers - Airlines duly certificated by the Federal Aviation Administration through a certificate of public convenience and necessity or any other certificate or permit assigning services, regular routes, or schedules.
1.2	Commercial Aircraft - Aircraft whose operators are engaged in the carriage of persons, property, baggage, or mail commercially or for hire pursuant to authority granted by the Federal Aviation Administration, directly or by way of exemption under the Federal Aviation Act of 1958 as amended, or aircraft used to carry cargo or passengers for direct or indirect revenue-deriving activities.
1.3	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 Federal Aviation Administration for such services.
1.4	Maximum Allowable Gross Takeoff Weight - The maximum gross weight at which an aircraft may take off from an airport as authorized by the Federal Aviation Administration.
1.5	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.
1.6	Public Runways - The runway or runways at a given airport which are provided and made available by the Authority for public and common use by aircraft operations for the landing and taking-off of aircraft.
1.7	Public Taxiways - The taxiway or taxiways at a given airport which are provided and made available by the Authority for public and common use by aircraft operators for the ground movement of aircraft.

Item	Rules and Regulations
1.8	Public Ramp and Apron Areas - The ramp and apron areas at a given airport which are provided and made available by the Authority for public and common use by aircraft operators for the purpose of unloading and loading of passengers, baggage, freight, mail, supplies, and other cargo from and to aircraft; and for the purpose of parking mobile equipment actively used in connection with such permitted uses.
1.9	Ramp Services to Aircraft - Services incidental to the immediate preparation of aircraft for scheduled departure, such 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 positions.
1.10	Service Stop Flight - A service flight shall mean an aircraft arrival and departure for the purpose of fueling, crew change or cabin service without enplaning of revenue passengers or the loading or unloading of revenue items of any kind.
1.11	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.
1.12	Regional Airports - For the purpose of this tariff, the regional airports include all airports owned or controlled by the Puerto Rico Ports Authority except the Luis Munoz Marin International and Ponce Airports.
1.13	Aviation Schools - Those entities or persons duly credited by the Commonwealth of Puerto Rico Department of Education with up-to-date status and certificated as such by the Federal Aviation Administration.
1.14	Miscellaneous Services - The Ports Authority may provide services or the use of facilities at the charges established in this tariff to include washing aircraft, use of electricity, etc.

Item	Rules and Regulations
2.0	Landing Fees - These fees will be assessed to any commercial or non-commercial aircraft for each landing including the subsequent departure, if either be for revenue, expressed in terms of a rate per thousand pounds of maximum allowable gross weight of the aircraft at takeoff, for the use of the landing area.
2.1	There shall be no charge for a landing by commercial aircraft if neither the landing nor the following departure be for revenue. This refers to 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 Resolution No. 82-13 (R) as amended, to provide for penalties and exemptions from penalties for unauthorized parking, the same as applicable to the Luis Munoz Marin International Airport.
3.0	Aircraft Parking
3.1	The charge for parking indicated in the tariff will not apply to fixed base operations, aircraft owners or operators leasing hangar or parking space for the storage of their aircraft when the aircraft is on their own leased area.
3.2	The monthly aircraft parking fees will be paid by the owner or operator using the airport at his base station, except for those aircraft not stationed in Puerto Rico which will be paid at the Ports Authority offices of the airport where the aircraft is parked unless otherwise agreed with the Ports Authority in which case copy of such agreement will have to be shown to the officer or supervisor in charge at the airport.
3.3	Parking rates will not apply to aircraft owners or operators leasing hangar or parking space for the storage of their aircraft when such aircraft is parked in their own areas in accordance of a lease agreement with the Puerto Rico Ports Authority.

Item	Rules and Regulations
3.4	Free time to certificated scheduled airlines with operating bases at other airports- Free time for certificated scheduled airlines not having base operations at the regional airports and which stop at the same for taking or leaving of passengers or cargo is established in accordance with Regulation No. 8213, Section 2.7.(b) as amended, applicable to the airports operated by the Puerto Rico Ports Authority in the same manner as the Luis Munoz Marin International Airport.
4.0	General Conditions
4.1	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, certificated scheduled airline or commuter airline within five (5) 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 published and a certificated statement during the first five (5) days of every month of the changes made to the previous month's published flight schedule. A penalty of an annual 1.5% computed daily of the total billing will be assessed to those carriers submitting the information after the ten (10) business days indicated herein, subject to a minimum of $10.00 daily.
4.2	Government - Owned Aircraft No fees or charges shall be imposed on any of the following aircraft:
4.2.1	Public type aircraft, including military or those used in the service of the United States Government, the Commonwealth Government of Puerto Rico and alien governments and its subdivisions, not including public corporations.
4.2.2	Aircraft used for search and rescue services by the Coast Guard Auxiliary by the US Coast Guard Commandant in Puerto Rico and which certification is accepted by the Ports Authority in regard to type of aircraft and principal activity.
4.3	Penalty for Withholding Payment of Fees After the Effective Date of Tariff Resolution - The Puerto Rico Ports Authority will assess a penalty of 9% annual interest to those carriers withholding any amount of payment at any time beyond the initial effective date of this tariff.

Puerto Rico Ports Authority Resolution: 94-93 Regional Airport Rates & Fees	Tariff No. A-2-1 Page Number 5 Revised

Item	Rules and Regulations
4.4	Interest on Terms Due - Any sum due to the Puerto Rico Ports Authority for any of the fees, penalties or rentals established under this tariff will accrue interest at the maximum legal rate of interest allowable under the laws of Puerto Rico.
4.5	Parking Penalties - Monthly parking fees may be paid in advance and any owner or operator of any aircraft using the parking facilities of the Puerto Rico Ports Authority on a monthly basis under agreement to pay at the beginning of the month and not paying on time will be assessed a penalty of $1.00 per 1,000 pounds MAGTOW above the applicable per day fee for each calendar day after 10 days of the due date with the penalty to be paid starting the first day after due. Paying of the monthly parking in advance is the evidence for fixed base stationed aircraft for not paying at other regional airports.
4.5.1	The Ports Authority reserves its rights not to fuel and to stop or deny the use of its facilities to any aircraft which owes any parking or landing fees, unless such aircraft conduct such operations by paying in cash.
4.5.2	To determine the applicable monthly parking fee the greater of the daily charge per 1,000 pounds MAGTOW and the monthly minimum will be collected. - Example 1: an aircraft of 20,000 pounds MAGTOW would pay $420 for monthly parking, which is the greater of 20 x $0.70 (the daily rate per 1,000 pounds MAGTOW) x 30 days = $420 and the monthly minimum of $60; - Example 2: an aircraft of 2,500 pounds MAGTOW would pay $60 for monthly parking, which is the greater of 2.5 x $0.70 (the daily rate per 1,000 pounds MAGTOW) x 30 days = $52.50 and the monthly minimum of $60.
4.6	Illegality of Charging Rates - The collection by any operator or person of any different tariff to that herein established for the services rendered by the Ports Authority and/or the use of its facilities at the regional airports is illegal unless allowed under specific contract and/or consent of the Ports Authority.
4.7	Private or Pleasure Aircraft on Revenue-Producing Flights - Any private or pleasure aircraft carrying passengers or cargo through hire, or by charter or producing revenues or for a revenue producing activity will be treated as a commercial aircraft and will be subject to the corresponding commercial aircraft charges.

Puerto Rico Ports Authority Resolution: 94-93 Regional Airport Rates & Fees	Tariff No. A-2-1 Page Number 6 Revised

Item	1995 Rates and Charges
5.0	1995 Rates and Charges
5.1	Passenger Terminal Space Rental Effective January 1, 1995 through December 31, 1995 - Rent for the use of either air conditioned or not air conditioned space at the passenger terminals at all regional airports of the Puerto Rico Ports Authority is $16.00 per square foot per year.
5.2	Landing Fees Effective January 1, 1995 through December 31, 1995 - The following fees will apply for the use of public runways, taxiways and ramps at all regional airports for each landing:
5.2.1	All flights, including certificated scheduled airlines, commercial and non-commercial aircraft on revenue and non revenue flights per 1,000 pounds MAGTOW, or fraction thereof: $1.10
5.2.2	Minimum per flight: $9.50
5.3	Parking Rates Effective January 1, 1995 through December 31, 1995 - Any aircraft which utilizes any space at any of the regional airports will pay rates per 1,000 pounds MAGTOW or fraction thereof as follows:
5.3.1	Daily $0.70
5.3.2	Daily Minimum $4.50
5.3.3	Monthly Minimum $60.00
5.4	Ground Rental Effective January 1, 1995 through December 31, 1995 - Rent for ground at all regional airports is $0.50 per square foot per year.
5.5	Hangar and Warehouse Rental Effective January 1, 1995 through December 31, 1995 - Rent for hangar and warehouse space, including cargo terminal space, at all regional airports is $2.25 per square foot per year.
5.5.1	The rent for hangars and storage areas, including cargo terminals, at all regional airports for activities not related to aviation, will be determined by negotiations based on market value and using as a guide the proper established minimum.

Puerto Rico Ports Authority Resolution: 94-93 Regional Airport Rates & Fees	Tariff No. A-2-1 Page Number 7 Revised

Item	1995 Rates and Charges
5.5.2	The Ports Authority Executive Director may, with the consent of the Secretary of Transportation and Public Works, amend or alter the aforementioned established fees and charges so as to provide for incentives for the establishment of aviation related services at the different regional airports.
5.6	Miscellaneous Services Effective January 1, 1995 through December 31, 1995
5.6.1	Water used for washing aircraft per hour or fraction thereof is $3.75.
5.6.2	Electricity use, per hour or fraction thereof is $3.75.
5.6.3	Services, not classified, per hour or fraction thereof are $15.00.
5.6.4	Services, not classified, using Ports Authority employees; per employee per hour or fraction thereof are $37.50.

Puerto Rico Ports Authority Resolution: 94-93 Regional Airport Rates & Fees	Tariff No. A-2-1 Page Number 8 Revised

Item	1996 Rates and Charges
6.0	1996 Rates and Charges
6.1	Passenger Terminal Space Rental Effective January 1, 1996 through December 31, 1996 - Rent for the use of either air conditioned or not air conditioned space at the passenger terminals at all regional airports of the Puerto Rico Ports Authority is $20.00 per square foot per year.
6.2	Landing Fees Effective January 1, 1996 through December 31, 1996 - The following fees will apply for the use of public runways, taxiways and ramps at all regional airports for each landing:
6.2.1	All flights, including certificated scheduled airlines, commercial and non-commercial aircraft on revenue and non revenue flights per 1,000 pounds MAGTOW, or fraction thereof: $ 1.20
6.2.2	Minimum per flight: $10.35
6.3	Parking Rates Effective January 1, 1996 through December 31, 1996 - Any aircraft which utilizes any space at any of the regional airports will pay rates per 1,000 pounds MAGTOW or fraction thereof as follows:
6.3.1	Daily $0.80
6.3.2	Daily Minimum $5.25
6.3.3	Monthly Minimum $70.00
6.4	Ground Rental Effective January 1, 1996 through December 31, 1996 - Rent for ground at all regional airports is $0.53 per square foot per year.
6.5	Hangar and Warehouse Rental Effective January 1, 1996 through December 31, 1996 - Rent for hangar and warehouse space, including cargo terminal space, at all regional airports is $2.60 per square foot per year.
6.5.1	The rent for hangars and storage areas, including cargo terminals, at all regional airports for activities not related to aviation, will be determined by negotiations based on market value and using as a guide the proper established minimum.

Puerto Rico Ports Authority Resolution: 94-93 Regional Airport Rates & Fees	Tariff No. A-2-1 Page Number 9 Revised

Item	1996 Rates and Charges
6.5.2	The Ports Authority Executive Director may, with the consent of the Secretary of Transportation and Public Works, amend or alter the aforementioned established fees and charges so as to provide for incentives for the establishment of aviation related services at the different regional airports.
6.6	Miscellaneous Services Effective January 1, 1996 through December 31, 1996
6.6.1	Water used for washing aircraft per hour or fraction thereof is $4.35.
6.6.2	Electricity use, per hour or fraction thereof is $4.35.
6.6.3	Services, not classified, per hour or fraction thereof are $17.50.
6.6.4	Services, not classified, using Ports Authority employees; per employee per hour or fraction thereof are $43.50.