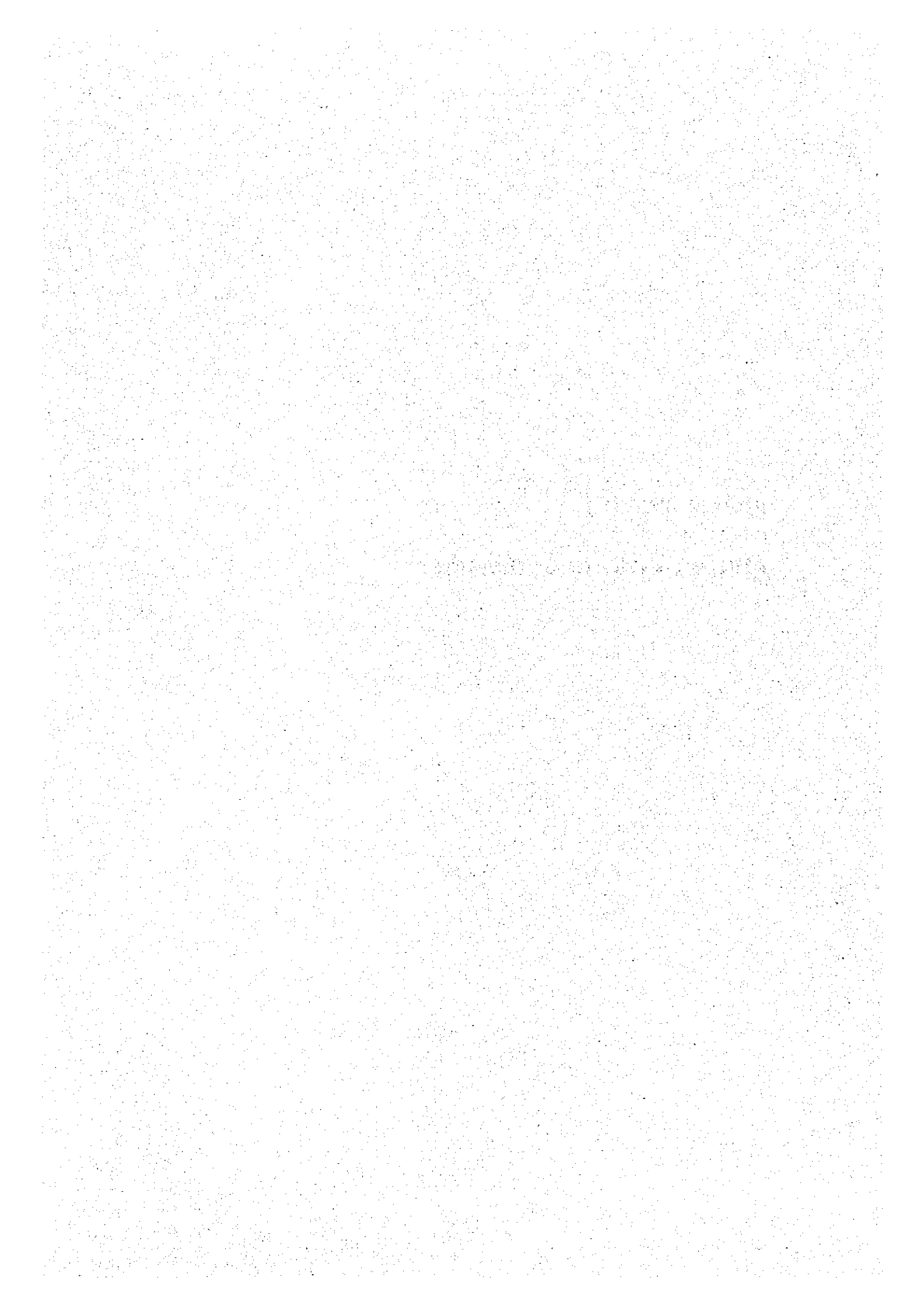


APPENDIX 6.5-3

ANNUAL COST REQUIREMENT



Annual Cost [Tashkent Airport] - Pre F/S Stage

(US\$1,000)

Work Items	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion]										
Work Items	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0									
Pavement	11,621			2,324	5,811	3,486				
Drainage	0									
Miscellaneous	0									
Subtotal	11,621									
C) Terminal Area Facility										
Passenger Terminal Building	13,205				3,962	3,962	5,282			
Cargo Building	7,819				2,346	2,346	3,128			
Tower	0				0	0	0			
Other Buildings	1,001				300	300	400			
Subtotal	22,025									
D) Air Navigation Facility	13,693						13,693			
E) Airport Special Equipment	462						462			
F) Utilities	26,732						26,732			
G) Project Administration	19,750	4,938	3,950	988	2,963	2,963	3,950			
H) Total	94,283	0	4,938	3,950	3,312	15,381	13,056	53,647	0	0

Annual Cost [Tashkent Airport] - Pre F/S Stage										
[Local Portion]										
Work Items	1	2	3	4	5	6	7	8	9	10
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0									
Pavement	1,291			258	646	387				
Drainage	0									
Miscellaneous	0									
Subtotal	1,291									
C) Terminal Area Facility										
Passenger Terminal Building	2,705			406	676	812	812			
Cargo Building	1,601			240	400	480	480			
Tower	0			0	0	0	0			
Other Buildings	205			31	51	62	62			
Subtotal	4,511						1,191			
D) Air Navigation Facility	1,191									
E) Airport Special Equipment	0									
F) Utilities	3,304						3,304			
G) Project Administration	3,577	894	715	179	537	537	715			
H) Total	13,874	0	894	715	1,114	2,310	2,277	6,564	0	0
(US\$1,000)										
Foreign + Local	108,157	0	5,832	4,665	4,425	17,690	15,333	60,211	0	0
(US\$1,000)										

Annual Cost [Tashkent Airport] - Pre F/S Stage (Passenger Bldg.)

(US\$1,000)

Work Items	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion]										
Work Items	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0									
Pavement	11,621			2,324	5,811	3,486				
Drainage	0									
Miscellaneous	0									
Subtotal	11,621									
C) Terminal Area Facility										
Passenger Terminal Building	13,205				3,962	3,962	5,282			
Cargo Building	0				0	0	0			
Tower	0				0	0	0			
Other Buildings	1,001				300	300	400			
Subtotal	14,206									
D) Air Navigation Facility	13,693						13,693			
E) Airport Special Equipment	462						462			
F) Utilities	6,129						6,129			
G) Project Administration	12,220		3,055	2,444	611	1,833	1,833	2,444		
H) Total	58,331	0	3,055	2,444	2,935	11,905	9,581	28,410	0	0

Annual Cost [Tashkent Airport] - Pre F/S Stage (Passenger Building Only)										
[Local Portion]										
Work Items	1	2	3	4	5	6	7	8	9	10
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0									
Pavement	1,291			258	646	367				
Drainage	0									
Miscellaneous	0									
Subtotal	1,291									
C) Terminal Area Facility										
Passenger Terminal Building	2,705			406	676	811	811			
Cargo Building	0			0	0	0	0			
Tower	0			0	0	0	0			
Other Buildings	205			31	51	62	62			
Subtotal	2,910									
D) Air Navigation Facility	1,191						1,191			
E) Airport Special Equipment	0						0			
F) Utilities	758						758			
G) Project Administration	2,152	538	430	108	323	323	430			
H) Total	8,302	0	430	802	1,696	1,583	3,252	0	0	0
(US\$1,000)										
Foreign + Local	66,633	0	3,593	2,874	3,737	13,601	11,164	31,663	0	0

Annual Cost [New Tashkent Airport] - Pre F/S Stage (Case-1:International Only)

(US\$1,000)

Work Items	1	2	3	4	5	6	7	8	9	10
Cost	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										

(US\$1,000)

Work Items	1	2	3	4	5	6	7	8	9	10
Cost	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
A) Compensation Work	4,492				1,348	1,348	1,797			
B) Airfield Facility										
Earthwork	125,208				37,562	37,562	37,562	12,521		
Pavement	152,851				30,570	30,570	30,570	30,570	30,570	30,570
Drainage	5,670						3,402	2,268		
Miscellaneous	3,654							1,096	1,096	1,462
Subtotal	287,383				1,348	1,348	1,797			
C) Terminal Area Facility										
Passenger Terminal Building	49,850							9,970	19,940	19,940
Cargo Building	10,819								5,410	5,410
Tower	15,139								7,570	7,570
Other Buildings	37,697								18,849	18,849
Subtotal	113,505									
D) Air Navigation Facility	37,943								18,972	18,972
E) Airport Special Equipment	13,469								6,735	6,735
F) Utilities	72,940								21,882	29,176
G) Project Administration	111,244	27,811	22,249	5,562	8,900	8,900	8,900	8,900	8,900	11,124
H) Total	640,976	0	27,811	22,249	5,562	47,810	82,231	87,207	139,921	149,806

Annual Cost [New Tashkent Airport] - Pre F/S Stage (Case-1:International Only)
 [Local Portion]

(US\$1,000)

Work Items	Cost	1	2	3	4	5	6	7	8	9	10
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
A) Compensation Work	499					150	150	200			
B) Airfield Facility											
Earthwork	13,912				4,174	4,174	4,174	4,174	1,391		
Pavement	16,983					3,397	3,397	3,397	3,397	3,397	3,397
Drainage	630							378	252		
Miscellaneous	406								122	122	162
Subtotal	31,931										
C) Terminal Area Facility											
Passenger Terminal Building	10,210								2,042	4,084	4,084
Cargo Building	2,216									1,108	1,108
Tower	3,101									1,551	1,551
Other Buildings	7,721									3,861	3,861
Subtotal	23,248									1,650	1,650
D) Air Navigation Facility	3,299									0	0
E) Airport Special Equipment	0										
F) Utilities	8,895								2,669	2,669	3,598
G) Project Administration	59,229		14,807	11,846	2,961	4,738	4,738	4,738	4,738	4,738	5,923
H) Total	127,101	0	14,807	11,846	2,961	9,062	12,458	12,886	14,610	23,176	25,292
Foreign + Local	768,077	0	42,618	34,095	8,524	56,871	90,838	95,117	101,817	163,099	175,098

(US\$1,000)

Annual Cost [New Tashkent Airport] - Pre F/S Stage (Case-2:International + Domestic)

Work Items	Cost	1	2	3	4	5	6	7	8	9	10
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
A) Compensation											
B) Financial Arrangement											
C) Design Works											
D) Tender Procedure											
E) Construction Works											
[Foreign Portion] (US\$1,000)											
Work Items	Cost	1	2	3	4	5	6	7	8	9	10
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
A) Compensation Work	4,492					1,348	1,348	1,797			
B) Airfield Facility											
Earthwork	125,208					37,562	37,562	37,562	12,521		
Pavement	169,038						33,808	33,808	33,808	33,808	33,808
Drainage	5,670							3,402	2,268		
Miscellaneous	3,654								1,096	1,096	1,462
Subtotal	303,570										
C) Terminal Area Facility											
Passenger Terminal Building	65,188								13,038	26,075	26,075
Cargo Building	20,779									10,390	10,390
Tower	15,139									7,570	7,570
Other Buildings	42,298									21,149	21,149
Subtotal	143,404									18,972	18,972
D) Air Navigation Facility	37,943										
E) Airport Special Equipment	13,931										
F) Utilities	72,941								21,882	21,882	29,176
G) Project Administration	121,019		30,255	24,204	6,051	9,682	9,682	9,682	9,682	9,682	12,102
H) Total	697,300	0	30,255	24,204	6,051	48,592	82,399	86,250	94,294	157,588	167,668

Annual Cost [New Tashkent Airport] - Pre F/S Stage (Case-2:International + Domestic)
 [Local Portion] (US\$1,000)

Work Items	Cost	1	2	3	4	5	6	7	8	9	10
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
A) Compensation Work	499					150	150	200			
B) Airfield Facility											
Earthwork	13,912					4,174	4,174	4,174	1,391		
Pavement	18,782						3,756	3,756	3,756	3,756	3,756
Drainage	630							378	252		
Miscellaneous	406								122	122	162
Subtotal	33,730										
C) Terminal Area Facility											
Passenger Terminal Building	13,352								2,670	5,341	5,341
Cargo Building	4,256								2,128	2,128	2,128
Tower	3,101									1,551	1,551
Other Buildings	8,663									4,332	4,332
Subtotal	29,372									1,650	1,650
D) Air Navigation Facility	3,299										
E) Airport Special Equipment	0										
F) Utilities	8,895								2,669	2,669	3,558
G) Project Administration	61,438		15,360	12,288	3,072	4,915	4,915	4,915	4,915	4,915	6,144
H) Total	137,233	0	15,360	12,288	3,072	9,238	12,995	13,423	15,775	26,462	28,621

(US\$1,000)											
Foreign + Local	834,533		45,614	36,491	9,123	57,830	95,394	99,673	110,069	184,050	196,289

Annual Cost [Namangan Airport] - Pre F/S Stage (Case-1: All Facilities)

Work Items	Total Cost									
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion] (US\$1,000)										
Work Items	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork				4,383						
Pavement				5,519	5,519	7,358				
Drainage										
Miscellaneous						853				
Subtotal										
C) Terminal Area Facility										
Passenger Terminal Building					5,057	5,057	6,743			
Cargo Building					1,139	1,139	1,519			
Tower					2,231	2,231	2,975			
Other Buildings					838	838	1,117			
Subtotal										
D) Air Navigation Facility							27,363			
E) Airport Special Equipment							4,541			
F) Utilities							10,743			
G) Project Administration		6,437	5,150	1,287	3,862	3,862	5,150			
H) Total	0	6,437	5,150	11,189	18,646	21,339	60,150	0	0	0

Annual Cost [Namangan Airport] - Pre F/S Stage (Case-1: All Facilities)
 [Local Portion]

(US\$1,000)

Work Items	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Cost	0									
A) Compensation Work										
B) Airfield Facility										
Earthwork	487			487						
Pavement	2,044			613	613	818				
Drainage	0									
Miscellaneous	95				95					
Subtotal	2,626									
C) Terminal Area Facility										
Passenger Terminal Building	3,453				1,036	1,036	1,381			
Cargo Building	778				233	233	311			
Tower	1,523				457	457	609			
Other Buildings	572				172	172	229			
Subtotal	6,326						2,379			
D) Air Navigation Facility										
Airport Special Equipment	0						0			
Utilities	1,328						1,328			
G) Project Administration	6,419	1,605	1,284	321	963	963	1,284			
H) Total	19,078	0	1,605	1,284	3,474	3,773	7,521	0	0	0

(US\$1,000)

Foreign + Local	141,989	8,042	6,433	12,610	22,120	25,112	67,671	0	0
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Annual Cost [Namangan Airport] - Pre F/S Stage (Case-2: Without Air Navigation Facility)

Work Items	1	2	3	4	5	6	7	8	9	10	
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	
A) Compensation											
B) Financial Arrangement											
C) Design Works											
D) Tender Procedure											
E) Construction Works											
[Foreign Portion]										(US\$1,000)	
Work Items	Total Cost	1	2	3	4	5	6	7	8	9	10
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	4,383				4,383						
Pavement	18,396				5,519	7,358					
Drainage	0										
Miscellaneous	853					853					
Subtotal	23,632										
C) Terminal Area Facility											
Passenger Terminal Building	16,858				5,057	5,057	6,743				
Cargo Building	3,797				1,139	1,139	1,519				
Tower	0				0	0	0				
Other Buildings	1,398				419	419	559				
Subtotal	22,053										
D) Air Navigation Facility	0										
E) Airport Special Equipment	4,541						4,541				
F) Utilities	10,743						10,743				
G) Project Administration	16,157		4,039	3,231	808	2,424	3,231				
H) Total	77,126	0	4,039	3,231	10,710	14,558	17,251	27,337	0	0	0

Annual Cost [Namangan Airport] - Pre F/S Stage (Case-2: Without Air Navigation Facility)
 [Local Portion] (US\$1,000)

Work Items	Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	487				487						
Pavement	2,044				613	818					
Drainage	0										
Miscellaneous	95					95					
Subtotal	2,626										
C) Terminal Area Facility											
Passenger Terminal Building	3,453					1,036	1,036	1,381			
Cargo Building	778					233	233	311			
Tower	0					0	0	0			
Other Buildings	286					86	86	114			
Subtotal	4,517										
D) Air Navigation Facility	0										
E) Airport Special Equipment	0										
F) Utilities	1,328							1,328			
G) Project Administration	4,905		1,226	981	245	736	736	981			
H) Total	13,376	0	1,226	981	1,345	2,704	3,003	4,116	0	0	0

	(US\$1,000)										
Foreign + Local	90,502	5,286	4,212	12,055	17,262	20,254	31,452				

Annual Cost [Namangan Airport] - Pre F/S Stage (Case-3:Passenger Building Only)

Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion]										(US\$1,000)
Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0						
Pavement	3,489			1,047	1,047	1,396				
Drainage	0									
Miscellaneous	280					280				
Subtotal	3,769									
C) Terminal Area Facility										
Passenger Terminal Building	18,081				5,424	5,424	7,232			
Cargo Building	0				0	0	0			
Tower	0				0	0	0			
Other Buildings	174				52	52	70			
Subtotal	18,255									
D) Air Navigation Facility	0									
E) Airport Special Equipment	601								601	
F) Utilities	8,853								8,853	
G) Project Administration	8,341		2,085	1,668	417	1,251	1,251	1,668		
H) Total	39,819	0	2,085	1,668	1,464	7,774	8,403	18,424	0	0

Annual Cost [Namangan Airport] - Pre F/S Stage (Case-3: Passenger Building Only)
 [Local Portion] (US\$1,000)

Work Items	Total Cost									
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork				0						
Pavement	388			116	116	155				
Drainage	0									
Miscellaneous	31					31				
Subtotal	419									
C) Terminal Area Facility										
Passenger Terminal Building	3,703				1,111	1,111	1,481			
Cargo Building	0				0	0	0			
Tower	0				0	0	0			
Other Buildings	36				11	11	14			
Subtotal	3,739									
D) Air Navigation Facility	0									
E) Airport Special Equipment	0									
F) Utilities	1,094						1,094			
G) Project Administration	1,759	440	352	88	264	264	352			
H) Total	7,011	440	352	204	1,502	1,572	2,941	0	0	0

Foreign + Local	46,830	2,525	2,020	1,688	9,276	9,975	21,366			
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Annual Cost [Termez Airport] - Pre F/S Stage (Case-1: All Facilities)

Work Items	Total Cost	1	2	3	4	5	6	7	8	9	10
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation											
B) Financial Arrangement											
C) Design Works											
D) Tender Procedure											
E) Construction Works											
[Foreign Portion]											(US\$1,000)
Work Items	Total Cost	1	2	3	4	5	6	7	8	9	10
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0				0	0					
Pavement	17,349				3,470	8,675	5,205				
Drainage	0										
Miscellaneous	0										
Subtotal	17,349										
C) Terminal Area Facility											
Passenger Terminal Building	10,664					3,199	3,199	4,266			
Cargo Building	2,079					624	624	832			
Tower	7,437					2,231	2,231	2,975			
Other Buildings	2,248					674	674	899			
Subtotal	22,428							27,265			
D) Air Navigation Facility	27,285							4,310			
E) Airport Special Equipment	4,310							7,727			
F) Utilities	7,727										
G) Project Administration	20,961		5,240	4,192	1,048	3,144	3,144	4,192			
H) Total	100,060	0	5,240	4,192	4,518	18,547	15,077	52,485	0	0	0

Annual Cost [Termez Airport] - Pre F/S Stage (Case-1: All Facilities)
[Local Portion]

(US\$1,000)

Work Items	Total Cost	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0			0	0						
Pavement	1,928			386	964	578					
Drainage	0										
Miscellaneous	0										
Subtotal	1,928										
C) Terminal Area Facility											
Passenger Terminal Building	2,184			328	546	655	655	655			
Cargo Building	426			64	107	128	128	128			
Tower	1,523			228	381	457	457	457			
Other Buildings	460			69	115	138	138	138			
Subtotal	4,593										
D) Air Navigation Facility	2,373							2,373			
E) Airport Special Equipment	0							0			
F) Utilities	955							955			
G) Project Administration	3,854		964	771	193	578	578	771			
H) Total	13,703	0	964	771	1,267	2,690	2,534	5,477	0	0	0

(US\$1,000)

Foreign + Local	113,763	6,204	4,963	5,785	21,237	17,612	57,962	0	0	0
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Annual Cost [Termez Airport] - Pre F/S Stage (Case-2: Without Air Navigation Facilities)

Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion]										(US\$1,000)
Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	17,349			3,470	8,675	5,205				
Drainage	0									
Miscellaneous	0									
Subtotal	17,349									
C) Terminal Area Facility										
Passenger Terminal Building	10,664				3,199	3,199	4,266			
Cargo Building	2,079				624	624	832			
Tower	0				0	0	0			
Other Buildings	853				256	256	341			
Subtotal	13,596				256	256	341			
D) Air Navigation Facility	0								0	
E) Airport Special Equipment	4,310								4,310	
F) Utilities	7,727								7,727	
G) Project Administration	11,390		2,848	2,278	570	1,709	1,709	2,278		
H) Total	54,372	0	2,848	2,278	4,039	14,462	10,992	19,753	0	0

Annual Cost [Termez Airport] - Pre F/S Stage (Case-2: Without Air Navigation Facilities)
[Local Portion]

Work Items	Total Cost									
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	1,928			386	964	578				
Drainage	0									
Miscellaneous	0									
Subtotal	1,928									
C) Terminal Area Facility										
Passenger Terminal Building	2,184			328	546	655	655			
Cargo Building	426			64	107	128	128			
Tower	0			0	0	0	0			
Other Buildings	175			26	44	53	53			
Subtotal	2,785									
D) Air Navigation Facility	0									
E) Airport Special Equipment	0									
F) Utilities	955						955			
G) Project Administration	2,343			117	351	351	469			
H) Total	8,011	0	586	489	921	2,012	1,765	2,259	0	0
Foreign + Local	62,383	3,433	2,747	4,960	16,474	12,757	22,013			

(US\$1,000)

Annual Cost [Termez Airport] - Pre F/S Stage (Case-3: Passenger Building Only)

Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion]										(US\$1,000)
Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0						
Pavement	2,331			466	1,166	699				
Drainage	0									
Miscellaneous	0									
Subtotal	2,331									
C) Terminal Area Facility										
Passenger Terminal Building	11,489				3,447	3,447	4,595			
Cargo Building	0				0	0	0			
Tower	0				0	0	0			
Other Buildings	28				8	8	11			
Subtotal	11,517									
D) Air Navigation Facility	0									
E) Airport Special Equipment	370								370	
F) Utilities	6,317									6,317
G) Project Administration	5,442		1,361	272	816	816	1,088			
H) Total	25,977	0	1,361	1,088	738	5,437	4,971	12,382	0	0

Annual Cost [Termez Airport] - Pre F/S Stage (Case-3: Passenger Building Only)
 [Local Portion]

(US\$1,000)

Work Items	Total Cost									
	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	259			52	130	78				
Drainage	0									
Miscellaneous	0									
Subtotal	259									
C) Terminal Area Facility										
Passenger Terminal Building	2,353			353	588	706	706			
Cargo Building	0			0	0	0	0			
Tower	0			0	0	0	0			
Other Buildings	6			1	2	2	2			
Subtotal	2,359									
D) Air Navigation Facility	0									
E) Airport Special Equipment	0									
F) Utilities	781								781	
G) Project Administration	1,140		285	228	57	171	171	228		
H) Total	4,539	0	285	463	890	956	1,717	0	0	0

(US\$1,000)

Foreign + Local	30,516	1,646	1,316	1,201	6,327	5,927	14,099			
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Annual Cost [Nukus Airport] - Pre F/S Stage (Case-1: All Facilities)

Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion]										(US\$1,000)
Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	15,196			3,039	7,598	4,559				
Drainage	0									
Miscellaneous	0									
Subtotal	15,196									
C) Terminal Area Facility										
Passenger Terminal Building	18,333				5,500	5,500	7,333			
Cargo Building	2,366				710	710	946			
Tower	7,437				2,231	2,231	2,975			
Other Buildings	3,167				950	950	1,267			
Subtotal	31,303									
D) Air Navigation Facility	27,285						27,285			
E) Airport Special Equipment	4,541						4,541			
F) Utilities	12,093						12,093			
G) Project Administration	23,961	5,990	4,792	1,198	3,594	3,594	4,792			
H) Total	114,379	0	5,990	4,792	4,237	20,583	17,544	61,232	0	0

Annual Cost [Nukus Airport] - Pre F/S Stage (Case-1: All Facilities)
 [Local Portion]

Work Items	(US\$1,000)									
	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
Total Cost										
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	1,688			338	844	506				
Drainage	0									
Miscellaneous	0									
Subtotal	1,688									
C) Terminal Area Facility										
Passenger Terminal Building	3,755			563	939	1,127	1,127			
Cargo Building	485			73	121	146	146			
Tower	1,523			228	381	457	457			
Other Buildings	649			97	162	195	195			
Subtotal	6,412									
D) Air Navigation Facility	2,373						2,373			
E) Airport Special Equipment	0						0			
F) Utilities	1,495						1,495			
G) Project Administration	4,195	1,049	839	210	629	629	839			
H) Total	16,163	0	1,049	839	1,509	3,076	3,059	6,631	0	0

(US\$1,000)	
Foreign + Local	130,542
Foreign	7,039
Local	5,631
Foreign + Local	12,670
Foreign	20,603
Local	67,863
Foreign + Local	88,466

Annual Cost [Nukus Airport] - Pre F/S Stage (Case-2: Without Air Navigation Facilities)

Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion] (US\$1,000)										
Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	15,196			3,039	7,598	4,559				
Drainage	0									
Miscellaneous	0									
Subtotal	15,196									
C) Terminal Area Facility										
Passenger Terminal Building	18,333				5,500	5,500	7,333			
Cargo Building	2,366				710	710	946			
Tower	0				0	0	0			
Other Buildings	1,772				532	532	709			
Subtotal	22,471									
D) Air Navigation Facility	0									
E) Airport Special Equipment	4,541						4,541			
F) Utilities	12,093						12,093			
G) Project Administration	14,390	3,598	2,878	720	2,159	2,159	2,878			
H) Total	68,691	0	3,598	2,878	3,759	16,498	13,459	28,500	0	0

(US\$1,000)

Work Items	Annual Cost [Nukus Airport] - Pre F/S Stage (Case-2: Without Air Navigation Facilities)									
	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	1,688			338	844	506				
Drainage	0									
Miscellaneous	0									
Subtotal	1,688									
C) Terminal Area Facility										
Passenger Terminal Building	3,755			563	939	1,127	1,127			
Cargo Building	485			73	121	146	146			
Tower	0			0	0	0	0			
Other Buildings	363			54	91	109	109			
Subtotal	4,603									
D) Air Navigation Facility	0						0			
E) Airport Special Equipment	0						0			
F) Utilities	1,495						1,495			
G) Project Administration	2,684			134	403	403	537			
H) Total	10,470	0	671	537	1,162	2,397	3,413	0	0	0

(US\$1,000)

Foreign + Local	79,161	4,269	3,415	4,921	18,895	15,749	31,913			
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Annual Cost [Nukus Airport] - Pre F/S Stage (Case-3: Passenger Facilities Only)

Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion]	(US\$1,000)									
Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	1,531			306	766	459				
Drainage	0									
Miscellaneous	0									
Subtotal	1,531									
C) Terminal Area Facility										
Passenger Terminal Building	19,925				5,978	5,978	7,970			
Cargo Building	0				0	0	0			
Tower	0				0	0	0			
Other Buildings	180				54	54	72			
Subtotal	20,105									
D) Air Navigation Facility	0								0	
E) Airport Special Equipment	601								601	
F) Utilities	10,363								10,363	
G) Project Administration	8,639		2,160	1,728	432	1,296	1,296	1,296	1,728	
H) Total	41,239	0	2,160	1,728	738	8,093	7,787	20,734	0	0

Annual Cost [Nukus Airport] - Pre F/S Stage (Case-3: Passenger Building Only)
 [Local Portion] (US\$1,000)

Work Items	Total Cost	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0		0	0							
Pavement	170		34	85	51						
Drainage	0										
Miscellaneous	0										
Subtotal	170										
C) Terminal Area Facility											
Passenger Terminal Building	4,061			612	1,020	1,224	1,224	1,224			
Cargo Building	0		0	0	0	0	0	0			
Tower	0		0	0	0	0	0	0			
Other Buildings	37		6	9	11	11					
Subtotal	4,118										
D) Air Navigation Facility	0										
E) Airport Special Equipment	0										
F) Utilities	1,281									1,281	
G) Project Administration	1,857		464	371	93	279	279	371			
H) Total	7,426	0	464	371	745	1,393	1,565	2,888	0	0	0
Foreign + Local	48,665		2,624	2,099	1,483	9,486	9,352	23,622			

(US\$1,000)

Annual Cost [Nationwide Air navigation System] -Pre F/S Stage (Case-1: Air Route Facility Only)

Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion] (US\$1,000)										
Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	0			0	0	0				
Drainage	0									
Miscellaneous	0									
Subtotal	0									
C) Terminal Area Facility										
Passenger Terminal Building	0			0	0	0	0			
Cargo Building	0			0	0	0	0			
Tower	0			0	0	0	0			
Other Buildings	0			0	0	0	0			
Subtotal	0									
D) Air Navigation Facility	9,568			2,392	2,392	2,392	2,392			
E) Airport Special Equipment	0									
F) Utilities	0									
G) Project Administration	2,536		634	507	127	380	380	507		
H) Total	12,104	0	634	507	2,519	2,772	2,772	2,899	0	0

Annual Cost [Nationwide Air navigation System] -Pre F/S Stage (Case-1: Air Route Facility Only)
 [Local Portion] (US\$1,000)

Work Items	Total Cost									
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	0			0	0	0				
Drainage	0									
Miscellaneous	0									
Subtotal	0									
C) Terminal Area Facility										
Passenger Terminal Building	0			0	0	0	0	0		
Cargo Building	0			0	0	0	0	0		
Tower	0			0	0	0	0	0		
Other Buildings	0			0	0	0	0	0		
Subtotal	0									
D) Air Navigation Facility	832						832			
E) Airport Special Equipment	0									
F) Utilities	0									
G) Project Administration	324	81	65	16	49	49	49	65		
H) Total	1,156	0	81	65	16	49	49	897	0	0

(US\$1,000)

Foreign +Local	13,260	715	572	2,535	2,821	2,821	2,821	3,796		
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Annual Cost [Nationwide Air navigation System] - Pre F/S Stage (case-2:Air Route + 3 Airports)

Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation										
B) Financial Arrangement										
C) Design Works										
D) Tender Procedure										
E) Construction Works										
[Foreign Portion] (US\$1,000)										
Work Items	1	2	3	4	5	6	7	8	9	10
Total Cost	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	0			0	0	0				
Drainage	0									
Miscellaneous	0									
Subtotal	0									
C) Terminal Area Facility										
Passenger Terminal Building	0			0	0	0	0			
Cargo Building	0			0	0	0	0			
Tower	26,645			3,997	6,661	7,994	7,994			
Other Buildings	0			0	0	0	0			
Subtotal	26,645			3,997	6,661	7,994	7,994			
D) Air Navigation Facility	91,501			22,875	22,875	22,875	22,875			
E) Airport Special Equipment	0									
F) Utilities	6,900			1,725	1,725	1,725	1,725			
G) Project Administration	33,137	8,284	6,627	1,657	4,971	4,971	6,627			
H) Total	158,183	0	8,284	30,254	36,232	37,564	39,221	0	0	0

Annual Cost [Nationwide Air navigation System] - Pre F/S Stage (case-2: Air Route + 3 Airports)
[Local Portion]

(US\$1,000)

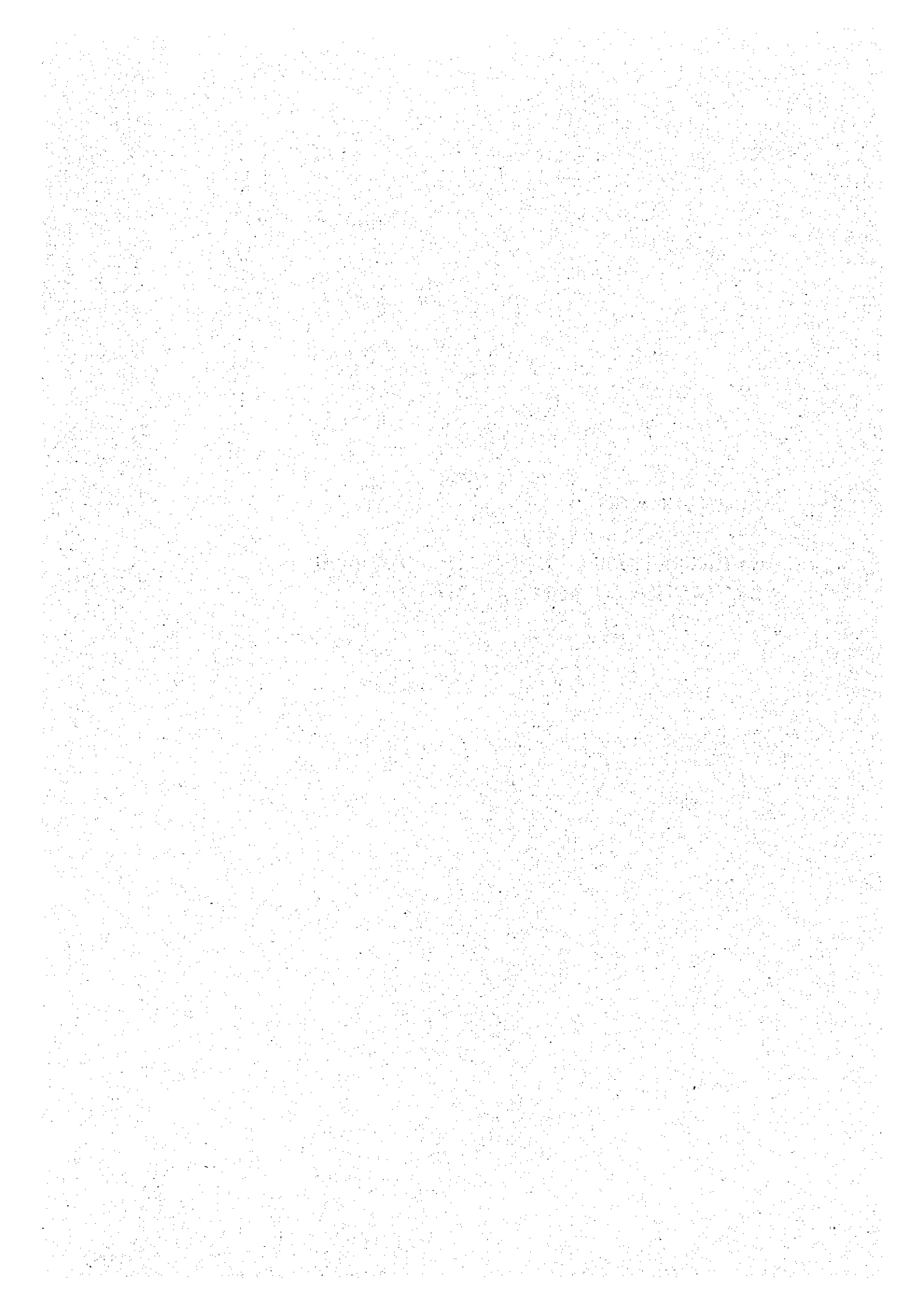
Work Items	1 1999	2 2000	3 2001	4 2002	5 2003	6 2004	7 2005	8 2006	9 2007	10 2008
Total Cost										
A) Compensation Work	0									
B) Airfield Facility										
Earthwork	0			0	0					
Pavement	0			0	0	0				
Drainage	0									
Miscellaneous	0									
Subtotal	0									
C) Terminal Area Facility										
Passenger Terminal Building	0			0	0	0	0	0		
Cargo Building	0			0	0	0	0	0		
Tower	5,275			791	1,319	1,583	1,583			
Other Buildings	0			0	0	0	0			
Subtotal	5,275						7,957			
D) Air Navigation Facility	7,957									
E) Airport Special Equipment	0									
Utilities	600			150	150	150	150			
Project Administration	5,054		1,264	253	758	758	1,011			
H) Total	18,886	0	1,264	1,194	2,227	2,491	10,700	0	0	0

(US\$1,000)

Foreign + Local	177,069	9,548	7,638	31,448	38,459	40,055	49,921			
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APPENDIX 6.6-1

**ENVIRONMENTAL SURVEY REPORT FOR
NEW TASHKENT AIRPORT SITE**



Republic of Uzbekistan

**THE STUDY
FOR
THE AIR TRANSPORTATION DEVELOPMENT
IN THE REPUBLIC OF UZBEKISTAN**

**ENVIRONMENTAL SURVEY REPORT
FOR
NEW TASHKENT AIRPORT SITE**

DECEMBER 1997

JAPAN AIRPORT CONSULTANTS, INC.

Contents

1. Introduction.....	A6.6-1-1
2. Surface Water Pollution	A6.6-1-1
3. Air Pollution.....	A6.6-1-4
4. Conclusions.....	A6.6-1-10

Enclosures

1. Meteorological conditions
2. Copy of Log, SO₂
3. Copy of Log, NO₂
4. Copy of Log, NO_x
5. Copy of Log, ozone
6. Copy of Log, CO
7. Chart of mass-spectrometer (surface water, chlorine HC)
8. Chart of gas-fluid chromatography (surface water, chlorine containing pesticides)
9. Print-out of air samples for HC content analysis

Introduction

Chinaz town is located at southwestern part of Tashkent province, and in Chirchik river valley close to place of its joining Syrdarya. This part of the province is relatively dry and has high summer temperatures as compared to mountainous northeast part. From ancient times people were growing crops here. More humid climate of hills allows to grow crops and fruits, whereas in valleys irrigated farming is well developed.

Chirchik-Akhangharan valley is important cotton-growing area in Uzbekistan. It possesses the first place in the Republic by volumes of production of kenaf (a kind of crop you make ropes of) and is famous for its grapes and yards. They can be seen everywhere, particularly frequently in suburbs of Tashkent, Yuangui-Yul and Chinaz.

The territory is densely populated. In 1996 population density per square km totaled to 281 persons, which is 7 times as high than average in the Republic.

Surface Water Pollution

Sampling :

On November 29 water samples were taken from two culverts, situated in the area of planned runway. During the survey the weather was fine, without any precipitation, wind speed - 1-2 m/sec, air temperature 13 °C.

Sample No. 1 was taken from nameless channel, flowing by 50 m from Tashkent-Chinaz road. Banks of the channel were covered by various vegetation. Water samples were taken from the right bank at 0.2 m depth using bucket. Water for gas components' analysis was contained in the special glass vessel with hermetic covers. At the sample venue, pH and Ox value definition was conducted.

Sample No. 1 was taken from ploughed field from nameless channel. Along the banks of the channel trees and vegetation grow in abundance. Water samples were taken from the right bank at 0.2 m depth using bucket. Water for gas components' analysis was contained in the special glass vessel with hermetic covers. At the sample venue, pH and Ox value definition was conducted.

Table 1

Results of water sampling analysis

Item	Sample No. 1	Sample No. 2	PDK
Sampling location	Nameless channel ~5m from road	Nameless channel by crop field end	
Sampling date	29.11.97 t=10:25	29.11.97 t=11:05	
pH	7,53	7,83	6,00
COD, mgO/l	6,2	4,9	30,0
SS, mg/l	2,8	2,6	25,0
DO, mg/l	11,38	11,40	6,00
BOD - 5, mgO/l	1,84	1,14	3,00
PCB, mkg/l	not encountered	not encountered	absent
Cd, mkg/l	not encountered	not encountered	5,0
Total Cyanide, mg/l	not encountered	not encountered	0,05
Chromium VI, mkg/l	traces	traces	1,0
Lead, mkg/l	not encountered	not encountered	30,0
Arsenic, mkg/l	traces	traces	50,0
Total Mercury, mkg/l	not encountered	not encountered	0,5
Alkyl Mercury, mkg/l	not encountered	not encountered	absent
Dichloromethane, mkg/l	not encountered	not encountered	absent
Carbon Tetrachloride, mkg/l	not encountered	not encountered	absent
1,2-Dichloroethane, mkg/l	not encountered	not encountered	absent
1,1-Dichloroethylene, mkg/l	not encountered	not encountered	absent
cis-1,2-Dichloroethylene, mkg/l	not encountered	not encountered	absent
1,1,1-Trichloroethane, mkg/l	not encountered	not encountered	absent
1,1,2-Trichloroethane, mkg/l	not encountered	not encountered	absent
Trichloroethylene, mkg/l	not encountered	not encountered	absent
Tetrachloroethylene, mkg/l	not encountered	not encountered	absent
1,3-Dichloropropene, mkg/l	not encountered	not encountered	absent
Benzene, mg/l	not encountered	not encountered	0,5
Thiuram, mkg/l	not encountered	not encountered	0,001
Simazine, mkg/l	not encountered	not encountered	0,001
Thiobencarb, mkg/l	not encountered	not encountered	0,001
Petroleum, mg/l	0,01	0,01	0,05
L-GHCG, mkg/l	not encountered	not encountered	0,001
GHCG, mkg/l	not encountered	not encountered	0,001
CO ₂ , mkg/l	1,76	1,32	absent
Phenol, mg/l	not encountered	not encountered	0,001
Semi Organic Components, mg/l	not encountered	not encountered	0,10
Total iron, mg/l	not encountered	not encountered	0,5
Nitrates, mg N/l	1,22	0,54	9,00
Nitrites, mg N/l	0,049	0,056	0,02
Ammonium ions, mg/l	0,02	0,01	0,40
Sulfates, mg/l	103	105	100
Chlorides, mg/l	36,0	32,0	300
Hydra-carbonates, mg/l	10,2	10,8	absent
Total rigidity, mg-equiv./l	5,80	5,90	6,00
Calcium, mg/l	72,1	72,1	180
Magnesium, mg/l	26,8	28,0	40,0
Sodium, mg/l	12,2	10,7	120
Potassium, mg/l	1,0	1,0	50,0
Mineralization, mg/l (sum of ions)	443	447	1000
Silicon, mg/l	2,8	2,7	absent
Phosphates, mg/l	0,004	0,003	absent

Equipment :

1. "Hewlett Packard" brand Chromate-mass spectrometer
2. "Tzvet-550" brand Gas-fluid Chromatograph
3. "Quantum-7" brand Fluimeter
4. "SF" brand Spectrophotometer
5. "KFK-3" Photocolorimeter
6. "pH-673" brand pH-meter
7. "VLR" brand Analytical weighs
8. "SNOL" brand Thermostat

Water sample analysis :

Water sample analysis for water pollutant substance content in the laboratory of monitoring of surface water pollution and precision analyses methods of the Department of environment pollution monitoring of GlavHydromet from November 29 to December 02, 1997.

Results of analyses (Table 1) revealed, that oxygen regimen of water in culverts is sustained at satisfactory level, saturation of water by oxygen is at 100 % level and corresponds to 11.36-11.40 mg/l. Organic substance content, defined based on indicators of BOD and COD, is not big. In samples 1 and 2, COD value totaled to 6.2 and 4.9 mgO/l, BOD - 1.84-1.14 mgO/l, respectively.

Presence of heavy metals (cadmium, chromium, lead, mercury, iron) was not observed.

Negative result was gained by chromatomass-spectrometrical test for chloride HC (dichloromethane, dichloroethane, 1.1-dichloroethylene, 1.2-dichloroethylene, 1.1.1-trichloroethane, 1.1.2-trichloroethane, trichloroethylene, tetrachloroethylene, 1.3-dichloropropene).

Chloro-organic pesticide content was not encountered : PCB, benzene and cyanide.

SS concentrations are not high and equal to 2.8, 2.6 mg/l.

On mineral content point of view, water in the surveyed culverts can be referred to medium mineralized water types. Mineralization of water equals to 443, 447 mg/l, water rigidity - 5.80-5.90 mg-equiv./l. A slight excision of PDK (by 1.05 times) was noted only for sulfates, their concentrations in water samples totaled to 103, 105 mg/l. Content of other mineral components is sufficiently lower the PDK.

Off the bio-gene components, 2.5 times PDK excision was registered by nitrite nitrogen, that had concentrations at 0.049, 0.056 mg N/l. Concentrations of nitrate and ammonium nitrogen are sufficiently lower the PDK.

Test for pollutant substance content, such as phenols, semi-organic components did not show their presence. Concentrations of petroleum were sufficiently lower the allowed levels.

Air pollution

Sampling :

Air samples were taken at field base from December 5 to December 8 1997 during 48 hours (Table 3). During the sampling activities the weather was fine, it was sunny and there were no winds. Samples were taken on hourly basis : on December 5 from 13:00 till 24:00, on December 6 from 01:00 till 14:00, on December 7 from 11:00 till 24:00 and on December 8 from 01:00 till 8:00. Duration of sampling 20 minutes. In parallel to sampling, meteo conditions such as wind direction and speed, relative air humidity were also defined.

Equipment :

Air sampling :

1. "EA-2" Electro-aspirator
2. "M-822" Electro-aspirator
3. "M-13" Pan type anemometer
4. "MV-4M" Psychrometer
5. "M-67" Barometer Aneroid
6. Seconds' meter

Air Sample Analysis :

1. "KFK-3" Photocolorimeter
2. "Elan" Gas-analyzer
3. "VLR" brand Analytical weighs
4. "Biolam" microscope
5. "Tzvet-550" brand Gas-fluid Chromatography

Results of analyses :

Air sample analysis was performed at the laboratory of monitoring the environmental, laboratory of hydra-biology of the department of environment pollution monitoring of GlavHydromet and at "Kiziltepa" laboratory for chromatography analysis methods.

Results of analyses revealed, that average concentrations of the defined mixtures did not exceed maximum allowed levels (PDK) and totaled to the following in percent perspective towards PDK :

- dust -74 %
- Sulfur dioxide - 6 %
- Sodium dioxide - 6.7%
- Carbon oxide - 16.7 %

■ Ozone - 60 %

Dry sub-base course, typical for the territory of Uzbekistan, forms increased levels of pollution by dust. Within the period of the survey, dust concentrations were varying from 0.05 to 0.17 mg/m³ (0.03-1.1 PDK). Average value totaled to 0.7 PDK

Dispersed composition of suspended matter (Table 2) was defined through estimation of particles on exposed filters within the range of vision of "Biolam" microscope under various zooming. Results of analysis showed that despite difference in total number of particles registered by 1 cubic meter of air, their disperse composition varies within a small range. Major part of suspended matter (from 65 to 75 %) are formed by particles with size 1-2 mkm and 3 mkm (from 10 to 15 %).

Concentrations of sodium oxide and dioxide, carbon oxide were sufficiently lower the maximum allowed levels and varied within the interval from 0 to 0.025 ; 0.034 and 0.018 mg/m³, respectively.

Methane content (Table 4) varied within the range from 0.9 to 4.9 mg/m³ and average concentration here was 1.89 mg/m³. Presence of ethane, ethylene, propane, propylene, butane, iso-butane, butylene, propane, iso-propane, hecsane in measured samples was not encountered.

Table 2

Results of analysis of disperse composition of suspended substances

Sampling Time	Total number of particles in 1 m of air	Relative content of particles of different category in % from total number											
		Suspended Substance										Soot	
		1-2 mkm	3 mkm	6 mkm	7 mkm	8,5 mkm	14 mkm	23 mkm	29 mkm	43 mkm	57 mkm	1-2 mkm	3-14 mkm
5.12.97													
13:00	6592859	73,0	10,7	6,6	3,1	2,7	2,0	0,5	0,44	0,22	0,1		0,1
14:00	6720321	71,0	12,1	6,8	3,4	1,99	2,2	0,6	0,51	0,21	0,12		
15:00	3121537	72,1	13,7	5,9	2,9	2,0	1,9	0,5	0,44	0,14			
16:00	3496666	69,5	15,2	5,4	3,3	2,8	1,8	0,5	0,66	0,66	0,16		
17:00	4893167	74,7	11,0	6,1	3,0	1,8	1,3	1,1	0,37	0,2	0,35		
18:00	6375812	75,1	10,2	6,6	1,9	2,1	2,2	0,7	0,6	0,3	0,1		
19:00	8790913	76,0	12,5	5,0	1,8	1,7	0,7	0,5	0,7	0,5			
20:00	4253332	69,7	14,1	7,6	2,3	2,2	1,4	1,3	0,8	0,4			
21:00	3991751	70,0	16,1	5,0	3,2	2,7	0,8	1,2	0,6	0,3			
22:00	4821755	66,9	15,0	7,3	4,3	2,7	1,9	0,67	0,13			0,56	0,54
23:00	5370120	69,0	14,9	8,0	3,9	2,0	0,5	1,2	0,2	0,2	0,2	0,1	
24:00	9881213	67,2	15,0	7,0	3,2	2,8	1,8	1,7	0,5	0,4	0,35		
6.12.97													
01:00	8769724	65,8	17,4	8,7	3,0	2,1	0,95	1,8	0,27				
02:00	9712131	69,1	12,2	7,0	1,4	3,5	1,8	2,0	0,37	0,5	0,16		
03:00	5815433	72,2	13,3	6,7	2,0	1,9	1,6	1,4	0,4	0,2			
04:00	7030172	71,3	10,6	5,4	3,6	3,0	2,5	1,25	0,6	0,3			
05:00	8921312	73,3	14,1	4,7	2,1	1,5	2,0	1,7	0,7	0,2			
06:00	8343452	73,5	13,0	5,0	1,8	1,4	1,9	2,0	0,6	0,5	0,3		
07:00	10676523	74,0	15,5	4,3	1,7	1,3	0,5	1,6	0,4	0,26	0,4		0,26
08:00	13200114	71,0	14,0	6,0	2,1	3,0	1,6	1,7	0,6				
09:00	13987101	72,0	15,0	5,0	2,0	2,0	2,0	1,3	0,7				
10:00	14274678	70,0	12,3	7,0	4,67	2,4	1,9	0,6	0,36	0,24			
11:00	10876815	70,1	12,8	8,0	2,7	2,5	2,2	2,3	0,7	0,5	0,2		
12:00	8211932	67,4	14,0	5,5	3,0	2,0	2,6	2,4	0,8	0,3			
13:00	7481267	70,0	15,6	6,6	2,4	1,94	1,2	1,0	0,6	0,3	0,2		
14:00	9471344	68,1	16,0	7,5	3,1	2,3	2,0	0,5	0,5				
7.12.97													
11:00	4752798	64,7	14,8	8,77	4,3	3,0	2,4	1,0	0,6	0,25	0,08		
12:00	7331412	65,2	17,0	6,5	2,7	3,4	3,2	1,2	0,4	0,3			
13:00	5419297	62,3	18,9	7,8	3,5	2,7	1,16	0,46	0,3	0,15			
14:00	6122313	67,9	13,3	5,2	4,1	3,5	2,8	2,0	0,8	0,4			
15:00	5923814	65,0	15,0	7,0	5,0	2,7	3,0	1,5	0,4	0,3	0,1		
16:00	5081460	62,6	19,3	6,1	4,0	2,75	1,6	2,27	0,6	0,32			
17:00	6271200	60,1	17,0	9,0	6,1	2,0	1,2	2,0	0,8	0,4	0,2		0,2
18:00	6485711	57,0	18,0	7,4	7,0	3,0	3,7	2,4	0,9	0,4	0,1		
19:00	6637300	51,4	21,0	10,0	7,4	3,5	3,5	1,7	0,64	0,13	0,26		
20:00	7112288	58,9	15,6	3,7	5,0	3,6	2,9	4,0	1,3	0,2	0,2		
21:00	9815170	60,0	18,0	10,1	3,0	3,4	2,7	1,8	0,5	0,3			
22:00	5743840	59,0	21,4	7,1	4,2	2,5	2,6	1,67	0,97		0,14		0,28
23:00	5820117	53,2	19,1	10,4	5,1	2,8	1,9	4,0	1,9	0,4	0,2		0,12
24:00	5533651	57,8	18,5	6,8	4,5	3,7	2,9	4,4	0,7	0,5	0,2		
8.12.97													
01:00	6734402	42,0	22,3	9,95	4,8	2,96	1,3	5,4	1,5	0,4	0,13		0,13
02:00	6830362	52,1	20,0	10,7	5,4	3,5	3,0	4,1	0,3	0,5	0,2		0,1
03:00	4100750	52,0	22,0	11,0	5,0	2,9	3,1	2,4	1,7		0,2		
04:00	5550175	57,0	22,0	9,0	4,7	1,56	2,1	1,4	1,0	0,5	0,17		
05:00	5832231	61,0	18,0	10,5	3,1	2,7	2,1	1,8	1,66	0,33	0,33		
06:00	5271175	58,3	21,0	6,0	5,1	2,0	3,5	2,4	1,2	0,3	0,15		
07:00	4795759	53,0	27,0	7,6	3,3	2,7	2,1	1,8	1,66	0,33	0,33		
08:00	5875441	62,0	22,0	5,7	2,4	3,7	2,0	1,9	0,2	0,1			

Note. Ranging by size categories was based on the biggest diameter of particles

Table 3

Results of air sampling

No.	Sampling Time	Concentration (mg/m ³)					
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December 5, 1997

		Dust	SO ²	CO	NO ²	NO	Ozone	
1	13:00	0,05	0,008	0,7	0,013	0,015	0,015	0,048
2	14:00	0,06	0,0	0,4	0	0,007	0,007	0,053
3	15:00	0,00	0,0	0,7	0,015	0,012	0,012	0,041
4	16:00	0,00	0,0	0,6	0,002	0,013	0,013	0,045
5	17:00	0,05	0,0	0,5	0	0,003	0,003	0,041
6	18:00	0,1	0,0	0,7	0,002	0,005	0,005	0,017
7	19:00	0,11	0,0	0,6	0	0,0	0,0	0,018
8	20:00	0,07	0,004	0,6	0,002	0,003	0,003	0,019
9	21:00	0,07	0,0	0,7	0,0	0,0	0,0	0,018
10	22:00	0,07	0,0	0,6	0,0	0,0	0,0	0,014
11	23:00	0,06	0,005	0,5	0,0	0,0	0,0	0,002
12	24:00	0,21	0,0	0,5	0,00	0,0	0,0	0,002

December 6, 1997

13	01:00	0,18	0,0	0,4	0,002	0,002	0,002	0,003
14	02:00	0,22	0,006	0,5	0,002	0,002	0,002	0
15	03:00	0,07	0,0	0,5	0	0,0	0,0	0,003
16	04:00	0,06	0,006	0,4	0	0,003	0,003	0,002
17	05:00	0,12	0,005	0,4	0,0	0,002	0,002	0,003
18	06:00	0,07	0,0	0,3	0,0	0,002	0,002	0,01
19	07:00	0,06	0,002	0,4	0,002	0,0	0,0	0,012
20	08:00	0,12	0,0	0,5	0,004	0,0	0,0	0,008
21	09:00	0,10	0,003	0,7	0,012	0,002	0,002	0,002
22	10:00	0,11	0,002	0,8	0,006	0,0	0,0	0,022
23	11:00	0,11	0,018	0,8	0,013	0,0	0,0	0,044
24	12:00	0,11	0,003	0,7	0,003	0,0	0,0	0,039
25	13:00	0,07	0,0	0,5	0,011	0,0	0,0	0,041
26	14:00	0,19	0,0	0,6	0,005	0,008	0,008	0,034

Table 3 (cont.)

No.	Sampling Time	Concentration (mg/m ³)					
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December 7, 1997

		Dust	SO ²	CO	NO ²	NO	Ozone
27	11:00	0,19	0,011	0,5	0,021	0,0	0,004
28	12:00	0,17	0,0	0,6	0,021	0,017	0,008
29	13:00	0,16	0,0	0,5	0,031	0,005	0,012
30	14:00	0,16	0,002	0,4	0,026	0,025	0,010
31	15:00	0,11	0,007	0,5	0,034	0,012	0,021
32	16:00	0,11	0,004	0,5	0,021	0,012	0,032
33	17:00	0,10	0,003	0,5	0,026	0,007	0,003
34	18:00	0,09	0,005	0,5	0,028	0,014	0,006
35	19:00	0,09	0,0	0,5	0,021	0,0	0,008
36	20:00	0,17	0,012	0,5	0,008	0,013	0,009
37	21:00	0,24	0,0	0,5	0,010	0,0	0,014
38	22:00	0,20	0,0	0,5	0,010	0,0	0,011
39	23:00	0,09	0,002	0,5	0,003	0,0	0,011
40	24:00	0,08	0,003	0,5	0,010	0,007	0,003

December 8, 1997

41	01:00	0,10	0,002	0,5	0,008	0,003	0,010
42	02:00	0,10	0,007	0,5	0,013	0,007	0,021
43	03:00	0,06	0,011	0,4	0,020	0,012	0,035
44	04:00	0,10	0,0	0,3	0,008	0,0	0,033
45	05:00	0,10	0,0	0,4	0,0	0,0	0,026
46	06:00	0,08	0,0	0,3	0,005	0,0	0,021
47	07:00	0,06	0,0	0,3	0,010	0,002	0,015
48	08:00	0,11	0,0	0,3	0,005	0,0	0,011
average concent. -n		0,1	0,003	0,5	0,009	0,004	0,018
average daily PDK		0,15	0,05	3	0,04	0,06	0,03

Table 4

HC content in air samples

Sampling time	CH4	C2H6	C2H4	C3H8	C3H6	C4H 10 I	C4H 10 N	C4H8	C5H 12 I	C5H 12 N	C6H14
5.12.97											
13:00	1,2	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
14:00	1,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
15:00	1,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
16:00	1,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
17:00	1,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
18:00	1,2	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
19:00	1,2	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
20:00	1,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
21:00	1,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
22:00	0,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
23:00	1,0	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
24:00	1,0	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
6.12.97											
01:00	1,0	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
02:00	0,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
03:00	1,07	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
04:00	1,07	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
05:00	1,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
06:00	1,4	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
07:00	1,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
08:00	2,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
09:00	2,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
10:00	2,3	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
11:00	3,0	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
12:00	4,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
13:00	4,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
14:00	3,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
7.12.97											
11:00	2,7	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
12:00	2,3	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
13:00	1,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
14:00	1,7	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
15:00	1,8	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
16:00	1,6	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
17:00	2,0	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
18:00	1,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
19:00	2,4	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
20:00	2,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
21:00	1,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
22:00	2,0	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.

23.00	2,2	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
24.00	2,3	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
8.12.97											
01.00	2,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
02.00	1,7	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
03.00	1,6	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
04.00	1,9	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
05.00	2,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
06.00	2,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
07.00	2,8	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.
08.00	2,1	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.	N.R.

N. R. - Not Revealed

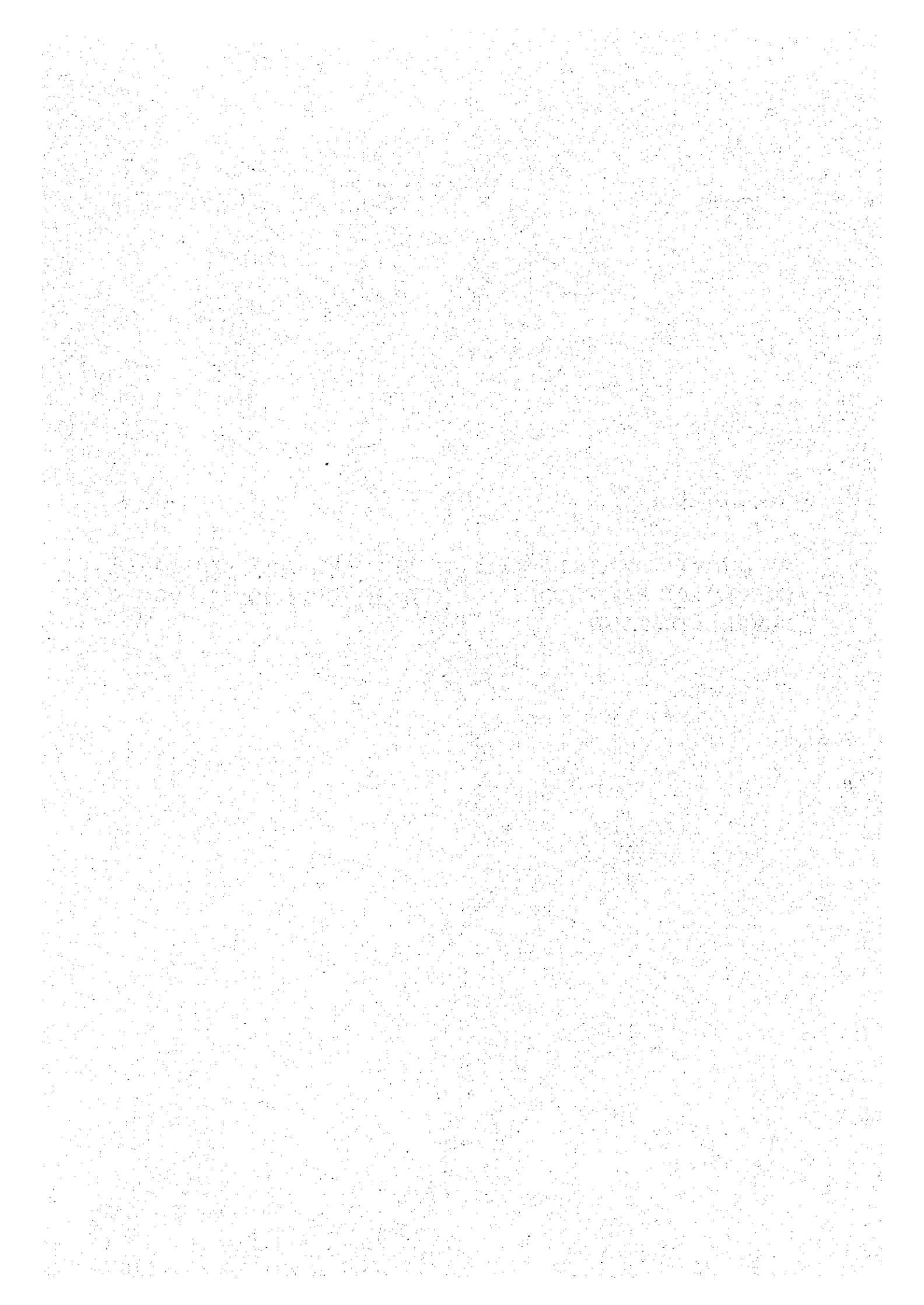
Conclusions

Results of the survey at Tashkent airport area location near Chinaz revealed the following :

- Concentrations of hazardous substances in water are not big and basically did not exceed maximum allowed values
- Air pollution is not sufficient. Contents of the defined gas mixtures in all cases were lower than maximum allowed concentrations. A slight dusty air is attributed to the dry sub-base course, that is typical for the dry provinces in Uzbekistan.

APPENDIX 6.6-2

**AIRCRAFT MOVEMENT FOR ESTIMATING "WECPNL"
(WEIGHTED EQUIVALENT CONTINUOUS PERCEIVED NOISE
LEVEL) CONTOUR**



Number of Aircraft Movement for forecasting WEPNL contour (Departure-1)

Item	Tashkent Airport												Samangan Airport											
	1997 Summer						2020						1997 Summer						2020					
	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL
Domestic flight -500km	Weekly	202	19	3	221	73	61	51	185	14	1	15	66	38	104									
	daily	29	3	1	32	11	9	8	28	2	1	3	10	6	16									
	Daytime	25.2	2.6	0.6	27.8	9.4	7.7	6.8	23.9	1.1	0.5	1.6	6	3.6	9.6									
	Evening Night	3.8	0.4	0.1	4.2	1.7	1.4	1.2	4.3	0.9	0.5	1.4	2.5	1.5	4									
CIS flight -500km	Weekly	6	3	9	18	5	5	15	3	1	3	9	3	3										
	daily	0.6	0.6	1.2	2.4	0.6	0.6	1.8	0.6	0.6	1.8	0.6	0.6	0.6										
	Daytime	0.3	0.3	0.6	1.2	0.2	0.2	0.6	0.2	0.2	0.6	0.2	0.2	0.2										
	Evening Night	0.1	0.1	0.2	0.4	0.2	0.2	0.6	0.2	0.2	0.6	0.2	0.2	0.2										
500-1000	Weekly	3	1	2	6	9	2	2	13	1	1	2	1	1										
	daily	0.8	0.8	1.6	3.2	1.2	1.2	3.6	1.2	1.2	3.6	1.2	1.2	1.2										
	Daytime	0.2	0.2	0.4	0.8	0.4	0.4	1.2	0.4	0.4	1.2	0.4	0.4	0.4										
	Evening Night	0.4	0.4	0.8	1.6	0.4	0.4	1.2	0.4	0.4	1.2	0.4	0.4	0.4										
1000-2500	Weekly	10	60	70	130	21	74	105	105	1	1	11	2	9										
	daily	1.2	5.5	6.7	12.4	3	11	16	16	1	1	2	1	2										
	Daytime	0.4	1.7	2.1	4.2	0.6	2.2	2.8	2.8	1	1	2	0.6	1.2										
	Evening Night	0.4	1.8	2.2	4.4	0.6	2.2	3.6	3.6	1	1	2	0.2	0.4										
International flight 1000-1500	Weekly	9	9	9	18	15	15	15	15															
	daily	2	2	2	4	3	3	3	3															
	Daytime	1.3	1.3	1.3	2.6	1.8	1.8	1.8	1.8															
	Evening Night	0.7	0.7	0.7	1.4	1.1	1.1	1.1	1.1															
1500-2500	Weekly	17	17	17	34	17	17	17	17															
	daily	3	3	3	6	3	3	3	3															
	Daytime	0.7	0.7	0.7	1.4	2	2	2	2															
	Evening Night	0.3	0.3	0.3	0.6	1.1	1.1	1.1	1.1															
2500-3500	Weekly	43	17	17	77	43	43	43	43															
	daily	5	3	3	11	7	7	7	7															
	Daytime	1.8	1.8	1.8	3.6	3.9	3.9	3.9	3.9															
	Evening Night	0.4	0.4	0.4	0.8	1.4	1.4	1.4	1.4															
3500-4500	Weekly	2	2	2	4	2	2	2	2															
	daily	1	1	1	2	1	1	1	1															
	Daytime	0.55	0.55	0.55	1.1	0.4	0.4	0.4	0.4															
	Evening Night	1	1	1	2	0.5	0.5	0.5	0.5															
Total	Weekly	202	22	128	352	87	87	213	405	14	2	16	70	40	121									
	daily	29	5	23	57	14	13	33	4	2	4	12	7	3										
	Daytime	25.2	3.3	14.6	43.1	11.2	10.1	23	2.3	1.5	2.6	7.2	4.2	1.8										
	Evening Night	3.8	0.9	4	8.7	2.3	2.2	5.4	0.8	0.5	1.4	2.9	1.7	0.6										

Note: Daytime 07-19; Evening 19-22; Night 22-07

Number of Aircraft Movement for forecasting WECPNL contour (Arrival-I)

Item	Tashkent/New Tashkent												Namangan											
	1997 Summer						2020						1997 Summer						2020					
	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL
Domestic flight -500km	Weekly daily	202	19	3	221	9	73	61	51	185	15	14	1	38	104									
	Daytime	29	3	32	8	28	11	9	2	2	3	2	1	6	16									
	Evening	25.2	2.6	27.8	6.4	22.4	8.8	7.2	6.4	53	1.6	1.1	0.5	3.6	9.6									
	Night	3.8	0.4	4.2	1.6	5.6	2.2	1.8	1.6	47	1.4	0.9	0.5	1.5	4									
CIS flight -500km	Weekly daily	6	3	9	6	15	5	5	5	15	3	1	1	3										
	Daytime	1	1	2	1	3	1	1	1	3	1	1	1	1										
	Evening	0.6	0.6	1.2	0.5	1.5	0.5	0.5	0.5	45	0.5	0.5	0.5	0.5										
	Night	0.3	0.3	0.6	0.2	0.6	0.2	0.2	0.2	15	0.2	0.2	0.2	0.2										
500-1000	Weekly daily	5	1	6	2	8	9	9	9	27	10	1	1	11										
	Daytime	1	1	2	1	3	2	2	2	9	2	1	1	3										
	Evening	0.8	0.8	1.6	0.9	2.5	0.9	0.9	0.9	45	0.9	0.9	0.9	0.9										
	Night	0.2	0.2	0.4	0.2	0.4	0.2	0.2	0.2	15	0.2	0.2	0.2	0.2										
1000-2500	Weekly daily	10	60	70	10	105	21	74	10	105	10	74	10	11										
	Daytime	2	9	11	3	16	3	5	2	16	2	1	1	3										
	Evening	1.2	5.5	6.7	1.4	7.3	0.9	5.9	0.9	45	0.9	0.9	0.9	0.9										
	Night	0.4	1.7	2.1	0.5	2.5	0.5	1.7	0.3	100	0.5	0.5	0.5	0.5										
International flight 1000-1500	Weekly daily	9	9	9	9	15	15	15	15	15	15	15	15	15										
	Daytime	2	2	2	2	3	3	3	3	3	3	3	3	3										
	Evening	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4										
	Night	0.7	0.7	0.7	0.7	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2										
1500-2500	Weekly daily	17	17	18	17	17	17	17	17	17	17	17	17	17										
	Daytime	1	1	4	3	3	3	3	3	3	3	3	3	3										
	Evening	0.7	0.7	2.7	0.2	1.4	0.2	1.4	0.2	0.2	0.2	0.2	0.2	0.2										
	Night	0.3	0.3	1.3	1.3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5										
2500-3500	Weekly daily	17	17	17	17	51	43	8	8	51	8	8	8	8										
	Daytime	3	3	3	3	9	7	2	2	9	2	2	2	2										
	Evening	1.8	1.8	1.8	1.8	3.9	3.9	1.1	1.1	5	1.1	1.1	1.1	1.1										
	Night	0.9	0.9	0.9	0.9	3.2	3.2	0.9	0.9	4.1	0.9	0.9	0.9	0.9										
3500-4500	Weekly daily	2	2	2	2	8	8	2	2	8	2	2	2	2										
	Daytime	1	1	1	1	2	2	1	1	2	1	1	1	1										
	Evening	1	1	1	1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1										
	Night	1	1	1	1	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9										
Total	Weekly daily	202	22	128	352	405	87	87	213	18	405	70	40	11	121									
	Daytime	29	5	23	57	66	14	13	35	4	66	12	7	3	22									
	Evening	25.2	3.5	14.6	43.1	41	10.2	9.1	19.7	2	41	17	4.1	1.5	12.6									
	Night	3.8	0.9	4	8.7	11	2.7	2.5	3.9	0.3	9.4	2.9	1.7	0.3	4.9									

Note: Daytime 07-19, Evening 19-22, Night 22-07

Number of Aircraft Movement for forecasting WECPNL contour (Departure-2)

Item	Termez Airport										Nukus Airport													
	1997 Summer					2020					1997 Summer					2020								
	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL
Domestic flight -500km	Weekly	26				26		18	44	7		69		7				14		36	21	7		64
	daily	4				4		3	7	1		11		1				2		6	3	1		10
	Daytime	4				4		1.8	4.2	0.6		6.6						60		3.6	1.8	0.6		6
	Evening							0.8	1.8	0.3		2.9		0.5				1		1.5	0.8	0.3		2.6
Night							0.5	1.1	0.2		1.8		0.5				1		0.9	0.5	0.2		1.6	
CTS flight -500km	Weekly							2				2								3				3
	daily							1				1								1				1
	Daytime							0.6				0.6								0.6				0.6
	Evening							0.2				0.2								0.2				0.2
Night							0.2				0.2								0.2				0.2	
500-1000	Weekly																			1				1
	daily																			0.6				0.6
	Daytime																			20				20
	Evening																			20				20
Night																			20				20	
1000-2500	Weekly							2	6			8								1				11
	daily							1	1			2								0.6				3
	Daytime							0.6	0.6			1.2								33				60
	Evening							0.2	0.2			0.4								33				20
Night							0.2	0.2			0.4								34				20	
International flight 2500-3500	Weekly									1		1												2
	daily									1		1												1
	Daytime								0.6			0.6												55
	Evening								0.2			0.2												20
Night								0.3			0.3												25	
Total	Weekly	26				26		20	46	14		80		7				20		40	23	18		81
	daily	4				4		4	8	3		15		1				3		8	4	4		16
	Daytime	4				4		2.4	4.8	1.8		9						60		4.8	2.4	2.4		9.6
	Evening							1	2	0.7		3.7		0.5				1.3		1.9	1	0.9		3.8
Night							0.7	1.3	0.7		2.7		0.5				1.3		1.3	0.7	0.9		2.9	

Note: Daytime 07-19, Evening 19-22, Night 22-07

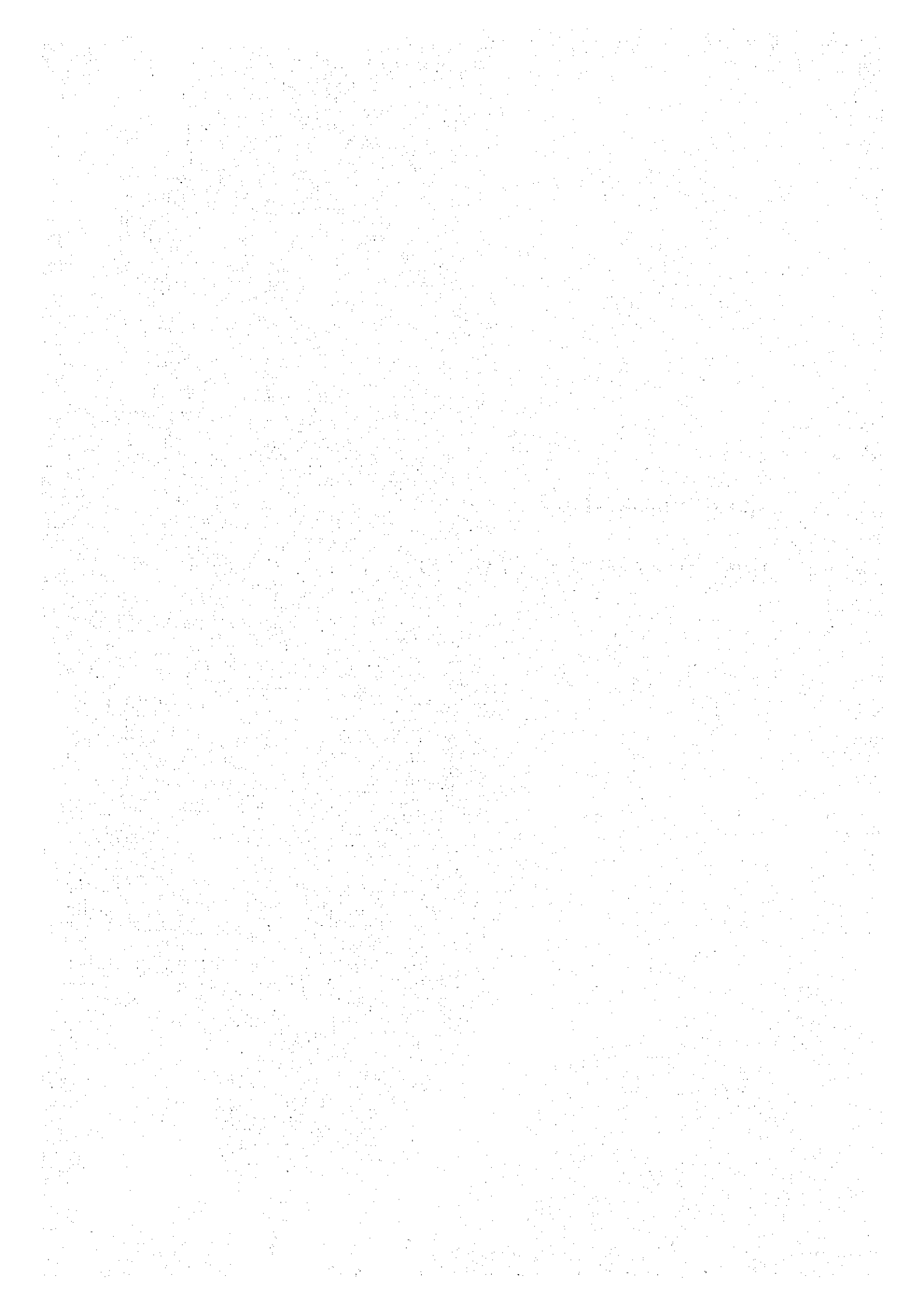
Number of Aircraft Movement for forecasting WECPNL contour (Arrival-2)

Item	Termez Airport												Nukus Airport											
	1997 Summer				2020				1997 Summer				2020											
	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL	Ratio	Mini plane	Small Jet	Med. Jet	Large Jet	TTL						
Domestic flight -500km	Weekly	26	18	44	7	69		7	14	7	14		36	21	7	64								
	daily	4	3	7	1	11		1	2	1	2		6	3	1	10								
	Daytime	2.9	1.8	4.2	0.6	6.6	50	0.5	1	0.5	1	60	3.6	1.8	0.6	6								
	Evening	1.1	0.8	1.8	0.3	2.9	50	0.5	1	0.5	1	25	1.5	0.8	0.3	2.6								
Night		0.5	1.1	0.2	1.8		0.5	1	0.5	1	15	0.9	0.5	0.2	1.6									
CIS flight -500km	Weekly		2			2							3			3								
	daily		1			1							1			1								
	Daytime		0.5			0.5							0.5			0.5								
	Evening		0.2			0.2							0.2			0.2								
Night		0.4			0.4							0.4			0.4									
500-1000	Weekly												1			1								
	daily												1			1								
	Daytime		45			45							45			45								
	Evening		15			15							15			15								
Night		10			10							10			10									
1000-2500	Weekly			2	6	8					6		2			11								
	daily			1	1	2					1		1			3								
	Daytime		45	0.5	0.5	1	33				0.3		45	0.5	0.9	1.4								
	Evening		15	0.2	0.2	0.4	33				0.3		15	0.2	0.3	0.5								
Night		10	0.1	0.1	0.2	34				0.3		10	0.1	0.2	0.3									
International flight 2500-3500	Weekly															2								
	daily															1								
	Daytime		55		0.6	0.6							55		0.6	0.6								
	Evening		45		0.5	0.5							45		0.5	0.5								
Night																								
Total	Weekly	26	20	46	14	80		7	13	7	20		40	23	18	81								
	daily	4	4	8	3	15		1	2	1	3		8	4	4	16								
	Daytime	2.9	2.3	4.7	1.7	8.7		0.5	0.8	0.5	1.3		4.6	2.3	2.1	9								
	Evening	1.1	0.9	2	0.5	3.5		0.5	0.3	0.3	0.3		1.9	1	0.6	3.5								
Night		0.9	1.2	0.8	2.9		0.5	0.8	0.5	1.3		1.4	0.6	0.9	2.9									

Note: Daytime 07-19, Evening 19-22, Night 22-07

APPENDIX 6.7-1

CALCULATION SHEETS OF "EIRR" AND "FIRR"



Tashkent
1,2,3,4 or A,B
1
FIRR
-0.66%
EIRR
-12.74%
Landing & T/O
100.00%
Commercial
100.00%
Passenger
100.00%
Domestic Pax
50.00
Air Demand
100.00%

Case - 1

[Case in Air Traffic Demand = 100 %]

ECONOMIC & FINANCIAL ANALYSIS

TERMS OF ANALYSIS	Tashkent	FIRR	-0.66%	EIRR	-12.74%
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= Terms of Case Study =

for A/P Charges
Magnification of Charges
2
Domestic Passenger Charge
\$5.00
for Air Demand
A : High Case
120.00%
B : Low Case
80.00%
Interest Rate (%)
2.20

= Terms of Cash Flow =

Select 1 or 2!
2

1. Master Plan

Target Year (Opening Year)	2006	(End of Analysis = 2025)
Project Life	20	years

2. Maintenance and Operatio

1) Administration Area 4,200 7,560 8,400 8,400 8,400

m2/year	1997	2000	2005	2010	2015	2020
Int'l & CIS	39,500	39,500	39,500	39,500	39,500	39,500
Domestic	2,920	2,920	8,400	8,400	8,400	8,400
Cargo	4,300	4,300	8,000	8,000	8,000	8,000
Total	46,720	46,720	55,900	55,900	55,900	55,900

2) Number of Employee 3,740 3,740 3,740 3,740 3,740

year	1997	2000	2005	2010	2015	2020
persons	3,740	3,740	4,470	4,470	4,470	4,470

3) Salary Payment (including Insurance : 40 %)

year	1997	2000	2005	2010	2015	2020
thou. US\$	13,100	13,100	15,670	15,670	15,670	15,670

4) Maintenance Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	17,500	17,500	20,940	20,940	20,940	20,940

5) Administrative Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	4,100	4,100	4,910	4,910	4,910	4,910

6) Other Operation & Maintenance Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	12,800	12,800	15,320	15,320	15,320	15,320

3. Airport Charges

1) Maximum Take-off Weight (MTOW) by Aircraft Type

type	Small Plane	Small Jet	Medium Jet	Large Jet	Freighter
tones	25	60	150	300	700

2) Landing and Take-off Charge

US\$/tones	13.0	daytime (06:00 - 16:00) = 60.0 %
US\$/tones	15.6	night (16:00 - 06:00) = 40.0 %

3) Parking Charge (more than 3 hours)

%	10.0	of landing & take-off charge = 50.0 % of NAC
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4) Gurdng Charge (more than 3 hours)

%	5.0	of landing & take-off charge = 50.0 % of NAC
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5) Technical and Commercial Service Charge

Pax ; US\$	16.0	per departing passenger
Cgo ; US\$	160.0	per tone of loading & unloading cargo

6) Safety Service Charge

%	10.0	of landing & take-off charge
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7) Airport Passenger Charge

US\$	10.0	per departing international passenger	0.0	per dome pas
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8) Share of Other Revenue

%	10.0	of sum of airport charges (2 - 7)
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4. Economic Revenues

1) Income from Foreign Tourist

US\$	500.0	per foreign passenger
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2) Average Loss Time and Time Value of Uzbekistan Tourist (Uzbek)

US\$ hour	0.25	* hour	10.6	per Uzbek passenger
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5. Exchange Rate

Sums/US\$	100.00	(average of 1997)
Yen/US\$	120.00	(average of 1997)
Sums/Yen	0.83	(average of 1997)

Tashkent (1) Cash Flow of Financial Costs and Benefits (US\$ thousand)

Year	Financial Costs			Financial Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
2000	47,500	53,332	5,832	42,198	42,198	0	-5,832
2001	47,500	52,165	4,665	44,523	44,523	0	-4,665
2002	47,500	51,926	4,426	46,848	46,848	0	-4,426
2003	47,500	65,192	17,692	49,173	49,173	0	-17,692
2004	47,500	62,835	15,335	51,498	51,498	0	-15,335
2005	47,500	107,711	60,211	53,823	53,823	0	-60,211
2006	47,500	56,840	9,340	55,912	61,011	5,099	-4,241
2007	47,500	56,840	9,340	58,001	63,981	5,980	-3,360
2008	47,500	56,840	9,340	60,090	66,950	6,860	-2,480
2009	47,500	56,840	9,340	62,179	69,920	7,741	-1,599
2010	47,500	56,840	9,340	67,831	76,452	8,621	-719
2011	47,500	56,840	9,340	70,303	79,940	9,638	298
2012	47,500	56,840	9,340	72,775	83,429	10,654	1,314
2013	47,500	56,840	9,340	75,247	86,918	11,670	2,330
2014	47,500	56,840	9,340	77,720	90,407	12,687	3,347
2015	47,500	56,840	9,340	80,192	93,895	13,703	4,363
2016	47,500	56,840	9,340	82,863	97,513	14,650	5,310
2017	47,500	56,840	9,340	85,533	101,130	15,597	6,257
2018	47,500	56,840	9,340	88,204	104,748	16,543	7,203
2019	47,500	56,840	9,340	90,875	108,365	17,490	8,150
2020	47,500	56,840	9,340	93,546	111,982	18,437	9,097
2021	47,500	56,840	9,340	96,512	115,959	19,446	10,106
2022	47,500	56,840	9,340	99,479	119,935	20,456	11,116
2023	47,500	56,840	9,340	102,446	123,911	21,465	12,125
2024	47,500	56,840	9,340	105,413	127,887	22,474	13,134
2025	47,500	56,840	9,340	108,380	131,863	23,484	14,144
2026	47,500	56,840	9,340	111,477	136,003	24,526	15,186
2027	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2028	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2029	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2030	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2031	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2032	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2033	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2034	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2035	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2036	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2037	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2038	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2039	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2040	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2041	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2042	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2043	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2044	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2045	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2046	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2047	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2048	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2049	47,500	56,840	9,340	114,575	140,143	25,569	16,229
2050	47,500	56,840	9,340	114,575	140,143	25,569	16,229

Financial Internal Rate of Return (FIRR) -0.66%

Tashkent (2) Cash Flow of Economic Costs and Benefits (US\$ thousand)

Year	Economic Costs			Economic Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
2000	47,500	53,332	5,832	169,807	169,807	0	-5,832
2001	47,500	52,165	4,665	182,667	182,667	0	-4,665
2002	47,500	51,926	4,426	195,527	195,527	0	-4,426
2003	47,500	65,192	17,692	208,386	208,386	0	-17,692
2004	47,500	62,835	15,335	221,246	221,246	0	-15,335
2005	47,500	107,711	60,211	243,370	243,370	0	-60,211
2006	47,500	56,840	9,340	257,372	260,273	2,901	-6,439
2007	47,500	56,840	9,340	271,376	274,803	3,427	-5,913
2008	47,500	56,840	9,340	285,379	289,332	3,953	-5,387
2009	47,500	56,840	9,340	299,382	303,862	4,479	-4,861
2010	47,500	56,840	9,340	321,091	326,096	5,006	-4,334
2011	47,500	56,840	9,340	336,829	342,353	5,524	-3,816
2012	47,500	56,840	9,340	352,568	358,610	6,042	-3,298
2013	47,500	56,840	9,340	368,306	374,866	6,560	-2,780
2014	47,500	56,840	9,340	384,044	391,123	7,078	-2,262
2015	47,500	56,840	9,340	402,804	410,401	7,597	-1,743
2016	47,500	56,840	9,340	419,394	427,535	8,142	-1,198
2017	47,500	56,840	9,340	435,983	444,670	8,687	-653
2018	47,500	56,840	9,340	452,572	461,804	9,232	-108
2019	47,500	56,840	9,340	469,162	478,939	9,777	437
2020	47,500	56,840	9,340	485,751	496,073	10,322	982
2021	47,500	56,840	9,340	503,850	514,773	10,923	1,583
2022	47,500	56,840	9,340	521,948	533,473	11,524	2,184
2023	47,500	56,840	9,340	540,047	552,173	12,126	2,786
2024	47,500	56,840	9,340	558,146	570,873	12,727	3,387
2025	47,500	56,840	9,340	576,244	589,573	13,328	3,988
2026	47,500	56,840	9,340	595,154	609,103	13,949	4,609
2027	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2028	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2029	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2030	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2031	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2032	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2033	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2034	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2035	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2036	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2037	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2038	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2039	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2040	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2041	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2042	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2043	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2044	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2045	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2046	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2047	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2048	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2049	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2050	47,500	56,840	9,340	614,064	628,633	14,569	5,229

Economic Internal Rate of Return (EIRR) -12.74%

New TAS - 1 - b
1, 2, 3, 4 or A, B
1
FIRR
-5.19%
EIRR
1.93%
Landing & T/O
100.00%
Commercial
100.00%
Passenger
100.00%
Domestic Pax
\$0.00
Air Demand
100.00%

= Terms of Case Study =

for A/P Charges
Magnification of Charges
2
Domestic Passenger Charge
\$5.00
for Air Demand
A: High Case
110.00%
B: Low Case
80.00%
Interest Rate (%)
2.20

= Terms of Cash Flow =

Select 1 or 2
2

Case - 1

[Case in Air Traffic Demand = 100 %]

ECONOMIC & FINANCIAL ANALYSIS

TERMS OF ANALYSIS | New TAS - 1 - b | FIRR | -5.19% | EIRR | 1.93%

Int'l: EBRD
Dom: Existing
CGO: Existing

Int'l: Construction
Dom: Existing
CGO: Existing

Master Plan

1. Target Year (Opening Year)	2010	(End of Analysis = 2029)
Project Life	20	years

Maintenance and Operatio 10,500 10,500 23,100 27,300 27,300

2. 1) Administration Area	4,200	7,560	8,400	8,400	8,400		
Exist	m2/year	1997	2000	2005	2010	2015	2020
Int'l & CIS	39,500	39,500	39,500	27,300	27,300	27,300	
Domestic	2,920	2,920	2,920	2,920	2,920	2,920	
Cargo	4,300	4,300	4,300	4,300	4,300	4,300	
New	Cargo	---	---	---	8,700	8,700	8,700
Total	46,720	46,720	46,720	66,320	66,320	66,320	

2) Number of Employee

year	1997	2000	2005	2010	2015	2020
persons	3,740	3,740	3,740	4,260	4,260	4,260

3) Salary Payment (including Insurance: 40%)

year	1997	2000	2005	2010	2015	2020
thou. US\$	13,100	13,100	13,100	14,930	14,930	14,930

4) Maintenance Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	17,500	17,500	17,500	19,950	19,950	19,950

5) Administrative Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	4,100	4,100	4,100	4,670	4,670	4,670

6) Other Operation & Maintenance Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	12,800	12,800	12,800	14,590	14,590	14,590

3. Airport Charges

1) Maximum Take-off Weight (MTOW) by Aircraft Type

Type	Small Plane	Small Jet	Medium Jet	Large Jet	Freighter
tones	25	60	150	300	200

2) Landing and Take-off Charge

US\$/tones	13.0	daytime (06:00 - 16:00) = 60.0 %
US\$/tones	15.6	night (16:00 - 06:00) = 40.0 %

3) Parking Charge (more than 3 hours)

%	10.0	of landing & take-off charge = 50.0 % of NAC
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4) Gurdng Charge (more than 3 hours)

%	5.0	of landing & take-off charge = 50.0 % of NAC
---	-----	--

5) Technical and Commercial Service Charge

Pax; US\$	16.0	per departing passenger
Cgo; US\$	160.0	per tone of loading & unloading cargo

6) Safety Service Charge

%	10.0	of landing & take-off charge
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7) Airport Passenger Charge

US\$	10.0	per departing international passenger	0.0	per dome pa
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8) Share of Other Revenue

%	10.0	of sum of airport charges (2 - 7.)
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4. Economic Revenues

1) Income from Foreign Tourist

US\$	500.0	per foreign passenger
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2) Average Loss Time and Time Value of Uzbekistan Tourist (Uzbek)

US\$ hour	0.15	* hour	10.6	per Uzbek passenger
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5. Exchange Rate

Sums/US\$	100.00	(average of 1997)
Yen/US\$	120.00	(average of 1997)
Sums/Yen	0.83	(average of 1997)

New TAS - 1 - b
1,2,3,4 by A,B
1
FIRR
-5.19%
EIRR
1.93%
Landing & T/O
100.00%
Commercial
100.00%
Passenger
100.00%
Domestic Pax
\$0.00
Air Demand
100.00%

Case - 1
[Case in Air Traffic Demand = 100 %]
1.93% EIRR
Incl: EIRR
Done: Existing
CGO: Existing
PROJECT CASE
Incl: Construction
Done: Existing
CGO: Existing

ECONOMIC & FINANCIAL ANALYSIS

TERMS OF ANALYSIS | New TAS - 1 - b | FIRR | -5.19% | FIRR | 1.93%

Terms of Case Study
for A/P Charges
Magnification of Charges
2
Domestic Passenger Charge
\$5.00
for Air Demand
A: High Case
120.00%
B: Low Case
\$0.00%
Interest Rate (%)
2.10

Terms of Cash Flow
Select 1 or 2
2

Master Plan

1.	Target Year (Opening Year)	2010	(End of Analysis = 2029)			
	Project Life	20	years			
Maintenance and Operatio		10,500	10,500	23,100	27,300	27,300
2. 1.) Administration Area		4,200	7,560	8,400	8,400	8,400
	incl. year 1997	2000	2005	2010	2015	2020
Fast Jet & CIS		39,500	39,500	39,500	27,300	27,300
Domestic		2,920	2,920	2,920	2,920	2,920
Cargo		4,300	4,300	4,300	4,300	4,300
New Cargo		---	---	---	8,700	8,700
Total		46,720	46,720	46,720	66,320	66,320
2.) Number of Employee						
	year 1997	2000	2005	2010	2015	2020
	persons	3,740	3,740	3,740	4,260	4,260
3.) Salary Payment (including Insurance 40%)						
	year 1997	2000	2005	2010	2015	2020
	thou. US\$	13,100	13,100	13,100	14,930	14,930
4.) Maintenance Costs						
	year 1997	2000	2005	2010	2015	2020
	thou. US\$	17,500	17,500	17,500	19,950	19,950
5.) Administrative Costs						
	year 1997	2000	2005	2010	2015	2020
	thou. US\$	4,100	4,100	4,100	4,670	4,670
6.) Other Operation & Maintenance Costs						
	year 1997	2000	2005	2010	2015	2020
	thou. US\$	12,800	12,800	12,800	14,590	14,590

A. Airport Charges

1.) Maximum Take-off Weight (MTOW) by Aircraft Type					
	type	Small Jet	Small Jet	Medium Jet	Large Jet
	tonnes	25	60	150	300
2.) Landing and Take-off Charge					
	US\$ tones	13.0	daytime (06.00 - 16.00)	60.0%	
	US\$ tones	15.6	night (16.00 - 06.00)	40.0%	
3.) Parking Charge (more than 3 hours)					
	%	10.0	of landing & take-off charge	50.0%	of N.A.T
4.) Garding Charge (more than 3 hours)					
	%	5.0	of landing & take-off charge	50.0%	of N.A.T
5.) Technical and Commercial Service Charge					
	Pax, US\$	16.0	per departing passenger		
	Cargo, US\$	160.0	per tone of loading & unloading cargo		
6.) Safety Service Charge					
	%	10.0	of landing & take-off charge		
7.) Airport Passenger Charge					
	US\$	10.0	per departing international passenger	0.0	per domestic passenger
8.) Share of Other Revenue					
	%	10.0	of sum of airport charges (2 - 7)		

4. Economic Revenues

1.) Income from Foreign Tourist			
	US\$	500.0	per foreign passenger
2.) Average Loss Time and Time Value of Uzbekistan Tourist (UZ\$ck)			
	US\$ hour	0.25	* hour
		10.6	per Uzbek passenger

5. Exchange Rate

Stans US\$	100.00	(average of 1997)
Yen US\$	120.00	(average of 1997)
Somis Yen	0.83	(average of 1997)

New TAS - 1 - b

(1) Cash Flow of Financial Costs and Benefits

(US\$ thousand)

Year	Financial Costs			Financial Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
1998	24,000	24,000	0	36,830	36,830	0	0
1999	24,000	24,000	0	39,423	39,423	0	0
2000	57,220	47,500	-9,720	42,198	42,198	0	9,720
2001	57,220	90,118	32,898	44,872	44,872	0	-32,898
2002	57,220	81,595	24,375	47,547	47,547	0	-24,375
2003	57,220	56,023	-1,197	50,221	50,221	0	1,197
2004	57,220	104,372	47,152	52,896	52,896	0	-47,152
2005	57,220	138,339	81,119	56,561	56,561	0	-81,119
2006	57,220	142,618	85,398	59,180	59,180	0	-85,398
2007	57,220	149,318	92,098	61,800	61,800	0	-92,098
2008	57,220	210,604	153,384	64,419	64,419	0	-153,384
2009	57,220	222,602	165,382	67,039	67,039	0	-165,382
2010	57,220	54,380	-2,840	73,221	76,452	3,231	6,071
2011	57,220	54,380	-2,840	76,423	79,940	3,517	6,357
2012	57,220	54,380	-2,840	79,625	83,429	3,804	6,644
2013	57,220	54,380	-2,840	82,827	86,918	4,091	6,931
2014	57,220	54,380	-2,840	86,029	90,407	4,377	7,217
2015	57,220	54,380	-2,840	89,232	93,895	4,664	7,504
2016	57,220	54,380	-2,840	92,547	97,513	4,966	7,806
2017	57,220	54,380	-2,840	95,862	101,130	5,268	8,108
2018	57,220	54,380	-2,840	99,178	104,748	5,570	8,410
2019	57,220	54,380	-2,840	102,493	108,365	5,872	8,712
2020	47,500	54,140	6,640	102,493	111,982	9,489	2,849
2021	47,500	54,140	6,640	102,493	115,959	13,466	6,826
2022	47,500	54,140	6,640	102,493	119,935	17,442	10,802
2023	47,500	54,140	6,640	102,493	123,911	21,418	14,778
2024	47,500	54,140	6,640	102,493	127,887	25,394	18,754
2025	47,500	54,140	6,640	102,493	131,863	29,370	22,730
2026	47,500	54,140	6,640	102,493	136,003	33,510	26,870
2027	47,500	54,140	6,640	102,493	140,143	37,650	31,010
2028	47,500	54,140	6,640	102,493	144,186	38,693	32,053
2029	47,500	54,140	6,640	102,493	142,228	39,335	33,095
2030	47,500	54,140	6,640	102,493	143,271	40,778	34,138
2031	47,500	54,140	6,640	102,493	144,339	41,846	35,206
2032	47,500	54,140	6,640	102,493	145,407	42,914	36,274
2033	47,500	54,140	6,640	102,493	146,476	43,983	37,343
2034	47,500	54,140	6,640	102,493	147,544	45,051	38,411
2035	47,500	54,140	6,640	102,493	148,612	46,119	39,479
2036	47,500	54,140	6,640	102,493	149,697	47,204	40,564
2037	47,500	54,140	6,640	102,493	150,781	48,288	41,648
2038	47,500	54,140	6,640	102,493	151,865	49,373	42,733
2039	47,500	54,140	6,640	102,493	152,950	50,457	43,817
2040	47,500	54,140	6,640	102,493	154,035	51,542	44,902
2041	47,500	54,140	6,640	102,493	155,126	52,633	45,993
2042	47,500	54,140	6,640	102,493	156,216	53,723	47,083
2043	47,500	54,140	6,640	102,493	157,307	54,814	48,174
2044	47,500	54,140	6,640	102,493	158,398	55,905	49,265
2045	47,500	54,140	6,640	102,493	159,489	56,996	50,356
2046	47,500	54,140	6,640	102,493	160,577	58,084	51,444
2047	47,500	54,140	6,640	102,493	161,665	59,172	52,532
2048	47,500	54,140	6,640	102,493	162,753	60,260	53,620
2049	47,500	54,140	6,640	102,493	163,842	61,349	54,709
2050	47,500	54,140	6,640	102,493	164,930	62,437	55,797

Financial Internal Rate of Return (FIRR) -5.19%

New TAS - 1 - b

(2) Cash Flow of Economic Costs and Benefits

(US\$ thousand)

Year	Economic Costs			Economic Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
1998	24,000	24,000	0	139,151	139,151	0	0
1999	24,000	24,000	0	150,347	150,347	0	0
2000	57,220	47,500	-9,720	162,443	162,443	0	9,720
2001	57,220	90,118	32,898	175,379	175,379	0	-32,898
2002	57,220	81,595	24,375	188,314	188,314	0	-24,375
2003	57,220	56,023	-1,197	201,249	201,249	0	1,197
2004	57,220	104,372	47,152	214,185	214,185	0	-47,152
2005	57,220	138,339	81,119	236,384	236,384	0	-81,119
2006	57,220	142,618	85,398	250,469	250,469	0	-85,398
2007	57,220	149,318	92,098	264,553	264,553	0	-92,098
2008	57,220	210,604	153,384	278,638	278,638	0	-153,384
2009	57,220	222,602	165,382	292,723	292,723	0	-165,382
2010	57,220	54,380	-2,840	314,513	315,987	1,474	4,314
2011	57,220	54,380	-2,840	330,338	331,940	1,602	4,442
2012	57,220	54,380	-2,840	346,164	347,893	1,730	4,570
2013	57,220	54,380	-2,840	361,988	363,846	1,857	4,697
2014	57,220	54,380	-2,840	377,814	379,799	1,985	4,825
2015	57,220	54,380	-2,840	396,661	398,774	2,113	4,953
2016	57,220	54,380	-2,840	413,342	415,589	2,247	5,087
2017	57,220	54,380	-2,840	430,022	432,404	2,382	5,222
2018	57,220	54,380	-2,840	446,703	449,220	2,517	5,357
2019	57,220	54,380	-2,840	463,384	466,035	2,651	5,491
2020	47,500	54,140	6,640	463,384	482,850	19,466	12,826
2021	47,500	54,140	6,640	463,384	501,217	37,833	31,193
2022	47,500	54,140	6,640	463,384	519,584	56,200	49,560
2023	47,500	54,140	6,640	463,384	537,950	74,566	67,926
2024	47,500	54,140	6,640	463,384	556,317	92,933	86,293
2025	47,500	54,140	6,640	463,384	574,684	111,300	104,660
2026	47,500	54,140	6,640	463,384	593,070	130,486	123,846
2027	47,500	54,140	6,640	463,384	613,056	149,672	143,032
2028	47,500	54,140	6,640	463,384	613,331	149,947	143,307
2029	47,500	54,140	6,640	463,384	613,606	150,223	143,583
2030	47,500	54,140	6,640	463,384	613,882	150,498	143,858
2031	47,500	54,140	6,640	463,384	614,163	150,779	144,139
2032	47,500	54,140	6,640	463,384	614,444	151,060	144,420
2033	47,500	54,140	6,640	463,384	614,725	151,342	144,702
2034	47,500	54,140	6,640	463,384	615,007	151,623	144,983
2035	47,500	54,140	6,640	463,384	615,288	151,904	145,264
2036	47,500	54,140	6,640	463,384	615,572	152,188	145,548
2037	47,500	54,140	6,640	463,384	615,856	152,472	145,832
2038	47,500	54,140	6,640	463,384	616,140	152,756	146,116
2039	47,500	54,140	6,640	463,384	616,424	153,040	146,400
2040	47,500	54,140	6,640	463,384	616,708	153,324	146,684
2041	47,500	54,140	6,640	463,384	616,991	153,608	146,968
2042	47,500	54,140	6,640	463,384	617,275	153,891	147,251
2043	47,500	54,140	6,640	463,384	617,558	154,174	147,534
2044	47,500	54,140	6,640	463,384	617,841	154,458	147,818
2045	47,500	54,140	6,640	463,384	618,125	154,741	148,101
2046	47,500	54,140	6,640	463,384	618,404	155,020	148,380
2047	47,500	54,140	6,640	463,384	618,684	155,300	148,660
2048	47,500	54,140	6,640	463,384	618,963	155,579	148,939
2049	47,500	54,140	6,640	463,384	619,243	155,859	149,219
2050	47,500	54,140	6,640	463,384	619,522	156,138	149,498

Economic Internal Rate of Return (EIRR) 1.93%

New TAS - 3 - b	
1, 2, 3, 4 or A, B	
1	
FIRR	
4.07%	
EIRR	
7.01%	
Landing & T/O	
100.00%	
Commercial	
100.00%	
Passenger	
100.00%	
Domestic Pax	
\$0.00	
Air Demand	
100.00%	
= Terms of Case Study =	
for A/P Charges	
Magnification of Charges	
1	
Domestic Passenger Charge	
\$5.00	
for Air Demand	
A : High Case	
120.00%	
B : Low Case	
80.00%	
Interest Rate (%)	
2.20	
= Terms of Cash Flow =	
Select 1 or 2	
2	

Case - 1	
[Case In Air Traffic Demand = 100 % and Investment Cost = 100 %]	
Int'l: EBRD	
Dome: Existing	
CGO: Existing	
Int'l: Construction	
Dome: Constructio	
CGO: Constructio	
Rental Value of Existing Site	
area of site (ha)	
110	
% of land use	
50.00%	
for Foreign (000 ha)	
\$1,200.00	
% of Foreign	
50.00%	
for Local (000 ha)	
\$300.00	
% of Local	
50.00%	
annual income (000)	
\$41,250	

ECONOMIC & FINANCIAL ANALYSIS

TERMS OF ANALYSIS New TAS - 3 - b FIRR 4.07% FIRR 7.01%

Master Plan

1. Target Year (Opening Year)	2010	(End of Analysis = 2029)
Project Life	20	years

Maintenance and Operatio	10,500	10,500	23,100	27,300	27,300
2. 1) Administration Area	4,200	7,560	8,400	8,400	8,400

Exist	m ² / year	1997	2000	2005	2010	2015	2020
Int'l & CIS		39,500	39,500	39,500	27,300	27,300	27,300
Domestic		2,920	2,920	2,920	8,400	8,400	8,400
Cargo		4,300	4,300	4,300	0	0	0
New	Cargo	---	---	---	8,700	8,700	8,700
Total		46,720	46,720	46,720	44,400	44,400	44,400

2) Number of Employee	year	1997	2000	2005	2010	2015	2020
persons		3,740	3,740	3,740	3,550	3,550	3,550

3) Salary Payment (including Insurance : 40 %)	year	1997	2000	2005	2010	2015	2020
thou. US\$		13,100	13,100	13,100	12,450	12,450	12,450

4) Maintenance Costs	year	1997	2000	2005	2010	2015	2020
thou. US\$		17,500	17,500	17,500	16,630	16,630	16,630

5) Administrative Costs	year	1997	2000	2005	2010	2015	2020
thou. US\$		4,100	4,100	4,100	3,900	3,900	3,900

6) Other Operation & Maintenance Costs	year	1997	2000	2005	2010	2015	2020
thou. US\$		12,800	12,800	12,800	12,160	12,160	12,160

3. Airport Charges

1) Maximum Take-off Weight (MTOW) by Aircraft Type	type	Small Plane	Small Jet	Medium Jet	Large Jet	Freighter
tones		25	60	150	300	200

2) Landing and Take-off Charge	US\$/tones	13.0	daytime (06.00 - 16.00) = 60.0 %
	US\$/tones	15.6	night (16.00 - 06.00) = 40.0 %

3) Parking Charge (more than 3 hours)	%	10.0	of landing & take-off charge = 50.0 % of NAC
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4) Gurdng Charge (more than 3 hours)	%	5.0	of landing & take-off charge = 50.0 % of NAC
--	---	-----	--

5) Technical and Commercial Service Charge	Pax ; US\$	16.0	per departing passenger
	Cgo ; US\$	160.0	per tone of loading & unloading cargo

6) Safety Service Charge	%	10.0	of landing & take-off charge
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7) Airport Passenger Charge	US\$	10.0	per departing international passenger	0.0	per dome pas
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8) Share of Other Revenue	%	10.0	of sum of airport charges (2 - 7)
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4. Economic Revenues

1) Income from Foreign Tourist	US\$	500.0	per foreign passenger
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2) Average Loss Time and Time Value of Uzbekistan Tourist (Uzbek)	US\$/hour	0.25	* hour	10.6	per Uzbek passenger
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5. Exchange Rate

Sums US\$	100.00	(average of 1997)
Yen US\$	120.00	(average of 1997)
Sums/Yen	0.83	(average of 1997)

Case - 1 [Case In Air Traffic Demand = 100 % and Investment Cost = 100 %]

New TAS - 3 - b (1) Cash Flow of Financial Costs and Benefits (US\$ thousand)

Year	Financial Costs			Financial Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
1998	24,000	24,000	0	36,830	36,830	0	0
1999	24,000	24,000	0	39,423	39,423	0	0
2000	57,220	47,500	-9,720	42,198	42,198	0	9,720
2001	57,220	93,115	35,895	44,872	44,872	0	-35,895
2002	57,220	83,992	26,772	47,547	47,547	0	-26,772
2003	57,220	56,623	-597	50,221	50,221	0	597
2004	57,220	105,331	48,111	52,896	52,896	0	-48,111
2005	57,220	142,895	85,675	56,561	56,561	0	-85,675
2006	57,220	147,174	89,954	59,180	59,180	0	-89,954
2007	57,220	157,570	100,350	61,800	61,800	0	-100,350
2008	57,220	231,554	174,334	64,419	64,419	0	-174,334
2009	57,220	243,792	186,572	67,039	67,039	0	-186,572
2010	57,220	45,380	-11,840	73,221	117,702	44,481	56,321
2011	57,220	45,380	-11,840	76,423	121,190	44,767	56,607
2012	57,220	45,380	-11,840	79,625	124,679	45,054	56,894
2013	57,220	45,380	-11,840	82,827	128,168	45,341	57,181
2014	57,220	45,380	-11,840	86,029	131,657	45,627	57,467
2015	57,220	45,380	-11,840	89,232	135,145	45,914	57,754
2016	57,220	45,380	-11,840	92,547	138,461	45,914	57,754
2017	57,220	45,380	-11,840	95,862	141,776	45,914	57,754
2018	57,220	45,380	-11,840	99,178	145,091	45,914	57,754
2019	57,220	45,380	-11,840	102,493	148,407	45,914	57,754
2020	47,500	45,140	-2,360	102,493	151,722	49,229	51,589
2021	47,500	45,140	-2,360	102,493	154,853	52,360	54,720
2022	47,500	45,140	-2,360	102,493	157,820	55,327	57,687
2023	47,500	45,140	-2,360	102,493	160,787	58,294	60,654
2024	47,500	45,140	-2,360	102,493	163,754	61,261	63,621
2025	47,500	45,140	-2,360	102,493	166,720	64,227	66,587
2026	47,500	45,140	-2,360	102,493	169,818	67,325	69,685
2027	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2028	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2029	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2030	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2031	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2032	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2033	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2034	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2035	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2036	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2037	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2038	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2039	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2040	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2041	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2042	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2043	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2044	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2045	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2046	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2047	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2048	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2049	47,500	45,140	-2,360	102,493	172,915	70,422	72,782
2050	47,500	45,140	-2,360	102,493	172,915	70,422	72,782

Financial Internal Rate of Return (FIRR) 4.07%

Case - 1 [Case In Air Traffic Demand = 100 % and Investment Cost = 100 %]

New TAS - 3 - b

(2) Cash Flow of Economic Costs and Benefits

(US\$ thousand)

Year	Economic Costs			Economic Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
1998	24,000	24,000	0	139,151	139,151	0	0
1999	24,000	24,000	0	150,347	150,347	0	0
2000	57,220	47,500	-9,720	162,443	162,443	0	9,720
2001	57,220	93,115	35,895	175,764	175,764	0	-35,895
2002	57,220	83,992	26,772	188,699	188,699	0	-26,772
2003	57,220	56,623	-597	201,634	201,634	0	597
2004	57,220	105,331	48,111	214,569	214,569	0	-48,111
2005	57,220	142,895	85,675	236,769	236,769	0	-85,675
2006	57,220	147,174	89,954	250,853	250,853	0	-89,954
2007	57,220	157,570	100,350	264,938	264,938	0	-100,350
2008	57,220	231,554	174,334	279,022	279,022	0	-174,334
2009	57,220	243,792	186,572	293,107	293,107	0	-186,572
2010	57,220	45,380	-11,840	314,897	348,987	34,090	45,930
2011	57,220	45,380	-11,840	330,723	364,940	34,218	46,058
2012	57,220	45,380	-11,840	346,548	380,893	34,345	46,185
2013	57,220	45,380	-11,840	362,373	396,846	34,473	46,313
2014	57,220	45,380	-11,840	378,199	412,799	34,601	46,441
2015	57,220	45,380	-11,840	392,045	431,774	34,728	46,568
2016	57,220	45,380	-11,840	413,726	448,454	34,728	46,568
2017	57,220	45,380	-11,840	430,407	465,135	34,728	46,568
2018	57,220	45,380	-11,840	447,087	481,816	34,728	46,568
2019	57,220	45,380	-11,840	463,768	498,497	34,728	46,568
2020	47,500	45,140	-2,360	463,768	515,177	51,409	53,769
2021	47,500	45,140	-2,360	463,768	566,450	102,681	105,041
2022	47,500	45,140	-2,360	463,768	584,722	120,954	123,314
2023	47,500	45,140	-2,360	463,768	602,994	139,226	141,586
2024	47,500	45,140	-2,360	463,768	621,267	157,498	159,858
2025	47,500	45,140	-2,360	463,768	640,356	176,587	178,947
2026	47,500	45,140	-2,360	463,768	659,445	195,676	198,036
2027	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2028	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2029	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2030	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2031	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2032	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2033	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2034	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2035	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2036	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2037	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2038	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2039	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2040	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2041	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2042	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2043	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2044	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2045	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2046	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2047	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2048	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2049	47,500	45,140	-2,360	463,768	678,534	214,765	217,125
2050	47,500	45,140	-2,360	463,768	678,534	214,765	217,125

Economic Internal Rate of Return (EIRR) 7.01%

Namangan - 1
1,2,3,4 or A,B
1
FIRR
-10.00%
EIRR
8.20%
Landing & T/O
100.00%
Commercial
100.00%
Passenger
100.00%
Domestic Pax
50.00
Air Demand
100.00%

Case - 1
[Case in Air Traffic Demand = 100 %]

ECONOMIC & FINANCIAL ANALYSIS

TERMS OF ANALYSIS	Namangan - 1	FIRR	-10.00%	EIRR	8.20%
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= Terms of Case Study =

for A/P Charges
Magnification of Charges
2
Domestic Passenger Con g
\$5.00
for Air Demand
A : High Case
120.00%
B : Low Case
80.00%
Interest Rate (%)
2.20

= Terms of Cash Flow =

Select 1 or 2
2

1. Master Plan

Target Year (Opening Year)	2006	(End of Analysis = 2025)
Project Life	20	years

2. Maintenance and Operatio

1) Administration Area

m ² /year	1997	2000	2005	2010	2015	2020
Int'l & CIS	---	---	8,400	8,400	8,400	8,400
Domestic	4,219	4,219	2,520	2,520	2,520	2,520
Total	4,219	4,219	10,920	10,920	10,920	10,920

2) Number of Employee

year	1997	2000	2005	2010	2015	2020
persons	185	370	960	960	960	960

3) Salary Payment (including Insurance : 40 %)

year	1997	2000	2005	2010	2015	2020
thou. US\$	650	650	1,680	1,680	1,680	1,680

4) Maintenance Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	850	850	2,100	2,100	2,200	2,200

5) Administrative Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	200	200	520	520	520	520

6) Other Operation & Maintenance Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	650	650	1,680	1,680	1,680	1,680

Airport Charges

3. 1) Maximum Take-off Weight (MTOW) by Aircraft Type

type	Small Plane	Small Jet	Medium Jet	Large Jet	Freighter
tones	25	60	150	300	200

2) Landing and Take-off Charge

US\$/tones	13.0	daytime (06:00 - 16:00) = 60.0 %
US\$/tones	15.6	night (16:00 - 06:00) = 40.0 %

3) Parking Charge (more than 3 hours)

%	10.0	of landing & take-off charge = 50.0 % of NAC
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4) Gurdng Charge (more than 3 hours)

%	5.0	of landing & take-off charge = 50.0 % of NAC
---	-----	--

5) Technical and Commercial Service Charge

Pax; US\$	16.0	per departing passenger
Cgo; US\$	160.0	per tone of loading & unloading cargo

6) Safety Service Charge

%	10.0	of landing & take-off charge
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7) Airport Passenger Charge

US\$	10.0	per departing international passenger	0.0	per dome pas
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8) Share of Other Revenue

%	10.0	of sum of airport charges (2 - 7)
---	------	-------------------------------------

X 1.0

X 1.0

X 1.0

US\$ 0.0

X 1.0

X 1.0

4. Economic Revenues

1) Income from Foreign Tourist

US\$	500.0	per foregin passenger
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2) Average Loss Time and Time Value of Uzbekistan Tourist (Uzbek)

US\$/hour	0.25	* hour	15.8	per Uzbek passenger
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5. Exchange Rate

Sums/US\$	100.00	(average of 1997)
Yen/US\$	120.00	(average of 1997)
Sums/Yen	0.83	(average of 1997)

Namangan - 1
1,2,3,4 or A,B
1
FIRR
-10.00%
EIRR
8.20%
Landing & T/O
100.00%
Commercial
100.00%
Passenger
100.00%
Domestic Pax
50.00
Air Demand
100.00%

Case - 1
[Case in Air Traffic Demand = 100 %]

ECONOMIC & FINANCIAL ANALYSIS

TERMS OF ANALYSIS	Namangan - 1	FIRR	-10.00%	FIRR	8.20%
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= Terms of Case Study =

for A/P Charges
Magnification of Charges
2
Domestic Passenger Charge
\$5.00
for Air Demand
A : High Case
120.00%
B : Low Case
80.00%
Interest Rate (%)
2.20

= Terms of Cash Flow =

Select 1 or 2!
2

1. Master Plan						
Target Year (Opening Year)	2006	(End of Analysis = 2025)				
Project Life	20	years				
2. Maintenance and Operatio	4,200	8,400	8,400	8,400	8,400	8,400
1) Administration Area	1,680	1,680	2,520	3,360	3,360	3,360
m ² /year	1997	2000	2005	2010	2015	2020
Int'l & CIS	---	---	8,400	8,400	8,400	8,400
Domestic	4,219	4,219	2,520	2,520	2,520	2,520
Total	4,219	4,219	10,920	10,920	10,920	10,920
2) Number of Employee						
year	1997	2000	2005	2010	2015	2020
persons	185	370	960	960	960	960
3) Salary Payment (including Insurance : 40 %)						
year	1997	2000	2005	2010	2015	2020
thou. US\$	650	650	1,680	1,680	1,680	1,680
4) Maintenance Costs						
year	1997	2000	2005	2010	2015	2020
thou. US\$	850	850	2,200	2,200	2,200	2,200
5) Administrative Costs						
year	1997	2000	2005	2010	2015	2020
thou. US\$	200	200	520	520	520	520
6) Other Operation & Maintenance Costs						
year	1997	2000	2005	2010	2015	2020
thou. US\$	650	650	1,680	1,680	1,680	1,680
Airport Charges						
3. 1) Maximum Take-off Weight (MTOW) by Aircraft Type						
type	Small Plane	Small Jet	Medium Jet	Large Jet	Freighter	
tones	25	60	150	300	200	
2) Landing and Take-off Charge						
US\$ tones	13.0	daytime (06.00 - 16.00) = 60.0 %				
US\$ tones	15.6	night (16.00 - 06.00) = 40.0 %				
3) Parking Charge (more than 3 hours)						
%	10.0	of landing & take-off charge - 50.0 % of NAC				
4) Gurdling Charge (more than 3 hours)						
%	5.0	of landing & take-off charge - 50.0 % of NAC				
5) Technical and Commercial Service Charge						
Pax : US\$	16.0	per departing passenger				
Cgo : US\$	160.0	per tone of loading & unloading cargo				
6) Safety Service Charge						
%	10.0	of landing & take-off charge				
7) Airport Passenger Charge						
US\$	10.0	per departing international passenger				0.0
8) Share of Other Revenue						
%	10.0	of sum of airport charges (2-7)				
4. Economic Revenues						
1) Income from Foreign Tourist						
US\$	500.0	per foreign passenger				
2) Average Loss Time and Time Value of Uzbekistan Tourist (Uzbek)						
US\$ hour	0.25	* hour	15.8	per Uzbek passenger		
5. Exchange Rate						
Sums US\$	100.00	(average of 1997)				
Yen US\$	120.00	(average of 1997)				
Sums Yen	0.83	(average of 1997)				

Namangan - I (1) Cash Flow of Financial Costs and Benefits (US\$ thousand)

Year	Financial Costs			Financial Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
2000	2,350	10,392	8,042	3,266	3,266	0	-8,042
2001	2,350	8,784	6,434	3,511	3,511	0	-6,434
2002	2,350	14,960	12,610	3,756	3,756	0	-12,610
2003	2,350	24,470	22,120	4,001	4,001	0	-22,120
2004	2,350	27,462	25,112	4,246	4,246	0	-25,112
2005	2,350	70,022	67,672	4,491	4,491	0	-67,672
2006	2,350	6,080	3,730	4,577	7,450	2,873	-857
2007	2,350	6,080	3,730	4,663	7,735	3,073	-657
2008	2,350	6,080	3,730	4,748	8,021	3,273	-457
2009	2,350	6,080	3,730	4,834	8,307	3,473	-257
2010	2,350	6,080	3,730	5,712	9,386	3,673	-57
2011	2,350	6,080	3,730	5,916	9,817	3,901	171
2012	2,350	6,080	3,730	6,120	10,248	4,128	398
2013	2,350	6,080	3,730	6,323	10,679	4,356	626
2014	2,350	6,080	3,730	6,527	11,110	4,583	853
2015	2,350	6,080	3,730	6,730	11,541	4,811	1,081
2016	2,350	6,080	3,730	7,043	12,045	5,003	1,273
2017	2,350	6,080	3,730	7,355	12,549	5,194	1,464
2018	2,350	6,080	3,730	7,668	13,054	5,386	1,656
2019	2,350	6,080	3,730	7,980	13,558	5,578	1,848
2020	2,350	6,080	3,730	8,293	14,062	5,769	2,039
2021	2,350	6,080	3,730	8,508	14,503	5,995	2,265
2022	2,350	6,080	3,730	8,723	14,943	6,220	2,490
2023	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2024	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2025	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2026	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2027	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2028	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2029	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2030	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2031	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2032	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2033	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2034	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2035	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2036	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2037	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2038	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2039	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2040	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2041	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2042	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2043	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2044	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2045	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2046	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2047	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2048	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2049	2,350	6,080	3,730	8,939	15,383	6,445	2,715
2050	2,350	6,080	3,730	8,939	15,383	6,445	2,715

Financial Internal Rate of Return (FIRR) -10.00%

Namangan - 1

(2) Cash Flow of Economic Costs and Benefits

(US\$ thousand)

Year	Economic Costs			Economic Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
2000	2,350	10,392	8,042	833	833	0	-8,042
2001	2,350	8,784	6,434	893	893	0	-6,434
2002	2,350	14,960	12,610	954	954	0	-12,610
2003	2,350	24,470	22,120	1,015	1,015	0	-22,120
2004	2,350	27,462	25,112	1,076	1,076	0	-25,112
2005	2,350	70,022	67,672	1,136	1,136	0	-67,672
2006	2,350	6,080	3,730	1,185	14,714	13,529	9,799
2007	2,350	6,080	3,730	1,233	15,641	14,408	10,678
2008	2,350	6,080	3,730	1,281	16,569	15,287	11,557
2009	2,350	6,080	3,730	1,329	17,496	16,166	12,436
2010	2,350	6,080	3,730	1,378	18,423	17,046	13,316
2011	2,350	6,080	3,730	1,431	19,419	17,989	14,259
2012	2,350	6,080	3,730	1,484	20,415	18,931	15,201
2013	2,350	6,080	3,730	1,537	21,412	19,875	16,145
2014	2,350	6,080	3,730	1,590	22,407	20,817	17,087
2015	2,350	6,080	3,730	1,643	23,404	21,760	18,030
2016	2,350	6,080	3,730	1,701	24,515	22,814	19,084
2017	2,350	6,080	3,730	1,758	25,626	23,869	20,139
2018	2,350	6,080	3,730	1,815	26,738	24,922	21,192
2019	2,350	6,080	3,730	1,873	27,849	25,976	22,246
2020	2,350	6,080	3,730	1,930	28,960	27,030	23,300
2021	2,350	6,080	3,730	1,979	30,056	28,078	24,348
2022	2,350	6,080	3,730	2,027	31,152	29,125	25,395
2023	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2024	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2025	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2026	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2027	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2028	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2029	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2030	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2031	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2032	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2033	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2034	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2035	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2036	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2037	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2038	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2039	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2040	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2041	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2042	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2043	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2044	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2045	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2046	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2047	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2048	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2049	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2050	2,350	6,080	3,730	2,076	32,248	30,172	26,442

Economic Internal Rate of Return (EIRR) 8.20%

Namangan -2
1,2,3,4 of A,B
1
FIRR
-9.40%
EIRR
12.46%
Landing & T/O
100.00%
Commercial
100.00%
Passenger
100.00%
Domestic Pax
50.00
Air Demand
100.00%
Terms of Case Study
for A/P Charges
Magnification of Charges
2
Domestic Passenger Charge
\$5.00
for Air Demand
A: High Case
120.00%
B: Low Case
80.00%
Interest Rate (%)
2.10
Terms of Cash Flow
Select 1 or 2
2

Case -1
[Case in Air Traffic Demand = 100 %]

ECONOMIC & FINANCIAL ANALYSIS

(Excluding Air Navigation Facility)

TERMS OF ANALYSIS	Namangan -2	FIRR	-9.40%	EIRR	12.46%
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1. Master Plan

Target Year (Opening Year)	2006	(End of Analysis = 2025)
Project Life	20	years

2. Maintenance and Operatio

4,200 8,400 8,400 8,400 8,400

1) Administration Area 1,680 1,680 2,520 3,360 3,360

m2\ year	1997	2000	2005	2010	2015	2020
Int'l & CIS	---	---	8,400	8,400	8,400	8,400
Domestic	4,219	4,219	2,520	2,520	2,520	2,510
Total	4,219	4,219	10,920	10,920	10,920	10,910

2) Number of Employee

year	1997	2000	2005	2010	2015	2020
persons	185	370	960	960	960	960

3) Salary Payment (including insurance : 40 %)

year	1997	2000	2005	2010	2015	2020
thou. US\$	650	650	1,680	1,680	1,680	1,680

4) Maintenance Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	850	850	2,200	2,200	2,200	2,200

5) Administrative Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	200	200	520	520	520	520

6) Other Operation & Maintenance Costs

year	1997	2000	2005	2010	2015	2020
thou. US\$	650	650	1,680	1,680	1,680	1,680

Airport Charges

3. 1) Maximum Take-off Weight (MFW) by Aircraft Type

type	Small Plane	Small Jet	Medium Jet	Large Jet	Freighter
tones	25	60	150	300	200

2) Landing and Take-off Charge

US\$ / tones	9.5	daytime (06.00 - 16.00) = 60.0 %
US\$ / tones	11.4	night (16.00 - 06.00) = 40.0 %

3) Parking Charge (more than 3 hours)

%	10.0	of landing & take-off charge = 50.0 % of NAC
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4) Gurdng Charge (more than 3 hours)

%	5.0	of landing & take-off charge = 50.0 % of NAC
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5) Technical and Commercial Service Charge

Pax ; US\$	16.0	per departing passenger
Cgo ; US\$	160.0	per tone of loading & unloading cargo

6) Safety Service Charge

%	10.0	of landing & take-off charge
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7) Airport Passenger Charge

US\$	10.0	per departing international passenger	0.0	per domestic passenger
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US\$ 0.0	%	10.0	of sum of airport charges (2 - 7)
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4. Economic Revenues

1) Income from Foreign Tourist

US\$	500.0	per foreign passenger
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2) Average Loss Time and Time Value of Uzbekistan Tourist (Uzbek)

US\$ / hour	0.15	* hour	15.8	per Uzbek passenger
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5. Exchange Rate

Sums/US\$	100.00	(average of 1997)
Yen/US\$	120.00	(average of 1997)
Sums/Yen	0.83	(average of 1997)

Case -1

[Case In Air Traffic Demand = 100 %]
(excluding Air Navigation Facility)

Namangan-2

(1) Cash Flow of Financial Costs and Benefits

(US\$ thousand)

Year	Financial Costs			Financial Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
2000	2,350	7,615	5,265	2,898	2,898	0	-5,265
2001	2,350	6,562	4,212	3,116	3,116	0	-4,212
2002	2,350	14,405	12,055	3,334	3,334	0	-12,055
2003	2,350	19,612	17,262	3,553	3,553	0	-17,262
2004	2,350	22,604	20,254	3,771	3,771	0	-20,254
2005	2,350	33,801	31,451	3,989	3,989	0	-31,451
2006	2,350	6,080	3,730	4,084	6,690	2,606	-1,124
2007	2,350	6,080	3,730	4,179	6,964	2,785	-945
2008	2,350	6,080	3,730	4,273	7,238	2,965	-765
2009	2,350	6,080	3,730	4,368	7,512	3,144	-586
2010	2,350	6,080	3,730	5,042	8,366	3,324	-406
2011	2,350	6,080	3,730	5,226	8,751	3,525	-205
2012	2,350	6,080	3,730	5,410	9,137	3,727	-3
2013	2,350	6,080	3,730	5,594	9,522	3,928	198
2014	2,350	6,080	3,730	5,778	9,908	4,130	400
2015	2,350	6,080	3,730	5,962	10,293	4,332	602
2016	2,350	6,080	3,730	6,228	10,739	4,511	781
2017	2,350	6,080	3,730	6,495	11,186	4,691	961
2018	2,350	6,080	3,730	6,761	11,632	4,871	1,141
2019	2,350	6,080	3,730	7,028	12,078	5,050	1,320
2020	2,350	6,080	3,730	7,294	12,524	5,230	1,500
2021	2,350	6,080	3,730	7,484	12,918	5,434	1,704
2022	2,350	6,080	3,730	7,674	13,312	5,638	1,908
2023	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2024	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2025	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2026	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2027	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2028	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2029	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2030	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2031	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2032	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2033	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2034	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2035	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2036	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2037	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2038	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2039	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2040	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2041	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2042	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2043	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2044	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2045	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2046	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2047	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2048	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2049	2,350	6,080	3,730	7,864	13,706	5,841	2,111
2050	2,350	6,080	3,730	7,864	13,706	5,841	2,111

Financial Internal Rate of Return (FIRR) -9.40%

Case -1 [Case in Air Traffic Demand = 100 %]
(excluding Air Navigation Facility)

Namangan -2 (2) Cash Flow of Economic Costs and Benefits (US\$ thousand)

Year	Economic Costs			Economic Revenue			Net Financial Benefits
	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	
2000	2,350	7,615	5,265	833	833	0	-5,265
2001	2,350	6,562	4,212	893	893	0	-4,212
2002	2,350	14,405	12,055	954	954	0	-12,055
2003	2,350	19,612	17,262	1,015	1,015	0	-17,262
2004	2,350	22,604	20,254	1,076	1,076	0	-20,254
2005	2,350	33,801	31,451	1,136	1,136	0	-31,451
2006	2,350	6,080	3,730	1,185	14,585	13,400	9,670
2007	2,350	6,080	3,730	1,233	15,502	14,269	10,539
2008	2,350	6,080	3,730	1,281	16,420	15,138	11,408
2009	2,350	6,080	3,730	1,329	17,337	16,008	12,278
2010	2,350	6,080	3,730	1,378	18,254	16,877	13,147
2011	2,350	6,080	3,730	1,431	19,238	17,807	14,077
2012	2,350	6,080	3,730	1,484	20,221	18,737	15,007
2013	2,350	6,080	3,730	1,537	21,205	19,668	15,938
2014	2,350	6,080	3,730	1,590	22,189	20,598	16,868
2015	2,350	6,080	3,730	1,643	23,172	21,529	17,799
2016	2,350	6,080	3,730	1,701	24,277	22,577	18,847
2017	2,350	6,080	3,730	1,758	25,383	23,625	19,895
2018	2,350	6,080	3,730	1,815	26,488	24,673	20,943
2019	2,350	6,080	3,730	1,873	27,594	25,721	21,991
2020	2,350	6,080	3,730	1,930	28,700	26,770	23,040
2021	2,350	6,080	3,730	1,979	29,785	27,806	24,076
2022	2,350	6,080	3,730	2,027	30,870	28,843	25,113
2023	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2024	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2025	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2026	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2027	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2028	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2029	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2030	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2031	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2032	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2033	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2034	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2035	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2036	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2037	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2038	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2039	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2040	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2041	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2042	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2043	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2044	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2045	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2046	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2047	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2048	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2049	2,350	6,080	3,730	2,076	31,956	29,880	26,150
2050	2,350	6,080	3,730	2,076	31,956	29,880	26,150

Economic Internal Rate of Return (EIRR) 12.46%