APPENDIX 6.5-3

ANNUAL COST REQUIREMENT

。 1977年 - 1977年 - 1977年 - 1978年 -
그런 사용하는 이 회장도 아는 사람들은 사람들은 사람들이 가는 사람들이 되었다. 그 사람들은 이 사람들은 아니라 하는 것이다.
그는 생각하고 통에 대한 경기에는 생각하는 그는데 그리는 그림은 경기 방에 되고 되었다. 않아 말라고 말았다. 아니다
그렇게 한국을 되는 그녀가 가는데 이 그 사람이 있다는 그가 되어 되었다는 이후 하게 되었다는 것이 다른데 하는데 하는데 다음이다.
마리막의 물로 보고 있는 물리 전문 이 그 모양이 하는 것이 되었다. 이 경험 보고 있는 것이 없는 것이 없는 것이 없는 것이 없는 것이다.
그런 문제 사람들은 살이 이 나를 보고 하는 것을 보고 하는 것을 하는 것은 것은 사람들은 사람들이 되었다.
그리일 사람들은 사람들은 사람들이 아이들의 사람들은 사람들이 되었다. 그는 그리는 일본 사람들은 사람들이 되었다.
그리고 한 회문에 하고 있다면 다시하다고 되는 것은 사람들이 보고를 하고 하는 것을 다른 보고 있다고 된 것을 다
사람들이 하는데 문화 아이라는 나는 사람들의 생활이 내려면 되었다. 그들은 불편의 이번 등을 받았다.
- 프로그램 프로그램 - 프로그램 - 프로그램
그 사람들은 보는데 의료를 하시다는 그들이 가득하고 있다. 그렇게 그리고 사람들이 살아가는 있다면 이 사람들을 받는데 모든 것이다.
어느는 사고 있는 이번 이 사람들이 하지 않는 것은 이 살으셨는데 하고 하는 사람들이 하고 말한다. 이 모든 한 경우에 되는 것이 만들어 됐다.
그리 경화하는 사람이 사람들도 하다는 하고 있는 그렇게 하는 것 같다. 그리고 하는 사람이 나는 그래 모든 것 같다.
어른 모든 사람들은 사람들이 되었다. 이 사람들은 사람들은 사람들이 하지 않는데 그렇게 나오라면 사람들을 들다.
그는 아들은 살이 되었다는 그는 내가 하는 것이 하는 것이 되었다. 그는 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은 사람들은
그리고 동물하다. 그리는 그는 이상에 다른 사람들은 나는 사람들은 그렇게 하는 사람들이 되었다. 그를 만든 사람들이 없는 목표
그 생님이 하는 그의 학생인 그는 것이 나는 사람이 나를 다 나라가지 않고 하는 다음이 있다. 나는 모양이 있다.
그 일 수 있다면 한 문에 가장이는 이 얼굴하면 보다를 시작하였다. 사람들 수준이 하면 한 바로 되었어요? 한 달린 것이
그를 가장한 장면을 하는 것이 하는 것이 있다. 그는 것이 없는 것은 사람들은 사람들이 되었다. 그런 사람들은 사람들은 사람들이 되었다. 그런 것은 사람들은 사람들이 되었다. 그런 것은 사람들이 되었다.
이 고양한 그 있다. 그 양양 하는 이 그는 이 그는 그림을 마하는데 그는 말을 들려와 살았다면 주었다.
으로 있는 사용 가는 보고 있는 것이 되었다. 그는 그는 그는 그리고 있는 것이 되었다. 그리고 있는데 보고 있는데, 모든 사용이 되었다. 그는 것은 것은 것은 것은 것은 것은 것은 것은 것은 것 - 그는 말을 보고 있는 것은 것은 것은 것은 것은 것은 것은 것을 보고 있는데, 그런 것은 것을 받는 것은 것은 것은 것은 것은 것은 것은 것은 것 - 그는 말을 보고 있는 것은
그는 물이 그리고 있는데 그는 그는 이 그는 이 그는 이 그는 그는 그는 사람들은 경험을 받는데 살아 먹는데 모든데 모든데 모든데 모든데 되었다.
그는 사람들은 교통하는 그 얼마 그는 하는 사람이 되는 그는 말로 이 사람들이 되었다. 그는 말을 하는 사람들이 모르는 것이다.
그는 그리 회의를 되는 이 살으리다. 그리고 한 어린 장마 회사의 그림을 가게 하는 것은 이를 다 가지 않는데 다른
는 하는 것도 할 것이 없는 것이 들어 있는 것이 되었다. 그는 것이 되었다는 것은 것이 없는 것이 없는 것이 되었다. 그는 것이 되었다. 그는 것이 없는 것이 없는 것이 없는 것이 없는 것이 없는
그는 이 시민 이 회에 하다는 것은 것이 그 없는데 살아 먹는 것이 없는 것이 없는 동물 그리고 하고 있었다. 중국일 목 없는 독일
그는 얼마나 마음이 없는 것이 하는 사람이 보는 사람들을 모든 것이 되었다. 나는 사람들은 사람들이 가는 것은 사람들이 살아 있다.
그는 사람들은 아니라 그는 그는 사람들은 그리는 사람들이 가는 중요한 물론 중요한 사람이 가능하고 있다.
그는 맛이 한 그들은 그는 이렇게 된 아니는 그 그는 그를 가지 않는 그리고 화를 가셨다면 하셨다.
그리다 보다는 그 하는 그리는 사람이 되는 사람이 되었다. 그는 사이를 만들어 보는 사람들이 되었다. 그리는 사람들이 되었다.
그런데 선생님들이 그는 방안은 하시다. 그는 모습니다. 그는 그들은 그들은 그들은 그릇이 그렇게 그렇게 되었다.
그는 사람들이 가는 사람들이 가는 사람들이 가는 사람들이 가는 사람들이 되었다. 그 사람들이 되었다는 사람들이 되었다.
나는 마니다 하고 있는 그 아이는 이 사는 사람들은 사람들은 사람들이 가장 하는 것이 되었다. 이 나는 사람들은 사람들은 사람들이 되었다.
- 발표 - 사람들의 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
이는 사람이 많은 사람들은 사람들은 사람들이 하는 사람들이 얼마나 얼마나 살아 먹었다.
이용이 많이 살 수 있을 때문 어린 모양이 되는 사람이 살아왔다면서 사람들이 되었다. 나는 사람들은 회사 사람들은 사람들이 살아 없다.
그런데 아이들이 나는 그들은 사고 있는데 맛이 되는데 생활하다면 되었다면 하다는데 하다 수 있었다. 그렇다
그렇게 하는 어느를 하는 어느 아느라는 사람들이 살아들은 살아들은 생각을 살아가지, 먹었는데 어느었다.
그 이는 이 그리는 그들은 그는 이 이 작가 있다. 아무를 제한다는 그들은 그를 받는 것은 그들은 그들은 것을 받는데 하다.
이의 소인들이 보고 아이는 그는 사이의 얼마를 보는 동안 되었다면 되었다고 있다. 이 보다 되었
이 되었다. 마이에는 얼마 이 나는 사람이 아이를 하는 것이 되었다면 하는 것이 하는 모든 모든 것이다.
그 하지만 되는 그 이 이 사람들은 그는 사람들은 이 사람들은 사람들이 하는 것이 없는 사람들이 되었다.
이 시간은 어린다. 전 사람이는 얼마가 하는 사람들은 사람들의 등 관심을 하고 있는데 하는 것은 것을 받았다.
기 그는 그는 가능은 이 등으로 이 들어 있는 것을 가면 가면 하는 것을 다 하는 것을 다는 것을 하는 것이 없다.
그리다는 사람들이 되는 사람들은 사람들이 나는 사람들이 되었다. 그리는 이번 사람들이 되었다면 살아 되었다.
그 사는 후에 덮어놓다. 그러지는 이번 사고 하면 사고 보다를 훔친다는 이번 수가는 수민은 어떻게 들는 생각이 있다.
그들의 아이스 한번 있다. 아름이 하는 그 회원 중인 이 사람이 하는 사람이 되는 것이 되는 것이 하는 것이 되었다.

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

	Work Items		-	71	m	₹	Ś	ဏ	7	æ	o	2
	I		1999	2000	2001	2002	2003	2004	2005	2006	2002	2008
A) Compe	Compensation											
1	Financial Arrangement	1										
C) Design Works	Works					-						
D) Tender	D) Tender Procedure											
E) Constru	E) Construction Works											
[Foreign Portion]	Portion]											
	Work items		1999	2 2000	3 2001	2002	5 2003	6 2004	2005	8 2006	9 2007	10 2008
A) Compe	A) Compensation Work	0										
B) Airfield Facility	Facility											
	Earthwork	0										
	Pavement	11621				2,324	5,811	3,486				
	Drainage	0										
	Miscellaneous	0										
	Subtotal	11,621							****		•	
C) Termina	at Area Facility											
	Passenger Terminal Building	13,205					3,962	3,962	5,282			
	Cargo Building	7,819					2,346	2,346	3,128			-
	Tower	С					0	0	0			
:	Other Buildings	1,00,1					300	တ္ထ	400	**************************************		
	Subtotal	22,025										
D) Air Nav	D) Air Navigation Facility	13,693							13,693			
E) Airport	E) Airport Special Equipment	462							462			
F) Utilities		26,732							26 732			
G) Project	G) Project Administration	19,750		4,938	3,950	988	2,963	2.963	3,950			
I Total		94 283	0	4 938	3.950	3 342	15.381	13.056	53 647	0	0	-

14 founds Houseast		-	2	r	*	u)	9	7	80	တ	5
WOLN GOING		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0										
B) Airfield Facility						**					
Earthwork	0						-				
Pavement	1,291				258	846	387				
Drainage	0										
Miscellaneous	0										
Subtotal	1,291								-		
) Terminal Area Facility					1						
Passenger Terminal Ruilding	2.705				406	676	812	812			
Camo Building	1,601				240	400	480	480			
Total Talent	0				0	0	0	0			
Other Buildings	205				31	51	62	62			
Spirit State of the state of th	4.511										
D) Air Navioation Facility	1,191							1,191			
E) Airport Special Equipment	8							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	٥		0
											(US\$1,000)
	400 467	-	£ 022	7007	364.4	47 690	15 333	60 211	0	0	

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

A) Compensation B) Financial Amangement C) Design Works D) Tender Procedure				•	•	•					
A) Compensation B) Financial Arrangement C) Design Works D) Tender Procedure		000	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation B) Financial Arrangement C) Design Works D) Tender Procedure		555	2027								
B) Financial Arrangement C) Design Works D) Tender Procedure											
C) Design Works D) Tender Procedure	1										
D) Tender Procedure		_ •									
		-									
E) Construction Works											
[Foreign Portion]											
Work Items		1000	2000	3	2002	5 2003	2004	2005	8 2006	2007	2008
		2501	222	. ^^~							
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0									-	1
Pavement	11621		-		2,324	5,811	3,486				
Drainage	0										
Miscellaneous	0								-		
Subtotal	11,621	.,									
C) Terminal Area Facility											
Passenger Terminal	i d					690	COC	790	- _		
Building	C02,21					706'0	206,6	707'0			
Cargo Building	0					0	0				
Tower	0			1		ō	0	0			
Other Buildings	1,001					300	30	84			
Subtotal	14,206										
D) Air Navigation Facility	13,693			***************************************				13,693			
E) Airport Special Equipment	462							462			
F) Utilities	6,129				* · a			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	0

			•	•			¥	Œ	۸	60	σ	-	2
Work Items		-	7	0	-	-) 	>					9000
		1999	2000	2001	×	2002	2003	2004	2005	2006	2002	6	2000
A) Compensation Work	0					- 1							
B) Airfield Facility						-						-	
Earthwork	0												
Pavement	1,291					258	646	387					
Drainage	0										}.		
Miscellaneous	0												
Subtotal	1,291												
C) Terminal Area Facility												- -	
Passenger Terminal	2 705			·		406	676	811	811				
Caroo Building	0					0	O	0	0				
Tower	0					0	0	0	0				
Other Buildings	205			#** **		31	51	8	62			.	
Subtotal	2,910												
D) Air Navigation Facility	1,191								1,191		- -		
E) Airport Special Equipment	0								٥			-	
F) Utilities	758							-	758			- -	
G) Project Administration	2,152		538		430	108	323	323	430	_ {			
H) Total	8,302	0	538		430	802	1,696	1,583	3,252		-	ō	0
			•									2	(US\$1,000)
[66 633	0	3,593		2,874	3,737	13,601	11,164	31,663		ō	0	

66,633 0 3,593 2,874 3,737 13,601 11,164 31,663 0 0	Foreign + Local
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Annual Cost [New Tashkent Airport] - Pre F/S Stage (Case-1:International Only)

Work Items	Cost	-	ď	 С	4	vo	G	~	æ	o,	10
		2000	2001	2002	2003	2004	2005	2006	2002	2008	2009
A) Compensation		***********									
B) Financial Arrangement											
C) Design Works											
D) Tender Procedure											
E) Construction Works					1.						
Foreign Portion])	(US\$1,000)
Work Hems	Cost	-	7	ю 	4	ĸ	9	7	8	6	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	152,851						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										
C) Terminal Area Facility											
Passenger Terminal	A0 850								0200	10 940	19 940
Camo Building	0.801		***************************************						2	5.410	5 410
Tower	15,139	1		1	- 					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								24,882	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	840 976	Ċ	27 844	00 00	6223	A7 940	79 290	120 08	47 207	139 924	140 BAC

New Tashkent

25,292 1,650 3,558 5.923 4,084 1.108 3,397 1,551 3,861 (US\$1,000) 2009 2 23,178 1,650 4,738 1.108 0 2,669 3,397 <u>2</u> 4.084 1,551 3,861 2008 თ 14,610 4,738 3,397 252 2,87 2,669 122 1,391 2007 00 12,886 4.738 4,174 8 3,397 378 2006 12,458 4,738 4,174 દ્ધ 3,397 2002 4.174 4.738 9,062 2007 4004 2,961 2,961 2003 Annual Cost [New Tashkent Airport] - Pre F/S Stage (Case-1:International Only) [Local Portion] 11,846 11,846 2002 c 14,807 14,807 8 8 0 2000 127,101 59,229 8 13,912 16,983 630 8 31,931 10,210 2,216 3,101 23,248 3,299 8,895 7,721 Cost C) Terminal Area Facility Passenger Terminal E) Airport Special Equipment Other Buildings D) Air Navigation Facility Cargo Building Miscellaneous G) Project Administration A) Compensation Work Work Items Earthwork Pavement Drainage Subtotal Subtotal Building Tower B) Airfield Facility F) Utilities H) Total

162

1	ह्रा
1	175,098
	8,524 56,871 90,838 95,117 101,817 163,089 175,098
	101,817
	90,838 95,117
	90,838
	8,524 56,871 9
	8,524
	42,618 34,095 8,524
	42,618
	0
	768,077
	Local
1	Foreign + Loc

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

Work Items	Cost	-	~	с	4	ĸ	9	_	5	6	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]										`	(000,1381)
Work Items	Cost	2000	2001	3 2002	2003	2004	6 2005	2006	2007	9008	10
A) Compensation Work	4 492		- 11			1348	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										
D) Air Navigation Facility	37,943									18,972	18,972
E) Airport Special Equipment	13,931									996'9	996'9
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

Local Potatori j								-	•		
West Home	Cost		7	ო	4	NO.	9	7	80	o	2
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
A) Compensation Work	499					150	351	200			
B) Airfield Facility			4								
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	13 352			;					2,670	5,341	5,341
Burping	4 956									2,128	2,128
Cargo Building	200									1,551	1,551
lower	101.0									4,332	4.332
Other Buildings	500.0										
Subtotal	29,372			_ } -						000	4.65
D) Air Navigation Facility	3,299									000	300.
E) Airport Special Equipment	0									0	O
F) Utilities	8,895								2,669	2,669	3.558
C) Project Administration	61,438		15,360	12,288	3,072	4.915	4,915	4,915	4,915	4,915	6.144
10 Tabel	127 222	6	١	l	3 072	9 238	12.995	13.423	15.775	26,462	28,621

41 2		1 21
(US\$1,000)	000 007	186,269
5)	020 707	184,050
	1000	99,673 110,069 184,050 186,269
		99,673
		95,394
		57,830 95,394
		9,123
		36,491
		45,614
		834,533
		Local

New Tashkent

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

Work Hems	Total Cost	,	~	m	4	ws.		7	ĸO.	6	0٢
		1999	2000	2001	2002	2003	2004	2002	2006	2007	2008
A) Compensation											
B) Financial Arrangement	I										
C) Design Works											
D) Tender Procedure				1							
E) Construction Works											
[Foreign Portion]											(US\$1,000)
Work Items	Total Cost	1 499	2	3	2002	5 2003	6 2004	2005	8 2006	2007	10
A Commence assists (Acres	į c										
D. Aistald Cavilly	5										
Earthwork	4.383				4,383						
Pavement	18,396				5,519	5,519	7,358				
Drainage	ō										
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	7.437					2,231	2,231	2,975			
Other Buildings	2,792					838	838	1,117			
Subtotal	30,884						-				
D) Air Navigation Facility	27,363							27,363			
E) Airport Special Equipment	4,541							4,541			
F) Utilities	10,743							10,743			
G) Project Administration	25,748		6,437	5,150	1 287	3,862	3,862	5,150			
H) Total	122,911	0	6,437	5,150	11,189	18,646	21,339	60,150	0	0	0

Work Bems	Total Cost	•	7	ဗ	4	Ŋ	φ	7	∞	თ	2
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0				1		}				
B) Airfield Facility											
Earthwork	487				487						
Pavement	2,044				613	613	818				
Drainage	0										
Miscellaneous	95						38				
Subtotal	2,626										
Terminal Area Facility											
Passenger Terminal	2 453					1.036	1,036	1,381			
Grana	7 7					233	233	311			
Cargo building	0//					457	457	609			
lower	070'1					175	12	229			
Other Buildings	572					1/2	7.1	, q. q.			
Subtotal	6,326					. =					
D) Air Navigation Facility	2,379							2,379			
E) Aimort Special Equipment	0							0			
F) Utilities	1,328							1.328			
G) Project Administration	6,419		1,605	1,284	321	963	963	1,284			
	1000	١	200	700 7	1007	747 6	2772	7 621	~	0	

8,042 6,433 12,610 22,120 25,112 67,671	8,042 6,433 12,610 22,120 25,112	8,042 6,433 12,610 22,120 25,112 67,671	141,989
12,610 22,120 25,112	12,610 22,120 25,112 67,671	12,610 22,120 25,112 67,671 0	
22,120 25,112	22,120 25,112 67,671	22,120 25,112 67,671 0	6,433
25,412	25,112 67,671	25,112 67,671 0	12,610
11	67,671	67,671 0	22,120
67,671	7	0 12	25,112
	0	0	67,671

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

* * * * * * * *

Work Items	Total Cost	_	7	က	4	S	9	_	∞	6	10
		1999	2000	2001	2002	2003	2004	2005	2006	2002	2008
			332								
A) Compensation											
B) Financial Amangement											
C) Design Works				1							
D) Tender Procedure					1				_ `		
E) Construction Works											
[Foreign Portion]											(US\$1,000)
Work items	Total Cost	-	2	3	4	\$	9	*	80	o	10
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0										
B) Airfield Facility								- ^			
Earthwork	4,383				4,383						
Pavement	18,396				5,519	5,519	7,358				
Drainage	Ó			•							
Miscellaneous	853						853				
Subtotal	23,632										
C) Terminal Area Facility											
Passenger Terminal						- {		1			
Building	16,858		-			/00'0	/00'0	0,743			
Cargo Building	3.797					1 139	1,139	1,519			
Tower	0					0	0	0			
Other Buildings	1,398					419	419	828			
Subtotal	22,053										
D) Air Navigation Facility	0			r = =				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	2,424	3,231	• "		
H) Total	77,126	0	4,039	3,231	10,710	14,558	17,251	27,337	0	o	0

	Total Coes	T	0	6	4	IO.	9	^	80	6	10
Work nems	1000	1990	2000	2001	2002	2003	2004	2005	2006	2007	2008
							-				
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	487				487						
Pavement	2,044				613	613	818				
Drainage	0										
Miscellaneous	95						95				
Subtotal	2,626										
Terminal Area Facility											
Passenger Terminal Building	3,453					1,036	1,036	1,381			
Cargo Building	778					233	233	311			
Tower	0					0	0	Ö			
Other Buildings	286					8	88	114			
Subtotal	4,517										
D) Air Navigation Facility	0							0			
E) Airport Special Equipment	0							0		-	
F) Utilities	1,328							1,328		-	
G) Project Administration	4.905		1,226	:	981 245	736	736	981			
	25.00	6			1345	2 704	3.003	4.116			0

US\$1,000)
23
31,45
20,254
17,262
12,055
1 1
4,212
98:
5,2
, i
90,50
n + Local
- 1 - 1 - 1

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

A) Compensation B) Financial Arrangement C) Design Works D) Tender Procedure E) Construction Works I Foreign Portion] Work ttems Total Cost		1000									
Compensation Financial Arrangement Design Works Tender Procedure Construction Works preign Portion]			בככנ	***	5000	2003	2004	200	2008	2002	2008
Compensation Financial Arrangement Design Works Tender Procedure Construction Works preign Portion]		1555	2002	2007	7007	5007	7007	2007	2027		
Financial Arrangement Design Works Tender Procedure Construction Works oreign Portion] Work Items]										
Design Works Tender Procedure Construction Works oreign Portion] Work Items	-									_	
											_
30											(US\$1,000)
	Cost	τ-	2	င	4	S	9	7	80	6	10
		1999	2000	2001	2002	2003	2004	2002	2006	2007	2008
A) Compensation Work	0					-					
B) Airfield Facility											_
Earthwork	0				0						
	3,489				1,047	1.047	1,396				
Drainage	0										
Miscellaneous	280						280	İ			
Subtotal	3,769										
C) Terminal Area Facility											
minal	18,081		- • • • • • • • • • • • • • • • • • • •			5,424	5,424	7,232			
Cargo Building	0					0	0	0			
Tower	0					0	0	0		: -	
Other Buildings	174					52	52	20			
	18,255										
cility	٥							٥			
E) Airport Special Equipment	601							8			
F) Utilities 8,	8,853	,						8,853			
Administration	8,341		2,085	1,668	417	1,251	1,251	1,668			
H) Total 39	39,819	0	2,085	1,668	1,464	7,774	8,403	18,424	0	0	٥

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

[Local Portion]											,	Š
Work Rems	Total Cost	**	~	,, a.	m	4	ĸ	9	7	∞	6	10
		1999	2000	2	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0											
B) Airfield Facility												
Earthwork	0					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						O	0	0			
Tower	0						0	٥	0			
Other Buildings	98						17	-	4-			
Subtotal	3,739											
D) Air Navigation Facility	0								0			
E) Airport Special Equipment	0								0			
F) Utilities	1,094								28			
G) Project Administration	1,759		•	440	352	88	264	264	352			
H) Total	7,011	0		440	352	204	1,502	1,572	2,941	٥	٥	0

(US\$1,000) 21,366 9,975 9,276 1,668 2,525 46,830 Foreign + Local

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

Work items	Total Cost	₹	~	س	4	 (O	٠	7	×	3 >	2
		1999	2000	2001	2002	2003	2004	2005	2006	2002	2008
A) Compensation											
B) Financial Arrangement											
C) Design Works											
D) Tender Procedure						•					
E) Construction Works											
[Foreign Portion]											(US\$1,000)
Work Items	Total Cost	- 6	2	6	4	5	9	7	8	9	10
		1999	2000	2001	2002	2003	2004	COOZ	2007	7007	2002
A) Compensation Work	0										
B) Airfield Facility					-		- :				
Earthwork	O				O	0					
Pavement	17,349				3,470	8,675	5,205				
Drainage	0										
Miscellaneous	0										
Subtotal	17,349										
C) Terminal Area Facility			-								
Passenger Terminal	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	888			
Subtotal	22,428										
D) Air Navigation Facility	27,285							27,285			
E) Airport Special Equipment	4,310							4,310		_	
F) Utilities	7,727							7,727			
G) Project Administration	20,961		5,240	4,192	1,048	3,144	3,144	4,192	٠		
H) Total	100,060	0	5,240	4,192	4,518	18,547	15,077	52,485	0	0	0

1000	4000 1000	-	,	ε	4	S	9	~	€	Ф	10
WOTK REMS	100	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	O										
B) Airfield Facility											
Earthwork	0				0		0				
Pavement	1,928				386	28	4 578				
Drainage	0										
Miscellaneous	0							-		~	
Subfotal	1,928										-
C) Terminal Area Facility		•									
Passenger Terminal	707.0				328		546 655	655	10		
Simpling	7, 10				2						
Cargo Building	074				000						
Tower	1,523				777						- - -
Other Buildings	460				69		115 138	138	en l		
Subtotal	4,593										
D) Air Navigation Facility	2,373							2,373	3		
F) Aimort Special Equipment	0					-			0		
F) Utilities	956							955	2		
G) Project Administration	3,854		8	77.1	193	578	8 578	3 771			
	43.703	٥	964	77.4	1 267	069 6	1534	5 477		0	0

_ ! "	
JS\$1,000)	
3	0
	57,962
	17,612
	21,237
	5,785
	4,963
	6,204
	113,763
. •	
	+ Local

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

Work thems	Total Cost	- -	~	n	4	IO.	φ	7	8	6	10
		1999	2000	2001	2002	2003	2004	2005	2006	2002	2008
Iŧ				-							
A) Compensation											
B) Financial Arrangement					 						
C) Design Works				1							
D) Tender Procedure					1						
E) Construction Works											
[Foreign Portion]						:					(US\$1,000)
Work items	Total Cost	-	7	က	4	3	9	2	80	6	10
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0			1							
B) Airfield Facility											
Earthwork	0				0	0					
Pavement	17,349				3,470	8,675	5,205				
Drainage	0										
Miscellaneous	0										
Subtotal	17,349	į									
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	5	0			
Other Buildings	853					256	256	84		- 4	
Subtotal	13,596										
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	0

444-44-444	Total Cost	,	2	63	4	Ŋ	Ģ	~	œ	თ	01
WOLK JUSTIS	1600	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	\$	578				
Drainage	0						-				
Miscellaneous	0				<u> </u>						
Subtotal	1,928						-				
> Terminal Area Facility											
Passenger Terminal Building	2,184				328	546	655	655			
Camo Building	426				28	107	128	128			
Tower	0				0	0	0	0			
Other Buildings	175				26	4	53	53			
Subtotal	2,785										
D) Air Navigation Facility	0										-
E) Airport Special Equipment	0							0			
F) Utilities	955		-					955	10		
G) Project Administration	2,343		989	469	117	351	351	469			
U) Total	200	0	A85	469	921	2.012	1.765	2.259			0

(US\$1,000)	
	:
	22,013
	12,757
	16,474
	4,960
	2,747
•	3,433
-	
	62,383
	oreign + Local

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

Work Items	Total Cost	-	N	m	4	w	9	7	80	6	1
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation											
B) Financial Arrangement	I					-					
C) Design Works											
D) Tender Procedure											
E) Construction Works											
[Foreign Portion]											(US\$1,000)
Work Items	Total Cost	1000	2000	3	2002	5	6 2004	2005	8 2006	2007	10
		3				-					
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0				Ö	0					
Pavement	2,331				466	1,166	669				
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					œ	8	11			
Subtotal	11,517										
D) Air Navigation Facility	0							0			
E) Airport Special Equipment	370							370			
F) Utilities	6,317							6,317			
G) Project Administration	5,442		1,361	1,088	272	816	816	1,088			
H) Total	25,977	0	1,361	1,088	738	5,437	4,971	12,382	0	0	0

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

Work Items A) Compensation Work											
Work items A) Compensation Work	Total Cost	,	2	87	4	ΙĊ	φ	7	œ	6	2
A) Compensation Work		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
	0										
B) Airfield Facility											
Earthwork	0				0	0					
Pavement	259				52	130	78				
Orainage	0										
Miscellaneous	0										-
Subtotal	259										
C) Terminal Area Facility											
Passenger Terminal Building	2,353			-	353	588	206	706			
Camo Buildina	0				٥	O	0	0			
Tower	0				0	0	0	٥			
Other Buildings	9					2	2	2			
Subtotal	2,359										
D) Air Navigation Facility	0										
E) Airport Special Equipment	0							0			_ -
F) Utilities	781		-					781			-
G) Project Administration	1,140		285	228	57	171	171	228		~ - · •	
H) Total	4,539		285	228	463	890	956	1,717	0	0	

14,099 5,927 6,327 1,201 1,316 1,646 30,516 Foreign + Local

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

Work flems	Total Cost	-	84	- -	4	'n	œ.	,		3	0.
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation											
B) Financial Arrangement	1 _										
C) Design Works											
D) Tender Procedure											
E) Construction Works											
[Foreign Portion]											(US\$1,000)
Work Items	Total Cost	1999	2000	3 2001	2002	5 2003	6 2004	2005	8 2006	9 2007	10 2008
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0				0	0	1				
Pavement	15,196				3,039	2,598	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		1	1
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	ā		
H) Total	114,379	0	5,990	4,792	4,237	20,583	17,544	61,232	0	0	0

And the same	Total Cost	-	7	က	₹	Ŋ	φ	7	&	6	10
WOLV RELIES		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	O				0	0					
Pavement	1,688				338	4	905	+			
Drainage	0						,	· (
Miscellaneous	0										
Subtotal	1,688										
Terminal Area Facility											
Passenger Terminal Building	3.755				563	626	1,127	1,127			
Camo Ruiding	485				73	121	146	146			
Tower	1.523				228	381	457	457			
Other Buildings	28				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	628	210	629	629	839			
Total	16.163	0		839	1,509	3,076	3,059	6,631	0		0

_	٦
-	
	اة
	67,863
	20,603
l	23,659
	5,746 23,
	5,631
	7,039
	130,542
	Foreign + Local

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

Work Items	Total Cost	-	7	ო	4	\$	φ	7	∞	on .	2
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
		252	2024	1000	100						
A) Compensation											
B) Financial Arrangement	I										
C) Design Works										1	
D) Tender Procedure											
E) Construction Works											
[Foreign Portion]											(US\$1,000)
Work Items	Total Cost	-	7	3	7	5	9	7	80	G	9
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0						_				
B) Airfield Facility											
Earthwork	0					0					
Pavement	15,196				3,039	7,598	4,559				
Drainage	0							1			
Miscellaneous	0										
Subtotal	15,196										
C) Terminal Area Facility											
Passenger Terminal	0000			<u>-</u>		ν ν	7	7 333			_
Cardo Buildino	2.366					710	710				
Tower	0					0	0			 	
Other Buildings	1,772					532	532	709			
Subtotal	22,471								4		
D) Air Navigation Facility	0							0			1
E) Airport Special Equipment	4,541							4,541			
F) Utilities	12,093					-		12.093			
G) Project Administration	14,390		3,598	2.878	8 720	2,159	2,159	2.878			
H) Total	68.691	0	3,598	2,878	8 3,759	16,498	13,459	28,500		0 0	

March March	Total Cost	+	2	က	4	٧ò	ω	~	හ	6	10
WOLN HEITS	5	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0										
B) Airfield Facility			-	1							
Earthwork	0				0	0		*			
Pavement	1,688	- -			338	22	905				
Orainage	0										
Miscellaneous	0								The second secon		
Subtotal	1,688										
() Terminal Area Facility											
Passenger Terminal Building	3,755				563	626	1.127	1,127			
Cargo Building	485				73	121	146	146			
Tower	0				O	0	0	0			
Other Buildings	363				ጿ	91	8	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		671	537	134	403	403	537			
11. Takel	40.470	C	671	537	1.162	2,397	2,290	3,413		0	0

(00\$1,000)	7
rssu)	
1	
	31,913
	15,749
	18,895
	4,921
	3,415
	4,269
•	
	79,161
	Local

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

A) Compensation B) Financial Arrangement C) Design Works D) Tender Procedure E) Construction Works [Foreign Portion]		1999	0000	i				2000		1444	
A) Compensation B) Financial Arrangement C) Design Works D) Tender Procedure E) Construction Works [Foreign Portion]	-		2007	2001	2002	2003	2004	2005	2006	2007	2008
B) Financial Arrangement C) Design Works D) Tender Procedure E) Construction Works [Foreign Portion]											
C) Design Works D) Tender Procedure E) Construction Works [Foreign Portion]		I						+		The state of the s	
D) Tender Procedure E) Construction Works [Foreign Portion]		1.									
E) Construction Works [Foreign Portion]											
[Foreign Portion]											
											(US\$1,000)
Work Items Total	Total Cost	+	7	8	4	5	\$	7	æ	6	0
	÷	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	-		· 1						- : :		1
rminal	19,925					5,978	5,978	7,970	::		
uilding	0					O	0	0			
Tower	0					0	0	0	-		
Other Buildings	180					2	ቖ	72			
Subtotal	20,105										
D) Air Navigation Facility	0							0			
E) Airport Special Equipment	601							601			
	10,363				•			10,363			
G) Project Administration	8,639		2,160	1,728	432	1,296	1,296	1.728			
H) Total	41,239	0	2,160	1,728	738	8,093	7,787	20,734	Ô	0	°

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

Most tome	Total Cost	-	2	6	4	ĸ	9		80	6	10
MOIN MEILE		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation Work	0				-						
B) Airfield Facility											
Earthwork	0				0	0					
Pavement	170				8	85	51				
Drainage	0										
Miscellaneous	0				'						
Subtotal	170										
C) Terminal Area Facility											
Passenger Terminal Building	4,081		1.00 min 100 m		612	1,020	1,224	1,224	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Caro Building	O				0	0	0	0			
Tower	0				0	0	O	Ö			
Other Buildings	37				9	6	1	11			
Subtotal	4,118										
D) Air Navigation Facility	0							0			
E) Airport Special Equipment	0							٥			
F) Utilities	1,281							1,281			
G) Project Administration	1.857		464	371	93	279	279	37.1			
H) Total	7,426	0	464	371	745	1,393	1,565	2,888	ō	Ö	0

(US\$1,000) 23,622 9,352 9,486 1,483 2,099 2,624 48,665 Foreign + Local

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

Work Items	Total Cost	•	7	n	4	'n	ص	_	×	3	10
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
A) Compensation						Alak dama					
B) Financial Arrangement							1				
C) Design Works											
D) Tender Procedure								-			
E) Construction Works											
[Foreign Portion]											(US\$1,000)
Work thems	Total Cost	1 1999	2000	2001	2002	5 2003	6 2004	2005	2006	9 2007	10 2008
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0				0	0					
Pavement	0				0	ŏ	0				
Drainage	0										
Miscellaneous	0										
Subtotal	0										
C) Terminal Area Facility							4				
Passenger Terminal Building	0				O	0	0	0			
Cargo Building	o	1			0	0	0	0			
Tower	0				0	0	0	0			
Other Buildings	0				0	0	0	0			
Subtotal	O							-			
D) Air Navigation Facility	895,6				2,392	2,392	2,392	2,392	1		
E) Airport Special Equipment	0							0			
F) Utilities	0							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	O

		,	c	*	*	ď	Œ	_	∞	ø.	2
Work Items	lotal Cost	-	¥	>	}		, ;	1000	9000	7000	2000
		1999	2000	2001	2002	2003	2004	C007	2002	7007	2007
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0				0	0				-	
Pavement	0				0	0	0				
Drainage	0										_
Miscellaneous	0										
Subtotal	0										
Terminal Area Facility											
Passenger Terminal Building	0				0	٥	0	0			
Caroo Building	Ó	-			0	0	0	0			
Tower	0				O	0	0	0			
Other Buildings	0				0	0	0	0			
Subtotal	O										
D) Air Navigation Facility	832							832			
E) Airport Special Equipment	0							0			
F) Utilities	0							0			
G) Project Administration	324		8	65	16	49	49	65			
H) Total	1 158	٥	8	65	16	67	4	897		0	0

(000,1381,000)	
	3,796
	2,821
	2,821
	2,535
	572
	715!
	13,260
	Local

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

Work Items	Total Cost	₹-	2	8	4	מ	٥	-	0	•	2
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
\ Compensation											
B) Financial Arrangement											
C) Design Works		•									
D) Tender Procedure						-					
E) Construction Works											
Foreign Portion]											(US\$1,000)
Work Items	Total Cost	1	2	က	4	S	9	7	8	6	10
		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							1		1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	
Subtotal	0										
C) Terminal Area Facility											
Passenger Terminal Building	o				0	0	0	0	adena er	and the second s	
Cargo Building	0				0	0	0	0			
Tower	26,645				3,997	6,661	7,994	7 994			
Other Buildings	0	1			0	O	0	O		1	
Subtotal	26,645										
D) Air Navigation Facility	91,501				22,875	22,875	22,875	22,875			
E) Airport Special Equipment	0					- -		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		,	
HOT /H	158 183	O	8,284	6.627	30.254	36.232	37.564	39.221	0	0	

14.1 th.m.	Total Cost	*	2	n	4	10	\$	^	æ	6	9
WOLK MUIS		1999	2000	2001	2002	2003	2004	2005	2006	2002	2008
A) Compensation Work	0										
B) Airfield Facility											
Earthwork	0				0	0					
Pavement	0				0	O	0				
Drainage	0										
Miscellaneous	0										
Subtotal	0										
Coming Area Facility											
Passenger Terminal Building	0				0	0	0	0			
Cardo Building	0				0	0	0	0			
Tower	5,275				797	1,319	1,583	1,583			}
Other Buildings	0				0	0	0	0			
Subtotal	5,275										
D) Air Navigation Facility	7,957							7,957			
E) Airport Special Equipment	0							0			
F) Utilities	909				150	150	150				-
G) Project Administration	5.054		1,264	1,011	253		758	1	į		
10 Tobal	18.886	O	1 264	1 011	1 194	2.227	2.491	10,700		0	0

US\$1,000)	
~	
	49,921
	40,055
	38,459
	31,448
	7,638
	9,548
	690'1
	177
	in + Local

APPENDIX 6.6-1

ENVIRONMENTAL SURVEY REPORT FOR NEW TASHKENT AIRPORT SITE

	보이다 말한다당한 시호를 하다면 된
의원소 방업에 하는 문문을 받는데 그 어디를 보고 하는데	
교회 하다 보고 하는 그 그 아이를 하는 것 같아.	
그렇게는 얼마 그림은 일 그 그들이 아무지 아니다.	
	하는데 한 당한 경기를 하는데
- 12일 : [12] - [14] - [14] - [14] - [14] - [14] - [14] - [14] - [14] - [14] - [14] - [14] - [14] - [14] - [14]	
	일이 본 시간 경험에 보고 하나 이렇게 됐다.
교회 임생명 그 라고 프랑리아 (1. 강화에 라는 백) :	최근 사람들의 일화 문자의 관리 가장 마음이 되는 것 같다.
	선물이 되었으라면 하는 그들이 본 사람은 살았다.
4 N. R. 프로젝트 - C. E. E. S. E.	
지수 그는 얼마를 가는 하다 하는 사람들이 말라고 하나 뜻	불어 하면하면 하고, ㅎ 들은 이번 말을 하는 것은
도 그렇지다 사용으는 학생들이 되지 않는 사람들은 살이 했다.	님, 이 남, 나라, 살, 나를 받을 때 하는 것을 다녔다.
엄마들의 회사 전하다는 이 하다 사용하는 경험을	
- 발표 항공 발표 이 경험에 보는 하네트를 가고 있는 것은 것도	
있다. 그는 그는 말이 되는 그리는 그를 가게 하는 것 같다.	
	그리 그리는 그는 가입하는 가는 얼마나요요?
요즘 아름답이 없는 그 없는 아직 사람들은 아버지 아니다.	이글중점된 공화 마일과 하고 아들리가 얼마 그 없었다.
	기를 보지 않는 시험을 하다 날 수 있는 사람들이 되었다.
이 호마는 방법 전에 있는 이 이 이 이 사람들은 생각이	
	그림은 생일이 되는 살라고 하는 것이 살아 있다. 그렇게 다른 것이 없는 것이 없다.
민준일 하는 이라고 아름다는 어떻게 되었다.	교통, 살아되었다면서 생활되는데 모델 다이네요. 10
	교통 내가 보일은 작은 일을 들은 그림은 이 하는데 있을까?
	생활 없는데 하는데 요즘 마음이 되고 있었다. 나는 것이다.
그는 마을이 되는 그런데 그리고 모양이 할다.	
	발발되었다. 여러 왕조리 얼마를 걸어 되고 그들은 때문
	생기들이 얼마나 되었다. 사람들을 하는
	die en antronomie de l'Archielle de la service de la company de la company de la company de la company de la c Na company de la company d
	호텔 이 불인 등 된 말으라고 하지만 모임하다.
	하게 보고하는 말을 하나라는 항상을 받는다.

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
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4.	Conclusions	A6.6-1-10

Enclosures

- 1. Meteorological conditions
- 2. Copy of Log, SO₂
- 3. Copy of Log, NO2
- 4. Copy of Log, NOx
- 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 hennetic 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 i

Results of water sampling analysis

<u> </u>	Sample No. 1	Sample No. 2	PDK
Sampling location	Nameless channel	Nameless channel by	
· · ·	~5m from road	crop field end	
Sampling date	29.11.97 (=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	3,14	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/I	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
Thiurum, 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
CO2, 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/I	1,22	0,54	9,00
Nitrites, mg N/I	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-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/I. 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, buthylene, propane, iso-propane, hecsane in measured samples was not encountered.

Table 2

Results of analysis of disperse composition of suspended substances

	1	Relat	ive co		•				catego	ry in			
							mber						
				Susp	ended	Suspe	nse					Soot	•
Sampling	Total number	1-2	3	6	7	8,5	14	23	29	43	57	1-2	3-14
Time	of particles in 1 m of air	mkm	mkm	nkm	mkm	mkm	mkm	mkm	mkm	mkm	mkm	mkm	mkm
5.12.97								27.5	1:				١.,
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	0,16	 	
16:00	3496666	69,5	15,2	5,4	3,3	2,8	1,8	0,5	0,66			 	 -
17.00	4893167	74,7	11,0	6,l	3,0 1,9	1,8 2,1	1,3 2,2	0,7	0,37	0,2	0,35	 	├
18:00 19:00	6375812	75,1 76,0	10,2 12,5	6,6 5,0	1,8	1.7	0,7	0,5	0.7	0,5	0,1	 	
20:00	8790913 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	0,5	<u> </u>	0,56	0.54
23:00	5370120	69,0	14.9	8,0	3,9	2,0	0,5	1,2	0,13	0,2	0,2	0,30	 '``
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	7001213	07,2	13,0	,, _{\(\sigma\)}	7,2	2,0	1,0	· · · · ·	0,0	<u> </u>	0,35	 	+
01:00	8769724	65,8	17,4	8,7	3,0	2,1	0,95	1,8	0,27		l		1
02:00	9712131	69,1	12,2	7.0	3.4	3,5	1,8	2,0	0,37	0,5	0,16		\vdash
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	1	0,26
08:00	13200114	71,0	14,0	6,0	2,1	3,0	1,6	1,7	0,6			T	1
09:00	13987101	72.0	15,0	5,0	2,0	2,0	2,0	1,3	0,7	7			T
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	T	
12.00	8211932	67,4	14,0	5,5	3,0	2,0	2,6	2,4	0,8	0,3		1	
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		I		
7.12.97			1 1 22			Ι''''				Ī	Ţ		
11:00	4752798	64,7	14,8	8,77	4,3	3,0	2,4	1,0	0,6	0,25	0,08	<u> </u>	
12:00	7331412	65,2	17,0	6,5	2,7	3,4	3,2	1,2	0,4	0,3	<u> </u>		.
13:00	5419297	62,3	18,9	7,8	3,5	2,7	1,16	0,46	0,3	0,15		1	<u> </u>
14:00	6122313	67,9	13,3	5,2	4,1	3,5	2,8	2,0	0,8	0,4	ļ		
15:00	5923814	65,0	15,0	7,0	5,0	2,7	3,0	3,5	0,4	0,3	0,1	<u> </u>	<u> </u>
16:00	5081460	62,6	19,3	6,1	4,0	2,75	1,6	2,27	0,6	0,32		ļ	┷
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	1 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	1	↓ —	1
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	4334403	1,00	1	9,95	4.0	200			1 .	0,4	0,13	1	0,13
01:00	6734402	42,0	22,3	10,7	5,4	3,5	3,0	5,4 4,1	1,5	0,4	0,13	 	0,1
02.00	6830362 4100750	52.1	20,0		5,0	2,9	3,0 3,1		1,7	10,3	0,2	+	1 0,1
03.00	5550175	52,0 57,0	22,0	9,0	4,7	1,56	2,1	1,4	1,0	0,5	0,17		+-
	5832231		18,0	10,5	3,1	2,7	2,1	1,4	1,66	0,3	0,33	+	+-
05:00 06:00	5271175	61,0 58,3	21,0	6,0	5,1	2,0	3,5	2,4	1,00	0,33	0,33	1	
07:00	4795759	53,0	27,0	7,6	3,3	2,7	2,1	1,8	1,66	0,3	0,33	1-	+-
08:00	5875441	62,0	22,0	5,7	2,4	3,7	2,0	1.9	0,2	0,33	+ <u>`</u> ,,,,		+-

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

Table 3

Results of air sampling

	No.	Sampling Time	Concentration (mg/m³)
--	-----	---------------	-----------------------

December 5, 1997

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

December 6, 1997

13	01:00	0,18	0,0	0,4	0,002	0,002	0,003
14	02:00	0,22	0,006	0,5	0,002	0,002	0
15	03:00	0,07	0,0	0,5	0	0,0	0,003
16	04:00	0,06	0,006	0,4	0	0,003	0,002
17	05:00	0,12	0,005	0,4	0,0	0,002	0,003
18	06:00	0,07	0,0	0,3	0,0	0,002	0,01
19	07:00	0,06	0,002	0,4	0,002	0,0	0,012
20	08:00	0,12	0,0	0,5	0,004	0,0	0,008
21	09:00	0,10	0,003	0,7	0,012	0,002	0,002
22	10:00	0,11	0,002	0,8	0,006	0,0	0,022
23	11:60	0,11	0,018	0,8	0,013	0,0	0,044
24	12.00	0,11	0,003	0,7	0,003	0,0	0,039
25	13:00	0,07	0,0	0,5	0,011	0,0	0,041
26	14:00	0,19	0,0	0,6	0,005	0,008	0,034

Table 3 (cont.)

	No.	Sampling Time	Concentration (mg/m³)
- 1			

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	9,003	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.		0,1	0,003	0,5	0,009	0,004	0,018
average daily		0,15	0,05	3	0,04	0,06	0,93
PDK							į

Table 4

HC content in air samples

Sampling time	СН4	C2H6	C2H4	C3H8	C3H6	C4H 10 I	C4H 10 N	C4118	C5H 12 3	CSIL12 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.	NR	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		1	<u> </u>								
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.
69.00	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.				
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	1		†				†	<u> </u>			
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	 		1			1					
01:00	2,1	N.R.	N.R.	N.R.	N.R.	N.R	N. R.	N.R.	N. R.	N.R.	i 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 CONTINUOS PERCEIVED NOISE LEVEL) CONTOUR

	Note that were			
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Number of Aircraft Movement for foreasting WECPNL contour (Departure-1)

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	E		Domestie flight -\$00km Weekly daily	Daytime Evening Night	La	_	Daytime	1		Daytime Evening Night	S00 Weekly	Daytime	Evening Nght	조	daily Daytime	Evening	!	daily Daytime	Evening Night	L	dauly Davrime	Evening Night	500 Weekly daily	Davtime	Evening Night	Weekly	daily	Daytime	Night 0.8
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	Min			25.2 3.82																					,	202	8,5	1 8 1 8	
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Number of Aircraft Movement for forcasting WECPNL contour (Arrival-1)

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

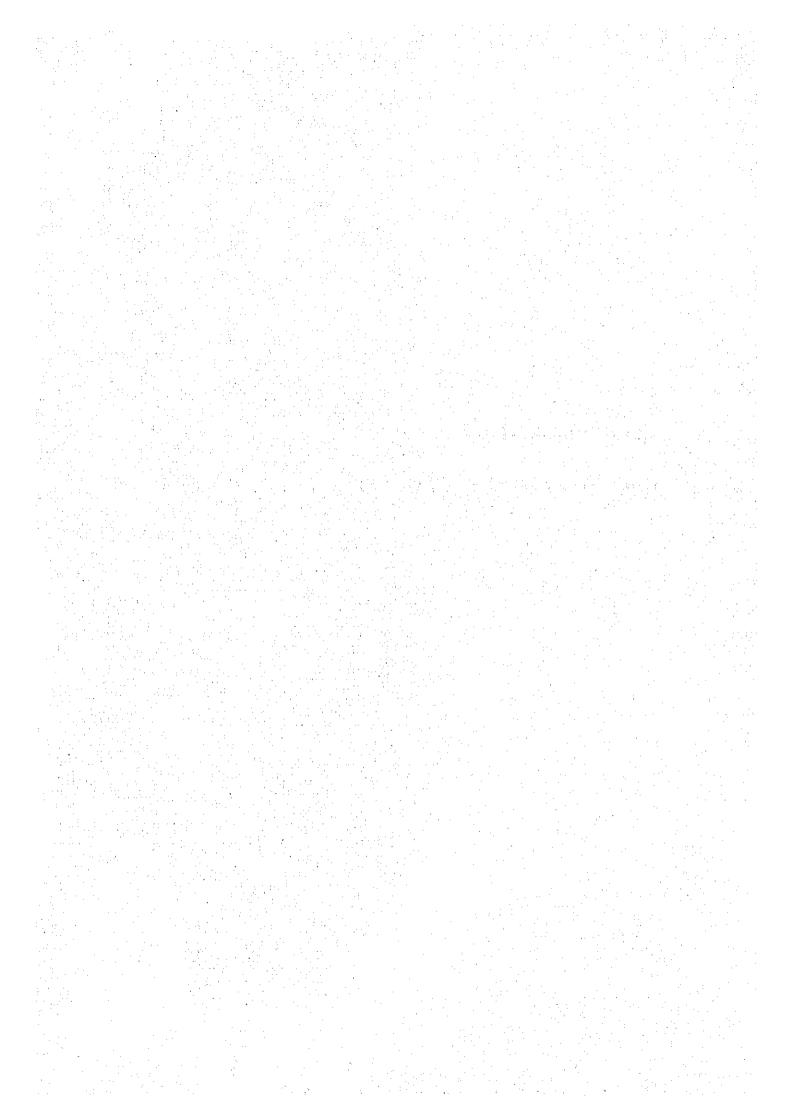
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Number of Aircraft Movement for foreasting WECPNL contour (Arrival-2)

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APPENDIX 6.7-1

CALCULATION SHEETS OF "EIRR" AND "FIRR"



Tashkent 1,2,3,4 or A,B 1 FIRR -0.66% EIRR 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 omestic Passanger Chargi \$5.00 for Air Demand A : High Gase 120.00% B : Low Case 80.00% Interest Rate (%) 2.20 = Terms of Cash Flow = Select 1 or 21 2

ECONOMIC & FINANCIAL ANALYSIS

[Case in Air Traffic Demand = 100 %]

Case • 1

TERMS OF A	SALYSIS	Tash	kent	FIRR	-0.66%	EIRR	-12.74%
I. Mast	er Plan					**************************************	
2, 2123	- · ·	r (Opening	V	1004	(P 1 . C) .		
			(car)	2006	(End of A	1213515 = 201	(8)
ļ	Project Lif		l	20	years		}
2. Male	tenance an	d Operatio	10,500	10,500	23,100	27,300	27,300
	Administrati	•	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
ļ	Domestic	2,920	2,920	8,400	8,100	8,400	8,400
Í	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 I		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 Payn				1		
	year	1997	2000	2005	2010	2015	2020
	thou. US\$	13,100	13,100	15,670	15,670	15,670	15,670
4)	Maintenance		\I				
	year	1997	2000	2005	2010	2015	2020
	thou US\$	17,500	17,500	20,940	20,940	20,940	20,940
5)	Administrat	ive Costs	·		L	1	
	year	1997	2000	2005	2010	2015	2020
	thou. US\$	4,100	4,100	4,910	1,910	4,910	4,910
6)	Other Opera	tion & Mair	· ·		·	1.	
	year	1997	2000	2005	2010	2015	2020
	thou. US\$	12,800	12,800	15,320	15,320	15,320	15,320
	·	! ~~ •	L	L			
3. Airp	ort Charges						
	Maximum T		ght (MTOW) by Airceat	fi Type		
		Small Plane				Freighter	
	tones	25	60	150	300	200	
2)	Landing and	Take-off C	harge	L a	L	,	
X 1.0	US\$ tones	13.0	daytime (0	6:00 - 16:00) = 60.0 °a		
	US\$'tones	15.6		· · · · · · · · · · · · · · · · · · ·			
3)	Parking Cha	rge (more t	han 3 hours)	 			
	96	10.0	of landing a	& take-off cf	harge = 50.0 °	of NAC	7
4)	Gurding Ch	arge (more t	·		· · ·		
	9.6		r		narge = 50.0 °	of NAC	
5)	Technical a				- Y		J
X 1.0	Pax; US\$	16.0	F	ng passenger			
	Cgo ; USS	160.0			nloading care		
6)	Safety Serv	ـــــــــــــــــــــــــــــــــــ	1.*	· J I		·	
ŕ	9,5		of landing .	& take-off ch	harge		
7)	Airport Pas	senger Charg	·				
X 1.0	US\$	10.0	i · ····-	ng internatio	nal passengel	0.0	incretagne nav
	Share of Ot	L	· ·	.f			1 - 101 117
	D. D		of sum of a	irport chares	(5 (2 - 7)		7
	·	•					
1 0	omie Reven	ues					
+ PAOD	Income from		purist				
	A		per foregin	Dasseport			
	USS				n Tourist (17	2het 3	I
1) X 1.0	1		Time Value		e evalist t	LACK J	
X 1.0 2)	Average Lo	ss Time and	r				
1) X 1.0	1		Time Value		per Uztick j		j
X 1.0 2) X 1.0	Average Lo US\$ hour	ss Time and	r				j
X 1.0 2) X 1.0	Average Lo US\$ hour oange Rate	ss Time and	hour	10.6]
X 1.0 2) X 1.0	Average Lo US\$ hour ange Rate Sums US\$	ss Time and 0.25	hour	10.6 f 1997)			
X 10 2) X 10 2)	Average Lo US\$ hour oange Rate	ss Time and	hour	10.6 f 1997) f 1997)			

(1) Cash Flow of Financial Costs and Benefits

1		Financial Cos	ts	ŀ	Inanciat Reve	une	Net Financial
Year	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	Benefits
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	55,840	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		N	7,203
2019	47,500	56,840	9,340	90,875	108,365	17,490	8,150
2020	47,500	56,840	9,340		- 	18,437	9,097
2021	47,500	56,840	9,340	96,512	115,959	19,446	10,106
2022	47,500	56,840			• • • • • • • • • •	20,456	11,116
2023	47,500	56,840	9,340	· · · · · · · · · · · · · · ·		21,465	12,125
2024	47,500		<u> </u>				13,134
2023	47,500	نىڭ <u>ئىنىنىنىنى دى</u>			1		14,144
2026	47,500		· [· · · · · · · · · · · · · · · · ·			4	15,186
2027	47,500		. :		<i></i>		16,229
2028	47,500		· » - · · · · · · · · · · · · ·			()· · · · · · · · · · · · · · · · · ·	16,229
2029	47,500	·	4			-{ 	16,229
2030	47,500	- -				· }	16,229
2031	47,500					∦ 	16,229
2032	47,500				. •	· ()- · • • • • • • • • • • • • • •	16,229
2033	47,500			- P	• • • • • • • • • • • •	·	16,229
2034	47,500			-	- [-1	16,229
2035	47,500	· · · · · · · · · · · · · · · · · · ·	4	-	-1	- 	
2036	47,50		.			. .	
	• • • • • • • • • • • •					• • • • • • • • • • • • • • • • • • • •	*
2038	47,50				• • • • • • • • • • •		
2039	47,50			· • • · · · - · · - · - · - · - · · · ·		··-{}	
	47,50					- [
2041	47,50					- { -···············	
2042	47,50	• • • • • • • • • • • •	- 13	.		. N	· · · · · · · · · · · · · · · · · · ·
2043	47,50		-0				
2044	47,50				_ •		
2045	47,50					- 	
	47,50					· ()	.
2047	47,50		· • • • • • • • • • • • • • • • • • • •	. .	· • • • • • • • • • • • • •	. (. .
]4			<u>: </u>	. .
2049	47,50						· <u> </u>

Financial Internal Rate of Return (FIRR)

(2) Cash Flow of Economic Costs and Benefits

(US\$ thousand)

		Economic Co	sts	}	conomic Revi	nue	Net Financial
Year	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	Benefits
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		-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		-17,692
2004	47,500	62,835	15,335	221,246	221,246		-15,335
2005	47,500	107,711	60,211	243,370	243,370		-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	371,866	6,560	-2,780
2014	47,500	56,840	9,340	384,044	391,123		
2015	47,500	56,840	9,340	402,804	410,401	7,078 7,597	-2,262 -1,743
2016	47,500	56,840	9,340	419,394	427,535	8,142	-1,743
2017	47,500	56,840	9,340			8,687	
2018	47,500	56,840	9,340	435,983	444,670	}· • • • • • · • • · • · • · •	-653
2019	47,500	56,840	9,340	452,572	461,804	9,232	-108
2020	47,500	56,840	9,340	469,162	478,939	9,777	437
2021	47,500	56,840	9,340	485,751 503,850	496,073	10,322	982
2022	47,500	56,840			514,773	10,923	1,583
2023	47,500	56,840	9,340	521,948	533,473	11,524	2,184
2024	47,500	····	9,340 9,340	540,047	552,173	12,126	2,786
2625	47,500	56,840 56,840	9,340	558,146	570,873	12,727	3,387
2026	47,500	56,840	9,340	576,244 595,154	589,573 609,103	13,328	3,988
2027	47,500	56,840	9,340		•	13,949	4,609
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		9,340	614,064	628,633	14,569	5,229
2031	47,500	55,840	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 5,229
2033	47,500	56,840	9,340	614,064	628,633	1	
2034	47,500	56,840	9,340			14,569	5,229
2035	47,500	 	9,340	614,064	628,633 628,633	14,569	5,729
2036	47,500	56,840	9,340	614,064	628,633	14,569	5,229
2037	47,500	4	9,340	614,064	628,633]	5,229
2038	47,500	4	 • • • • • • • • • • • • • • • • • • 			14,569	5,229
2039	47,500	.}				()	5,229
2040	47,500		9,340	614,064 614,064	628,633 628,633	 	5,229
2041	47,500	1			·	14,569	5,229
2042	47,500	·]· · · · · · · · · · · · · ·	9,340	614,064		14,569	5,229
2043	47,500			614,064	• · · · · · · · · · · · · ·	14,569	5,229
2044	• • • • • • • • • • • • • • • • • • •		9,340	614,064		14,569	5,229
2045	47,500	·	d	614,064	628,633	14,569	5,229
· · · · · · · · · · · · · · · · · · ·	47,500	· · · · · · · · · · · · · · · · · · ·	1	614,064	628,633	14,569	5,229
2046	47,500		9,340	614,064	628,633	14,569	5,229
2047	47,500		9,340	614,061		14,569	5,229
2018	47,500		}	614,064	!	14,569	5,229
2049	47,500		n	614,064	1	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	Case 1			ECO	NOMIC	& FINA	NCIAL	ANALY	SIS.	
1,2,3,4 or A,8	[Case In Air Tra	illic Demand	= 100							
1		TERMS OF	ANAL	ASIS	New TAS	-1-b	FIRR	-5.19%	EIRR	1.93%
FIRR	Economics complete to the Grand	Ţ: YII	vallanı rili 19		·. 		var es ween			
-5.19% EIRR	Int'l 1 L8RD	\ \.	aster P	lan.						
1.93%	Dome : Existing	1.			(Opening \	'ear)	2010	End of An	alysis = 202	9)
O\1 & gnibns.	CGO; Existing			ojcet Life			20	years		
100.00%	PERSONAL PROPERTY.									
Commercial	Int'l: Construction	19			Operatio	10,500	10,500	23,100	27,300	27,300
100.00% Passenger	Dome.: Existing CGO: Existing	2. 1		ministratio 2 \ year	n Area 1997	4,200 2000	7,560 2005	2010	2015 2015	2020
100.00%	- COO CENTINE	Ex	F	& CIS	39,500	39,500	39,500	27,300	27,300	27,300
Domestic Pax			D	omestic	2,920	2,920	2,920	2,920	2,920	2,920
\$0.00				Cargo	4,300	4,300	4,300	4,300	4,300	4,300
Air Demand		N.	₹₩	Cargo	16 710	46 210	16 220	8,700 66,320	8,700 66,320	8,700
100.00% rms of Case Study	±x		L 2.) Nu	Total imber of E	46,720 molovec	46,710	46,720	00,520	60,5101	00,510]
r A/P Charges	l		`´[year	1997	2000	2005	2010	2015	2020
agru8casign of Charges	l		Ľ.	persons	3,740	3,749	3,740	4,260	4,260	4,260
2			3) Sal	T	ent (includi			2010	2016	2020
nestic Passanger Charg \$5.00		Ì	l th	year ou. US\$	1997	2000 13,100	2005 13,100	2010 14,930	2015	14,930
or Air Demand				aintenance	_,		1			
A : High Case				year	1997	2000	2005	2010	2015	2020
120.00%			· L_	ou. US\$	17,500	17,500	17,500	19,950	19,950	19,950
B : Low Case			5	iministrati	ve Costs	2000	2005	2010	2015	2020
80.00% nterest Rate (%)			th	year 100, US\$	4,100	4,100	4,100	4,670	4,670	4,670
2.20			1		tion & Mair					
erms of Cash Flow	, =			year	1997	2000	2005	2010	2015	2020
Select 1 or 21			[th	iou. US\$	12,800	12,800	12,800	14,590	14,590	14,590
2	J	3	irport	Charges						
		11	•	aximum T	ake-off Wei	<u> </u>	V) by Aircra			
			[Medium Jet		Freighter	
			2) [tones	25 I Take-off C	L	150	300	200	
		X · 1.0		S\$/tones			06:00 - 16:00) = 60.0 %		
			ļ	IS\$ tones	·	·	00 - 06:00)			
			3) P	arking Cha	arge (more (· · · · · ·				
		1		%	1	I	& take-off c	harge = 50.0	% of NAC	
			4) <u>G</u>	uraing Ch	arge (more	·	& take-off c	haree = 50.0	% of NAC	
			ــا 5) T		nd Commerc	. l				
		X 1.0	r -	ax;US\$			ing passenge	<u>r</u>		
			٠	go ; USS	L	per tone o	f loading & e	inloading car	go	
			6) S	afety Serv	ice Charge	oftending	& take-off c	haraa		–
			7) A	Virgort Pas	senger Char	1	c take-off e	nai ge		
		X 1.0	ĺ.	US\$	T		ting internation	onal passeng	0.0	per dome par
		US\$ 0.0	8) <u>S</u>	hare of O	ther Revenue	· · · · · · · · · · · · · · · · · · ·				
			L		10.0	of sum of	airport charg	ges (2 7.)		J
		1	Franci	mic Rever	NII&					
					m Foreign T	`ourist				
		X 1.0		US\$	500.0	per foreg	in passenger			
			2) /	-	T		e of Uzbekist			
		X 1.0	Ł.	US\$ hour	0.2	5 thou	10.6	5 per Uzbel	passenger	
		5	Excha	nge Rate						
			•	Sums/US\$	100.0	0 (average	of 1997)			
			ľ	Yon US\$	120.0	-1	of 1997)			
		ll .								
			Į.	Sunis/Yen	0.8	3 (average	of 1997)			J

2,3,4 bi A,8	E Case in Air Ira	flic Demand =	100 % 1						
	t saze m rm (10	TERMS OF A		New TAS	5 - 1 - b	FIRR	-5.19%	FIRR	1.93%
FIRR	-					:	¥ .	1	-
-5.199%	10,9,0,9						•		
EIRR	let1: FBRD	Mas	ter Plan						
1.93%	Bowell Falsting	1,	Larget Year	(Opening)	(ear)	2010	(End of An	alysis = 2029	}
anding & Y/O	CGO: Existing		Project I ffe		;	20) cars		
100.00%	LEASTATE SE				Ē	• •	-		• •
Commercial	Intl: Construction	Mai	ntenance and	Operatio	10,500	10,590	23,100	27,100	27,3001
100,00%	Dome : Fristing		Administratio	-	4,200	7,560	8,460	8,100	8,400
Passenger	CGO : Existing		m2 Year	1997	2000	2005	2010	2015	2020
100,00%		Fant	hat & CIS	39,500	39,500	39,500	27,300	27,300	27,300
omestic Pax		1	Domestic	2,920	2,920	2,920	2,920	2,920	2,920
\$0.06			Carpo	4,300	4,300	4,300	4,300	4,300 [4,300
Air Demand	,	New	Uargo		1		8,760	8,760	8,700
100.00%		•	Lotal	46,720	46, 20	46,720	66,520	66,320	66,320
ms of Case Study	•		Number of F	aployee	•	•	•		•
r A/P Charges			year	1997	2000	2005	2010	2015	2020
gnification of Charges		4.	persons	3,740	3,740	3,740	4,269	4,260	4,260
2		3	i Salary Paym	ent (meladi	ng Insurance	40 0 0)			
estic Pastenger Energi			Vear	1997	2000	2005	2010	2015	2020
\$5.00		tr.	thou USS	13,100	13,100	13,100	14,930	14,930	14,930
r Air Demand		4	1 Mintenance	Costs					
A ; High Case		i	усат	1997	2009	2005	2010	2015	2020
120.00%		•	thou US\$	17,500	17,500	17,500	19,950	$19,950\overset{?}{=}$	19,950
8 : Low Case	I	5) Administrati	ve Costs	·				
\$9.00°%	I	*.	year	1997	2000	2005	2010	2015	20/20
lerest Rate (%)	I		thou US\$	4,100	4,100	4,100	4,670	4,670	4,670
2.20		6) Other Opera	ition & Mair	ilenance Cost	lš			
ms of Cash Flow			усаг	1997	2000	2005	2010	5015	2020
elect 1 or 2!			thou USS	12,800	12,800	12,800	14,590	14,590	14,590
		227810	tones Landing and US\$ tones		horge		•	200	
				15.6	16£ µight i 16.€	(1991, 80s = to) j = 60 0 ° o - 40 0 ° o		
			USS topes) Parking Che on	15.6 style (more t	night (16.0 (bao 3 hours)	11) = (16,69) }		a of NA	
				15.6 stye (more t	night (16.0 (ban 3 hours) of binding (n) = ()6,()()) } % (al.e-of) (49 0 ° a	a of NAC	
		1) Parking Cho on (Guiding Ch on (Lection at a	15.6 arpe (more to 10.0) arge (more 5.0) and Commercial	right (16.0 than 3 hours (of landing s than 3 hours of landing s call Service C	ii) = 06,001) } & take-off c } & take-off c Thange	40 0 % hange = 50 0 hange = 50.0		:
) Parking Chi on (Gordong Ch on Feelmand a Pax CSS	15.6 arpe (more to to to to to to to to to to to to to	right (16.0 (ban 3 hours) of landing , than 3 hours of landing , dat Service C per departi	ii) - ()6,09) } & take-off c } A: take-off c Tharge ng passenge	40.0% hargo 50.0 hargo 50.0	"u of NAC"	:
		- KILO) Parking Chi on (Guarding Chi on () Feelmand a Pax. CSS Cyo.: USS	15.6 arpe (more to 10.0) 40.0 corge (more to 5.0) cod Commerce 16.0	right (16.0 (ban 3 hours) of landing , than 3 hours of landing , dat Service C per departi	ii) - ()6,09) } & take-off c } A: take-off c Tharge ng passenge	40 0 % hange = 50 0 hange = 50.0	"u of NAC"	
		- KILO	Parking Che On On On One On On On On On On On On On On On On On	15.6 pripe (more 8 10.0 pripe (more 9 5.0 prid Comment 16.0 16.0 price Charge	right (16.0 dan 3 hours) of landing, than 3 hours of landing, oil Service (per departi	ii) - 66,00)) & take-off c) A: take-off c Tharge ng passenge (Toad-ng & i	40.0 % horge 50.0 harge 50.0 mileading car	"u of NAC"	
			Parking Che On On On On On On On On On On On On On	15.6 arpe (more t	right (16.0 dan 3 hours) of landing of than 3 hours of landing of per departi- per departi- per tone of	ii) - 66,00)) & take-off c) A: take-off c Tharge ng passenge (Toad-ng & i	40.0 % horge 50.0 harge 50.0 mileading car	"u of NAC"	
) Parking Che On () Gording Che () Feelmand a Pax_CSS Cyo.(USS) () Safety Serv	15.6 arpe (more to 10.0) arge (more to 5.0) and Cemmere To.0 are Charge 10.0 are Charge To.0	right (16.0 han 3 hours) of landing of landing of landing or landing of landing of landing of landing of landing of landing of landing of	ii) - 06,00) % take-off c A take-off c Tharge ing passenge Toading & i & take-off c	40.0% horge 50.0 harge 50.0 mloading car harge	*n of NAC	
		X 10	Parking Che On On On On On On On On On On On On On	15.6 arpe (more t 10.0 arge (more 5.0 and Commers 16.0 ace Charge 10.0 ssenger Char 10.0	right (16.0 han 3 hours) of landing of landing of landing of landing of landing of landing of landing per tone of landing per tone of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing landi	ii) - 06,00) % take-off c A take-off c Tharge ng passenge Toading & i & take-off c	40.0 % horge 50.0 harge 50.0 mileading car	*n of NAC	ું પર તોલ્લા હ ફ્લા
		X 10	Parking Che On On On On On On On On On On On On On	15.6 arpe (more to 10.0) arge (more to 5.0) and Commers 16.0 are Charge 10.0 stenger Char to 0.0 ther Revenue	right (16.0 han.) hours both han. I hours than I hours of landing. Gill Service Comment of Landing per tone of landing of Landing per tone of landing per tone of landing per departing the landing per departing the landing per departing the landing per departing the landing land	ii) - 06,00) Stake-off c Lake-off c Tharge Tharge Laading & i & take-off c	40.0 % harge 50.0 harge 50.0 mloading car harge	*n of NAC	्रेटर सेन्डर ह ड
		X 10	Parking Che On On On On On On On On On On On On On	15.6 arpe (more to 10.0) arge (more to 5.0) and Commers 16.0 are Charge 10.0 stenger Char to 0.0 ther Revenue	right (16.0 han 3 hours) of landing of landing of landing of landing of landing of landing of landing per tone of landing per tone of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing per departition of landing landi	ii) - 06,00) Stake-off c Lake-off c Tharge Tharge Laading & i & take-off c	40.0 % harge 50.0 harge 50.0 mloading car harge	*n of NAC	ું જ તોના ટ કૂલ
		X 1.0 USS 0.0	Parking Che On C Gurding Che Pac CSS Cyo Cyo Cyo Cyo Cyo Cyo Cyo Cyo Cyo Cyo	15.6 arpe (more to 10.0) arge (more to 5.0) and Commers 16.0 are Charge 10.0 stenger Char 10.0 ther Revenue 10.0	right (16.0 han.) hours both han. I hours than I hours of landing. Gill Service Comment of Landing per tone of landing of Landing per tone of landing per tone of landing per departing the landing per departing the landing per departing the landing per departing the landing land	ii) - 06,00) Stake-off c Lake-off c Tharge Tharge Laading & i & take-off c	40.0 % harge 50.0 harge 50.0 mloading car harge	*n of NAC	ું જ તે જ સ્કૂલ -
		X 1.0 VSE 0.0	Parking Che On C Gurding Che Pac CSS Cyo Cyo Cyo Cyo Cyo Cyo Cyo Cyo Cyo Cyo	15.6 arpe (more to 10.0) arge (more to 15.0) and Commerce 16.0 are Charge 19.0 senger Char 10.0 ther Revenue 10.0	right (16.0 han 3 hours) of landing, than 3 hours of landing, that Service (per departitude of landing) of landing per tone of landing () per departitude of landing ()	ii) - 06,00) Stake-off c Lake-off c Tharge Tharge Laading & i & take-off c	40.0 % harge 50.0 harge 50.0 mloading car harge	*n of NAC) ve dost e g a
		X 1.0 VS 0.0	Dearling Che On Conting Che Pax CSS Cyo CSS Cyo CSS A) Safety Serv T) Airport Pas USS S) Share of O	15.6 arpe (more t 10.0 arge (more 5.0 and Commers 16.0 are Charge 10.0	right (16.0 hours) of landing of landing of landing of landing of landing of landing of landing per tone of landing of landing per tone of landing of landing per tone of landing per departition of landing per d	ii) - 06,00) Stake-off c Tharge ing passenge Loading & i Stake-off c ing international charge disport charge	40.0 % harge 50.0 harge 50.0 mloading car harge	*n of NAC	ું પર તો તા કફ્ય
		X 1.0 VSE 0.0	Deaking Che On On On On On On On On On On On On On	15.6 arpe (more t 10.0 arge (more 5.0 and Commers 16.0 are Charge 10.0 are Charge 10.0 are Foreign I 500.0	right (16.0 hours) of landing, than 3 hours of landing, than 3 hours of landing, that Service (15.0 hours) of Landing per departition of landing (15.0 hours) of landing (15.0 hours) of some of the landing (15.0 hours) of the landing (15.0 hours) of the landing (15.0 hours) of the landing (15.0 hours) of the landing (15.0 hours)	ii) - 06,00) Stake-off c Y As take-off c Tharge ng passenge Toading & i Stake-off c ing international posterior iliport charge in passenger	40.0% harge 50.0 mloading car harge onal passenge occ (2 - 7.)	% of NAC	ું પર કોલ્લા સ્કૃ લા
		X 1.0 VS\$ 0.0	Parking Che (Garding Che (Garding Che (Feelmash a Pax_USS (For USS () Safety Serv () Airport Pax USS () Share of O () focorac free USS () Average Le	15.6 arpe (more to 10.0) arge (more to 15.0) and Commers 160.0 are Charge 10.0 senger Char 10.0 are Revenue 10.0 are Toroign I 500.1	right (16.0 has 3 hours) of landing, than 3 hours of landing, that Service (per departition of landing per tone of landing get (of sum of a few of landing service) per departition of sum of a few of landing services.	ii) - 66,60) & take-off c I take-off c Tharge ng passenge Toading & i & take-off c ing internation airport charge in passenger of Uzbekist	harge 50.0 harge 50.0 r mboading car harge onal passenge on C2+7.)	% of NAC 6.0	ું પર તીત્લા હેઠુલ
		X 1.0 US\$ 0.0	Deaking Che On On On On On On On On On On On On On	15.6 arpe (more to 10.0) arge (more to 15.0) and Commers 160.0 are Charge 10.0 senger Char 10.0 are Revenue 10.0 are Toroign I 500.1	right (16.0 has 3 hours) of landing, than 3 hours of landing, that Service (per departition of landing per tone of landing get () per departition of sum of a landing per tone of landing get () per departition of sum of a landing land	ii) - 66,60) & take-off c I take-off c Tharge ng passenge Toading & i & take-off c ing internation airport charge in passenger of Uzbekist	40.0% harge 50.0 mloading car harge onal passenge occ (2 - 7.)	% of NAC 6.0	ુ પ્ ર તી જા સ્કૃષ
		X 1.0 US\$ 0.0) Parking Che On (Gurding Che On (Gurding Che On (Evelope Che On (Yes (USS) Safety Serv On (Yes (USS) Airport Past (Yes (USS) Share of O (Yes (Yes (Yes (Yes) Airport Past (Yes	15.6 arpe (more to 10.0) arge (more to 15.0) and Commers 160.0 are Charge 10.0 senger Char 10.0 are Revenue 10.0 are Toroign I 500.1	right (16.0 has 3 hours) of landing, than 3 hours of landing, that Service (per departition of landing per tone of landing get (of sum of a few of landing service) per departition of sum of a few of landing services.	ii) - 66,60) & take-off c I take-off c Tharge ng passenge Toading & i & take-off c ing internation airport charge in passenger of Uzbekist	harge 50.0 harge 50.0 r mboading car harge onal passenge on C2+7.)	% of NAC 6.0	ું જ તોલા હતું હ
		X 1.0 US\$ 0.0	Parking Che (Garding Che (Garding Che (Feelmash a Pax_USS (For USS () Safety Serv () Airport Pax USS () Share of O () focorac free USS () Average Le	15.6 arpe (more t	right (16.0 has 3 hours) of landing, than 3 hours of landing, that Service (per depart) per tone of of landing yet landing to be so that the control of landing the landing to be so that the landing that landing the landing that landing the landing landing the landing that landing the landing that landing the landing that landing the landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing that landing the landing the landing that landing the landin	ii) - 06,00) & take-off c I take-off c harge ng passenge Toading & i & take-off c ing internation disport charge in passenger of Czhekist 10.6	harge 50.0 harge 50.0 r mboading car harge onal passenge on C2+7.)	% of NAC 6.0	per desc e pa
		X 1.0 US\$ 0.0) Parking Che On (Gurding Che Pax CSS (yo ; USS () Airport Pas Committe Reveil () Income fre USS 2) Average L USS hour	15.6 arpe (more t	right (16.0 has 3 hours) of landing, than 3 hours of landing, that Service (per departition of landing per tone of landing get () per departition of sum of a landing service () of sum of a landing between the landing service () of sum of a landing service () hours () hours () () average ()	ii) - 06,00) & take-off c I take-off c Parge ng passenge Toading & i & take-off c ing internation irport chary in passenger of Czbekist 10.6	harge 50.0 harge 50.0 r mboading car harge onal passenge on C2+7.)	% of NAC 6.0	ું જ તોના ટ કુલ
		X 1.0 US\$ 0.0) Parking Che On (Gurding Che On (Gurding Che On (Evelope Che On (Safety Serv On (Airport Past USS Share of On Committe Reveil (USS hour Velope Che Velo	15.6 arpe (more t 10.0 arge (more t 5.0 and Commerce 16.0 ace Charge 10.0 ace	right (16.0 has 3 hours) of landing, than 3 hours of landing, that Service (per depart) per tone of of landing yet landing to be so that the control of landing the landing to be so that the landing that landing the landing that landing the landing landing the landing that landing the landing that landing the landing that landing the landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing the landing that landing that landing the landing the landing that landing the landin	in) = 06,000) So take-off of As take-off of Tharge ing passenge Toading & i So take-off of ting internation tinport charge in passenger of Czbekist 10,0 of 1997)	harge 50.0 harge 50.0 r mboading car harge onal passenge on C2+7.)	% of NAC 6.0	ું જ તે જ હકુલ

New TAS-1-b (1) Cash Flow of Financial Costs and Benefits (USS shousand)

		Financial Co	its		Inancial Reve	anns	Net Financial
Year	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	Benefits
1998	24,000	24,000	0	36,830	36,830	0	0
1999	24,000	24,000	Ò	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	\$1,595	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
1005	57,220	138,339	81,119	56,561	56,561	0	-81,119
2006	57,220	142,618	85,398	59,180	59,180		-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		-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	54,389	-2,840	76,423	79,940	3,517	6,357
2012	57,220 57,220	54,380	-2,840	79,625	83,429	3,804	6,644
2013 2014	57,220 57,220	54,380	-2,840	82,827	86,918	4,091	6,931
2014	57,220 57,220	54,380 54,380	-2,840	86,029	90,407	4,377	7,217
			-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
2018	57,220 57,220	54,380 54,380	-2,840	95,862	101,130	5,268	8,108
2019	57,220 57,220	54,380 54,380	-2,840	99,178	104,748	5,570	8,410
2010	47,500	54,140	-2,840 6,640	102,493	108,365	5,872	8,712
2021	47,500	54,140	6,640	102,493	111,982	9,489	2,849
2022	47,500	54,140	6,640	102,493 102,493	115,959	13,466	6,82 6
2023	47,500	54,140	6,640	102,493	119,935	17,442	10,802
2024	47,500	54,140	6,640	102,493	123,911	21,418 25,391	14,778
2025	47,500	54,140	6,640	102,493	131,863	29,370	18,754
2025	47,500	54,140	6,640	102,493	136,003	33,510	22,730 26,870
2027	47,500	54,140	6,640	102,493	140,143	37,650	31,010
2028	47,500	54,140	6,649	102,493	141,186	38,693	32,053
2029	47,500	51,140	6,640	102,493	142,228	39,735	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	·	41,846	35,206
2032	47,500	54,140	6,640	102,493	145,407	42,914	36,274
2033	47,500	54,140	6,619	102,493	146,176	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	• · · · · · · · · · · · · · ·	48,288	41,648
2038	47,500	54,140	6,640	102,493	151,866	49,373	42,733
2039	47,500	54,140	6,640		152,950	50,457	43,817
2040	47,500			· <u></u>	154,035	51,542	41,902
2041	47,500				155,126	52,633	45,993
2042	47,500	54,140	6,640	102,493		53,723	47,083
2043	47,500	· · · · · · · · · · · · · · ·		102,493	157,307	54,814	48,174
2044	47,500	+		102,493	158,398	55,905	49,265
2045	47,500	54,140	} · ··	102,493	t	56,996	50,356
2046	47,500		}	102,493	4 • • • • • • • • • • • •	58,084	51,441
2047	47,500	· ···	• • • • • • • • • • • • • • • • • • • •	102,493	1 · · · · · · · · · · · · · · · · · · ·	59,172	52,532
2048	47,500		6,649			60,260	53,620
2049	47,500	·	6,640	102,493	h	(54,709
2050	47,500	54,140	6,640	102,493	164,930	62,437	55,797

New TAS-1-b (2) Cash Flow of Economic Costs and Benefits

(USS thousand)

Т		Economic Cos		· · · · · · · · · · · · · · · · · · ·	conomic Reve	nue	Net Financial
Year	Base Case	Project Case	Increment Cost	Base Case		Increment Revenue	Benefits
1998	24,000	24,000	0	39,151	139,151		0
1999	24,000	74,000		150,347	150,347	ò	o i
1000	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	G	-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	-2,849	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	432,850	19,466	12,826
2021	47,500	54,140	6,640	463,384	501,217	37,833	31,193
2022	47,500		6,640	463,384		56,200	49,560
2023	47,500	4	6,640	463,384		· · · · · · · · · · · · · · · · · · ·	67,926
2024	47,500	+	11	463,384		92,933	86,293
2025	47,500	· 	# <u> </u>	463,384	ł	{}	
2026	47,500			463,384		130,486	123,846
2027	47,500			463,384		()	1
2028	47,500			463,384		149,947	************
2029	47,500			463,384		11	
2030	47,500		· · · · · · · · · · · · · · · · · ·	463,384		1	<u> </u>
2031	47,500			463,384		([1
2032	47,500 47,500		. []			41	[· · · · · · · · · · · · · · · ·
2033	47,500					4]	· • · · · · · · · · · · · · · · · · ·
2034	47,500	- 				1	
2036	47,500		*	1		1	
2037	47,50		• • • • • • • • • • • • • •		• § • • • • • • • • • • • •	4)	
2038	47,50		• • • • • • • • • • • • • • • •		. <i>.</i>	4)	· • · · · · · · · · · · · · · · · · ·
2039	47,50		- }	• • • • • • • • • • • • •		1	· • · · · · · · · · · · · · · · · · · ·
2049	47,50	f					+]
2041	47,50		· {	·		4	- · · · ·
2042	47,50		·B · · · · · · · · · · · · · · ·			· · · · · · · · · · · · · · · · · · ·	
2043	47,50	, .j			<i>•</i> • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •	• • · · · • • • • • • • • • • • • • • •
2011	47,50	·			- 	4	• • • • • • • • • • • • • • •
2045	47,50		·	- •			
2046	47,50		-11	·			
2047	47,50					4	· • · · · · · · · · · · · · · ·
2048	47,50		• • • • • • • • • • • • • • • • • • •		• • • • • • • • • • • • • • • • • • •	. {}. <i></i>	• • • • • • • • • • • • • •
2019	47,50		-]]		·	· { - · · · · · · · · · · · · · ·	• • • • • • • • • • • • • • •
2050	47,50	4					
2000	1.,,,,,			,	1 0.2,52	-4 220,12	117,470

| Economic Internal Rate of Return (EIRR) | 1.93%

New TAS - 3 - b	Case • 1			ECC	NOMIC	.& FINA	NCIAL	ANALY	'SIS	
1,2,3,4 or A,B	[Case in Air Tra						100 %]			
1		TERMS O	FAN	(ALYSIS	New TA	S - 3 - b	FIRR	4.07%	FIRR	7.01%
FIRR	#01466pp@cohpageoupgicanaparcentercond	·						.21		
4.07%	Section 1									
EIRR	Int'l: EBRD	•	lasti i	r Płan						
7.01% Landing & Y/O	Dome : Existing CGO : Existing	1.			r (Opening	Year)	2010	(End of An	alysis = 202	9)
100.00%	The state of the s	!	L	Project Life	e 		20	years		
Commercial	Jat'l : Construction	1 5	falo	tenance an	d Oneratio	10,500	10,500	23,100	27,300	27,300
100,00%	Dome.: Construction			Administrati		4,200	7,560	8,400	8,400	27,309 8,400
Passenger	CGO: Construction		ĺ	m2\year	1997	2000	2005	2010	2015	2020
100.00%		Е	alst	Intl & CIS	39,500	39,500	39,500	27,300	27,300	27,300
Domestic Pax	Rental Value of			Domestic	2,920	2,920	2,920	8,400	8,100	8,400
\$0.00	Existing Site			Cargo	4,300	4,300	4,300	0	0	0
Air Demand	area of site (ha)	?	New	Cargo		***		8,700	8,700	8,700
100.00%	IIO Dana markatan di samana			Total	46,720	46,720	46,720	44,400	44,400	44,400
Terms of Case Study	percentage (55, 2002 Mr., 51, 66 (67)))		2)	Number of						
for A/P Charges	50.00%		ļ	Zear	1997	2000	2005	2010	2015	2020
Magnification of Charges	for Foreign (000 ha) \$1,200.00		3.	Persons	3,740 rent (includi	3,740	3,740	3,550	3,550	3,550
comestic Passenger Charge	Not Foreign		ار د	year	1997	2000	2005	2010	2016	2020
\$5.00	50,00%			thou USS	13,100	13,100	13,100	12,450	2015 12,450	2020
for Air Demand	for Local ('000 ha)		4)	Maintenance	!		13,100		12,430	12,450
A; High Case	\$300.00		ĺ	year	1997	2000	2005	2010	2015	2020
120.00%	*of Local			thou. USS	17,500	17,500	17,500	16,630	16,630	16,630
B : Low Casa	50.00%		5)	Administrati	ive Costs				·	<u>-</u> £
80.00%	annist moone (000)			year	1997	2000	2005	2010	2015	2020
interest Rate (%)	\$41,250			thou, US\$	4,100	4,100	4,100	3,900	3,900	3,900
2.20			6)	Other Opera	tion & Main	tenance Cos	ls		·	
Terms of Cash Flow : Salect 1 or 21	=			year	1997	2000	2005	2010	2015	2020
2			İ	thou. US\$	12,800	12,800	12,800	12,160	12,160	12,160
		3. /	Virno	ort Charges						
			-	•	ake-off Weig	ELCMTOW	Yby Aircraf	Type		
				type	Small Plane	Small Jet	Medium Jet	Large Jet	Freighter]	
				tones	25	60	150	300	200	
			2)	Landing and	Take-off Cl	arge	· · · · ·			
		X 1.0		US\$ tones			6:00 - 16:00			
				US\$ tones			0 - 06:00) =	40.0 %		
			3)	Parking Cha	rge (more th					
				% [arge = 50.0 °	o of NAC	
			4)	Gurding Ch:	arge (more t					
			53	L!	nd Commerci			orge = 50.0 °	o of NAC	
		X 1.0		Pax USS			narge ng passenger	····		
				Cgo , USS				loading carg	· · · · · · · · - · - · - · - · - · - · - · - · - · - · · - · · - · · · · · -	
				Safety Servi		y		some cargo	· · · · · · · · · · · · · · · · · · ·	
			·	96	10.0	of landing a	k take-off ch	arec		
			7)	Airport Pass	enger Charg	· · ·				
		X 1.0		US\$	10.0	per departie	ng internation	nat passenge	0.0	per devoe par
		US\$ 0.0	8)	Share of Oth	, · - .					
				ိုင်	10.0	efsum of a	sport charge	s (2 - 7.)		
		4. I		omic Reven						
		X 1.0	1)	r	n Foreign To	- · · - · - · · · · · · · · · · · · · ·				
		A 1.U	21	US\$		per foregin				
		X 1.0	2 J	US\$hour	0.25	hour		Tourist (Uz per Uzbek p		
				L	L	nour	10.0	рет селоск р	assenger	
		5. 1	Exch	ange Rate						
		,		Sums US\$	100.00	(average o	(1997)			· }
				YonUSS	\$20.00	(average o				
				Sums/Yen			f 1997)		_	

New TAS - 3 - b	Case - 1	ECO				12117	515	
1,2 3,4 or A,B	Case in Air Frotti: Deni-							
Service of the servic	HRMS	OF 17717818	Sep 148	= (3 + 1)	THES	1:	FIRE	" :
FIRR								
1079	CONTRACTOR							
€iRR	har) · FBR4	Moto Pha						
7.01%	Dome Fasting 1	4 5 12 15 18	,		25/E6	a 1 (0 2 (£ A)	etvis 262	2.3
Landing & T/O	CGO Existing	15 . Hit.			20	1		
10d,002 g	PRODUCT CASE							
Commercial	InCL Construction	Maistenance and	Operation				27,800	
100,002	Denie : Construction 2	. I VI via	17.	1		8.4		× ,
Passenger	CGO Constrain	330 363	274		. •	٠.,		
tno,ear a		Fair All Access	\$9,590	\$9,500	(0.56)	27,000	\$ 7,519.0	21.30
Domestic Pax	Rental Value of	Page 1190 1	2,920	2,920	2 926		8 400	5.1
\$6.00	Fristing Site	Term.	\$,\$ 191	1,400	4, 994	41	SI.	
Air Demand	and the state of the	Now the second				√ 25 an	S ⊃let	S. 4
100.00%	134	1.11	16,720	15,720	16, 126	11.1	11.1	
erms of Case Study	7. (11) 1. (Section to the						
or A/P Charges	50.00%	. 4. *1			4	+ 4	15	
tage trass on the Charges	Supplied to the supplied of th	l vision		6 714 a	C. 10		4 10	
2	\$1,200.00	s a Salas Lacr						
enest ti Payaangay Cherpi	Secretary of	·	10.40				3.5	
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ter Air Demarat	And the second of the second	Car Marchanie						
F. 1gla 350	N Skirk rold	N 2			4 4	:	1.5	
120,0er%a	Recard to the	16 - 1 - 18	p 7 4 33	17,800	1			11.00
B Cascase	Street of	San Albertager					• • • • • • • • • • • • • • • • • • • •	, .
\$9.66%	and the state of t	5.20						
nterest Rate (%)	541 250	Carlos				1		
2.20		الرواء الهرائي العها						
atms of Cash How		4.0						
Select 1 or 21		Holes Const						43.75
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	•	Virgori Changes						
		1 - 1,600	0.00					
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		in the section			,			
	EXAX							
	Profession (Inc.)	34						

FOR SALE STATE OF THE SALE STA

5. Exchange Rate

New TAS-3-b (1) Cash Flow of Financial Costs and Benefits

(US\$ thousand)

	Financial Costs				Financial Revenue				
Year	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	Benefits		
1998	24,000	24,000	0	36,830	36,830	0	0		
1999	24,000	24,000	ol.	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	Ó	-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	O	-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	o	-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		
2026	47,500	45,140	-2,360	102,493	151,722	49,729	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	70,42	72,782		
2029	47,500	45,140	-2,360	102,493	172,91	70,42	72,782		
2030	47,500	45,140	-2,360	102,493	172,915	70,427	72,782		
2031	47,500	45,140	-2,360	102,493	172,915	70,427	72,782		
2032	47,500	45,140	-2,360	102,493	172,91	70,42	72,782		
2033	47,500	D 45,140	-2,360	102,49	172,91	70,42	72,782		
2034	47,500	0 45,140	-2,360	102,49	172,91	70,42	72,782		
2035	47,50	0 45,140	-2,360	102,493	172,91	70,42	72,782		
2036	47,50	0 45,140	-2,360	102,49	172,91	70,42	2 72,782		
2037	47,50	0 45,14	-2,360	102,49	172,91	70,42	2 72,782		
2038	47,50	0 45,140	0 -2,360	102,49	3 172,91	70,42	2 72,782		
2039	47,50	0 45,14	-2,360	102,49	3 \$72,91	70,42	2 72,782		
2040	47,50	_							
2041	47,50	1		102,49	3 172,91	5 70,42	2 72,782		
2042	47,50	0 45,14	0 -2,36	102,49	3 172,91	5 70,42	2 72,782		
2043	47,50	0 45,14	0 -2,36	102,49	3 172,91	5 70,42	2 72,782		
2044	47,50	0 45,14	0 -2,36	102,49	3 172,91	5 70,42	2 72,78		
2045	47,50	0 45,14	0 -2,36	102,49	3 172,91	5 70,42	2 72,78		
2046	47,50	0 45,14	0 -2,36	102,49	3 172,91	5 70,42			
2047	47,50	0 45,14	0 -2,36	0 102,49	3 172,91	5 70,42	2 72,78		
2048	47,50	00 45,14	-2,36			5 70,42			
2049	47,50		0 -2,36			. 1	2 7 2,78.		
2050	47,50	00 45,14	-2,36	0 102,49	3 172,91	70,42	2 72,78		

New TAS - 3 - b (2) Cash Flow of Economic Costs and Benefits

(US\$ thousand)

	Economic Costs				Net Financial		
Year	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	Benefits
1998	24,000	24,000	0	139,151	139,151	0	Denetits
1999	24,000	21,000		150,347	150,347	-3-11-15-11-15-11-13	• • • • • • • • • • • • • • • • • • • •
2000	57,220	47,500	-9,720	162,443	162,443	0	9,720
2001	57,220	93,115	35,895	175,761	175,764		
2002	57,220	83,992	26,772	188,629	188,699		-35,895
2003	57,220	56,623	-597	201,634	201,634		-26,712 597
2004	57,220	105,331	48,111	214,569	214,569	· · · · · · · · · · · · · · · · · · ·	
2005	57,220	142,895	85,675	236,769	236,769	0	-48,111
2006	57,220	147,174	89,954	250,853	250,853		-85,675 -89,954
2007	57,220	157,570	100,350	264,938	264,938		-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	· · · · · · · · · · · · · · · · · · ·	-186,572
2010	37,220	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	} · · · · · · · · · · · · · · ·	-11,840	362,373	396,846	31,473	46,313
2014	57,220	45,380	-11,840	378,199	412,799	34,601	46,441
2015	57 ,220	45,380	-11,840	397,045	431,774	31,728	46,568
2016	57,220	45,380	-11,840	413,726	418,454	34,728	46,568
2017	57,22 0	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	453,768	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	優なったりととときたん たっしゃ	-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 47,500	45,140	-2,360	163,768	678,534	214,765	217,125
2034	47,500	45,140 45,140	-2,360	463,768	•	214,765	217,125
2034	47,500	45,140	-2,360 -2,360	463,768	·	214,765	217,125
2035		- -	()	463,768	678,534	214,765	217,125
2037	47,500 47,500	4	-2,360 -2,360			214,765	217,125
2038	47,500	· · · · · · · · · · · · · · ·]}	463,768 463,768		214,765 214,765	217,125
2039	47,500		1} - 			214,765	217,125
2040	47,500		-2,360		·	214,765	217,125
2041	47,500		-2,360			214,765	217,125 217,125
2042	47,500	4	-2,360			214,765	217,125
2043	47,500	- · · · · · · · · · · · · · ·	-2,360	• • • • • • • • • • • • • • • • • • •		214,765	217,125
2044	47,500		-2,360		9	214,765	217,125
2045	47,500		-2,360	463,768	*·	214,765	217,125
2046	47,500		-2,360	· ·		214,765	217,125
2047	47,500			463,768	*	214,765	217,125
2048	47,500			• · · · · · · · · · · · ·		214,765	217,125
2049	47,500	· · · · · · · · · · · · · · ·	-2,360	463,768		214,765	217,125
2050	47,500	1	[}		· - · ·	214,765	217,125
	<u> </u>	,	<u> </u>	100,100	3,0,734	11 214,753	217,123

Economic Internal Rate of Return (EIRR) 7.01%

Namangan + 1 Case · 1 1,2,3,4 or A,B 1 FIRR 10.00% 8.20% Landing & T/O 100.00% Commercial 100.00% Passenger 100.00% Domestic Pax \$0.00 100.00% Terms of Case Study = for A/P Charges Magnification of Charges \$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 21 2

ECONOMIC & FINANCIAL ANALYSIS

[Case in Air Traffic Demand = 100 %]

ERMS OF AN	ALYSIS	Namanı	gan • 1	FIRR	-10.00%	EIRR	8.20%
							·
1. Maste	er Plan		٠.	a.1.7.1.1.1			
1		r (Opening	Year)	2006	(End of An	alysls = 202	5)
	Project Life			20	years		
•						11.11	
2. Mala	tenance an	d Operatio	4,200	8,400	8,400	8,400	8,400
	Administrati		1,680	1,680	1,520	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	2,520
	Total	4,219	4,219	10,920	10,920	10,920	10,920
2)	Number of I	Employee					
	Acat	1997	2000	2005	2010	2015	2020
	persons	185	370	960	960	960	960
3)	Salary Payn	ent (includ	ng Insurance	e: 40 %)			:
·	уеаг	1997	2000	2005	2010	2015	2020
	thou. US\$	650	650	1,680	1,680	1,680	1,680
4)	Maintenane	c Costs		·			
	year	1997	2000	2005	2010	2015	2020
	thou. US\$	850	850	2,100	2,200	2,200	2,200
5)	Administral	ive Costs					
	year	1997	2000	2005	2010	2015	2020
	thou. US\$	200	200	520	520	520	520
6)	Other Oper	ation & Mai	ntenance Co	sis			
) car	1997	2000	2005	2010	2015	2020
	thou US\$	650	650	1,680	1,680	1,680	1,680
2)	type tones Landing an	Small Plane 25 d Take-off C	Small Jet 60 harge	-1	t Large Jet 300	Freighter 200	•
X 1.0	US\$/tones		·	06:00 - 16:0		· 	
	US\$/tones	<u></u>		:00 - 06:00)	= 40.0 %]
3)		arge (more			1 :	1	
	%				harge = 50.0	% of NAC	
4)	1	harge (more				1	
_	<u>%</u>		·		harge = 50.0	% of NAC	}
		and Commer					
X 1.0	Pax; US\$			ting passenge			
. .	Cgo; US\$		per tone o	i loading &	unloading car	Bo	****
6)	Safety Ser		Taria i	Pater - FF			<u>-</u>
-	%i		·•	g & take-off	ritan Re	N .	ـــــــــــــــــــــــــــــــــــــ
X 1.0	US1	ssenger Char	T	ting inter-+	onal passenge		
	L	ther Revenu	_1.5	we micinal	Asia Passenge	0.9	per dome par
•	Share of C			airport char	nea (7 - 7)		:
	17	<u>. L</u>	1 or som of	The poet Cital	5v3 (2 1.)	·	
. 4 Fac	nomic Reve	mel et		* }	•		
		mues om Foreign I	Couriet	:		1 2	
X 1.0	USS			in passenger			
	·				Ian Tourist (lizhofr à	
			- i				
	US\$/hou	r] 0.2	5 hou	r 15.	e bet nsock	passenger	
X 1.0			- 1				1
X 1.0			4.3		5 5 5 5 C		
X 1.0	hange Rate		٠,	· · · · · · · · · · · · · · · · · · ·	Harris Barrell		
X 1.0	Sums US:	\$ 100,0		of 1997)			
X 1.0		\$ 100.0 \$ 120.0	0 (average	of 1997) of 1997)			

unangan + 1 Case	السنعنس		OMIC	& FINA	NCIAL	ANAIA'.	212	
2,3,4 or A,B [Case in	n Air Traffic Demand = 1	.00 %]						
FIRR -10.00%	TERMS OF AN	alysis [Namang	an - 1	FIRR	-10.00%	FIRR	8.20%
EIRR		2,222.2 (5%-2			a was ear	Lucion Frances	restude parte	••
8.20%	1. Maste	r Flan						
anding & 1/O		Target Year	(Opening Y	car)	2006	(Fnd of An	alysis = 202	5)
100.00% Commercial	1	Project Life		. !	20) cars		1
100.00%	g 2. Main	tenance and	Operatio	4,200	8,400	8,400	8,400	8,400
Passenger	1)	Administratio	n Area	1,680	1,680	2,520	3,360	3,360
100,00%		m2 \ year	1997	2600	2005	2010	2015	2020
omestic Pax		Intl & CIS			3,400	8,460	8,400	8,400
\$9.00 Air Demand		Domestic Total	4,219	4,219	2,520 10,920	2,520 10,920	2,520 10,920	2,520 10,920
100.00%	2)	Number of E		414124	10,720	10,220	10,720	[0,329]
ns of Case Study =		year	1997	2000	2005	2010	2015	2020
A/P Charges	Į	persons	185	370	960	960	960	960
grideation of Charges	3)	Salary Payms	nt (includir	g Insurance	: 40 %)			
2		year	1997	2000	2005	2010	2015	2020
atic Fassenger Chare	# 4	thou, US\$	650	650	1,680	1,689	1,680	1,680
\$5.00	4)	Maintenance		i		rom a algeria en F	orest all a serie	
r Air Demand Liligh Case		year	1997	2000	2005	2010	2015	2020
120.00%	4.	thou US\$ Administrativ	850]	850	2,209	2,200	2,200	2,200
3 Low Case	1	year	1997	2000	2005	2010	2015	2020
80.00%		thou. US\$	200	200	520	↓	520	520
erest Rate (%)	6)	Other Operat	ion & Main	tenance Cost	s	i., l		
2.20		year	1997	2000	2005	2010	2015	2020
ms of Cash Flow =	} -	thou US\$	650	650	1,680	1,680	1,680	1,680
elect 1 or 2!	5							
2	il -	ort Charges Maximum Ta	dia attitudi.	.b.c.varcae	Nhu Nieses	.0 Т		
	3. 1)	/	· · · · · · · · · · · · · · · · · · ·			t Large Jet	Treighter 1	
		tones	25	60	150	i	200	
	2)	I anding and	Take-off Cl	iarge				ı
	X 1.0	US\$ tones	13.0	daytime (0	6.00 - 16.0	0) = 60.0 %		
		US\$ tones	15.6	night (16:0	(00:00 - 0	= 40.0 %		
	3)	Parking Cha						
		0	-			harge - 50.0	ef NAC	
	4)	Gurding Cha				harge - 50.0	0 -6 NI AC	
	† 1	Technical ar				narge - 50.0	0 01 IV.IC	
	X 1.0	Pax; USS				r,		
		Cgo USS	160.0	per tone of	loading &	unloading car		
	6)	Safety Servi	ce Charge				Z	
		9.0	10.0	of landing	& take-etl e	harge		
	7 7	Airport Pass	enger Charg	e				
	X 1.0	USS		per departi	ng internati	onal passenge	0.0	per deme pa
	US\$ 0.0 8	Share of Otl						
		[19.0	of sum of a	inbou epai	ges (2 7.)		
	J. Free	nomic Reven	eies.					
	i) Income from		varid				
	X 1.0	USS	~ .	per foregin	passenger			
) Average Lo					lzbek)	
	X 1.0	US\$ hour	.	T		8 per Uzbek		=
				-				
	S. Exc	hange Rate	7	T				
		Sums US\$		(average of				
	į	Yen USS	∤ = · · · · • · · ·	(average o	•		· · · · - · · · - ·	
	91	Sums Yen	1 683	(average of	SE 1007 Y			

Namangan - 1 (1) Cash Flow of Financial Costs and Benefits

(US\$ thousand)

[Financial Co.			L NT A TO COM		
Year	Base Case Project Case Increment Cost			Paris Cars	Net Financial		
2000	2,350	10,392	8,042	Base Case 3,266	Project Case	Increment Revenue	Benetits
2001	2,350	8,784	6,434	3,200	3,266	0	-8,042
2002	2,350	14,960			3,511	}- · · <i>· ·</i> · · · · · · · · · ·	-6,434
2002	2,350	24,470	12,610	3,756	3,756	0	-12,610
2004			22,120	4,001	4,001		-22,120
2005	2,350	27,462	25,112	4,246	4,246	0	-25,112
en a calabrat e un a referent a bandon de	2,350	70,022	67,672	4,491	4,491	0.	-67,672
2006 2007	2,350 2,350	6,080	3.730	4,577	7,450	2,873	-857
		6,080	3,730	4,663	7,735	3,073	-657
2008	2,350	6,080	3,730	4,748	8,021	3,273	
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, 7 30	5,916	9,817	3,901	171
2012	2,350	6,080	3, 7 30	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	6,415	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		3,730	8,939	15,383	6,445	2,715
2036	2,350	6,080	3,730	8,939	15,383	6,415	2,715
2037	2,350	† · · · · · · · · · · · · · · · · · · ·	3,730	8,939	15,383	6,445	2,715
2038	2,350	·	[] • • • • • • • • • • · · · · · · · · ·		15,383	 	2,715
2039	2,350		(} — — — — —	8,939	15,383		2,715
2040	2,350		(8,939	15,383	[2,715
2041	2,350		 	8,939	1 · · · · · · · · · · · · · ·	4	2,715
2042	2,350		3,730	8,939	15,383	6,145	2,715
2043	2,350		}	8,939	15,383	¶	2,715
2044	2,350		3,730		15,383	4	2,715
2045	2,350		{} 	8,939	15,383		2,715
2046	2,350	4	1	8,939	† • • • • • • • • • • • •		2,715
2047	2,350	· · · · · · · · · · · · · · ·	3,730	3 ,939	15,383	4]	2,715
2048	2,350	4	}	8, 939	15,383	6,415	2,715
2019	2,350			8,939	+··	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)

Namangan - 1 (2) Cash Flow of Economic Costs and Benefits (USS thousand)

Year 2000	Base Case						Net Financial
2000		Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	Benefits
	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	Ö	-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	3,73 0	1,758	1 · · · · · · · · · · · · · ·	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	· · · · · · · · · · · · · · · · · · ·	27,030	23,300
2021	2,350	6,080	3,730	1,979	{	28,078	24,348
2022	2,350	6,080	3,730	2,027	4	29,125	25,395
2023	2,350		3,730	2,076		30,172	26,442
2024	2,350		3,730	2,076		4	26,442
2025	2,350		3,730	4		Prince and a second	26,442
2026	2,350	and a second control of the control of	3,730	2,076		30,172	26,442
2027	2,350	6,080	3,730	3		30,172	
2028	2,350	·	D	· }			26,442
2029	2,350	6,080	3,730	· • · · · · · · · · · · · · · ·		30,172	26,442
2030	2,350	6,080	3,730		1	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		·• · · <i>·</i> · · · · · · · · · ·	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	32,249	30,172	26,442
2038	2,350	6,080	3,730	2,076	2224		26,442
2039	2,350	6,080	3,730		. , .	30,177	26,412
2010	2,350	6,080	3,736	2,076	32,248	30,172	26,442
2011	2,350	6,080	3,730	2,076	32,248	30,172	26,442
2012	2,350	0,080	3, 7 30	2,076	32,218	30,172	26,442
2013	2,350	6,080	3,730	2,076	32,248	30,17	26,442
2011	2,350		3,730	2,076	32,248	30,17.	26,442
2015	2,350	6,080	3,730	2,07	6 32,248	30,17.	26,442
2046	2,350	6,680	3,730	2,07	6 32,249	30,17.	26,442
2047	2,35	6,08	3,736	2,07	6 32,241	30,17.	26,442
2048	2,350	6,08	3,73		. .	. 8	26,142
2049	2,35	0 6,08	3,73	2,07	6 32,24	30,17	26,442
2050	2,35	6,08	3,73	2,07	6 32,24	30,17	2 26,442

Economic Internal Rate of Return (FIRR) 8.20%

ECONOMIC & FINANCIAL ANALYSIS Namangan -2 Case -1 1,2,3,4 or A,B [Case in Air Traffic Demand = 100 %] (Excluding Air Navigation Facilitiy) 1 FIRR TERMS OF ANALYSIS Namangan -2 FIRR -9.40% EIRR 12.46% -9.40% EIRA E. Master Plan Landing & Y/O Target Year (Opening Year) 2006 (End of Analysis = 2025) 20 100 00% Project Life Commercial 100.00% 2. Maintenance and Operatio 4,200 8,400 8,400 8,400 8.400 Passenger 1) Administration Area 1,680 1,680 2,520 3,360 3,360 100.00% 2000 m2\year | 1997 2005 2010 2015 2020 Domestic Pax Int'l & CIS 8,400 8,400 8,400 8,400 \$0.00 Domestic 4,219 4.219 2,520 2,520 2,520 2,510 Air Demand Total 4,219 4,219 10,920 10,920 10,920 10,920 100.00% 2) Number of Employee Terms of Case Study 1997 2000 2020 year 2005 2010 2015 for A/P Charges persons 185 370 960 960 960 960 Magnification of Charges 3) Salary Payment (including Insurance: 40%) 2 year 1997 2005 2010 2015 2020 omeetic Fascenger Charg thou. US\$ 650 650 1,680 1,680 1,680 1,680 \$5.00 4) Maintenance Costs for Air Demand year 1997 2000 2010 A . High Case thou. US\$ 850 2,200 2,200 2,200 850 2,200 120.00% 5) Administrative Costs B: Low Case year 1997 2000 2005 2010 2020 200 520 80.00% thou, US\$ 200 520 520 520 interest Rate (%) 6) Other Operation & Maintenance Costs 2.20 _year 2000 2010 2015 2020 Terms of Cash Flow = thou, US\$ 650 650 1,680 1,680 1,680 1,680 Select 1 or 21 Airport Charges 3. 1) Maximum Take-off Weight (MTOW) by Aircraft Type type Small Plane Small Jet Medium Jet Large Jet Freighter 25 60 150 300 2) Landing and Take-off Charge X 1.0 USS 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 4) Gurding Charge (more than 3 hours) 5.0 of landing & take-off charge = 50.0 % of NAC % 5) Technical and Commercial Service Charge X 1.0 Pax; US\$ 16.0 per departing passenger Cgo; US\$ 160.0 per tone of leading & unloading cargo 6) Safety Service Charge % 10.0 of landing & take-off charge 7) Airport Passenger Charge US\$ 10.0 per departing international passenge US\$ 0.0 8) Share of Other Revenue % 10.0 of sum of sirport charges (2.-7.) 4. Economic Revenues 1) Income from Foreign Tourist US\$ 500.0 per foregin passenger X 1.0 2) Average Loss Time and Time Value of Uzbekistan Tourist (Uzbek)

US\$ hour 0.25 hour 15.8 per Uzbek passenger

100.00 (average of 1997)

120.60 (average of 1997) 0.83 (average of 1997)

X 1.0

5. Exchange Rate

Sums US\$
Yen US\$

Namangan -2 (1) Cash Flow of Financial Costs and Benefits

(US\$ thousand)

		Financial Cos	ts	I	Net Financial		
Year	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	Benefits
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	Ö	-20,254
2005	2,350	33,801	31,451	3,989	3,989	o	-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
2069	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		(· · · · · · · · · · · · · · · · · · ·	400
2015	2,350	6,080	3,7 30	5,962	·	4,332	602
2016	2,350	6,080	3,730		·		781
2017	2,350	6,080	3,730	6,495		K	961
2018	2,350	6,080	3,730	6,761	11,632		1,141
2019	2,350	6,080	3,730				1,320
2020	2,350	6,080	3,730	<u> </u>			1,500
2021	2,350	6,080	3,730	1		∜	1,704
2022	2,350	6,080	3,730			4 }- • • • • • • • • • • • • • • •	1,908
2023	2,350	6.080				4	2,111
2024	2,350	6,080			. .	4	2,111
2025	2,350	6,080	#	1	-1	-{}	2,11
2026	2,350	6,080	<u> Parandan Panda Sida</u> a	·	- 		2,11
2027	2,350			. . . <i></i>		-{	2,11
2028	2,350			·• · · · · · · · · · · · · · · · · · ·		4	2,11
2029	2,350				. (2,11
2030	2,350	· •		· · · · ·			2,11
2031	2,350	· · · · · · · · · · · · · · · · · · ·	-n	· •		- B	2,11
2032	2,350		.	-)	.	. ()	2,11
2033	2,350	4	. }		. 	· {{	2,11
2034	2,350		. [[1	. .	· · · · · · · · · · · · · · · · ·	2,11
2035	2,350	-1		. It is a considerable as a second		-]]:	
2036	2,350				_ 		·
2037	2,350		·} · · · · · · · · · · · · · ·		• • • • • • • • • • • • •	. (1	
2038	2,350	4				- {} 	
2039	2,350		· [] · · · · · · · · · · · · · · · ·		• • • • • • • • • • •	• {}• • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • •
2040	2,35	-		- 1			
2041	2,350						
2042	2,35	[·[. ()	· [· · · · · · · · · · · · · · · ·
2043	2,35	·	· · · · · · · · · · · · · · · · ·	- -	· • · · · · · · · · · · ·	. 6	
2044	2,35	·		• • • • • • • • • • • •			
2045	2,35						-
2046	2,35			-		·	
2047	.	<i></i>	· • D • • • • • • • • • • • •	.		. 41	. .
2047	2,35		· •]]		.		- -
2049	· •] • • • • • • • • • •		• 1 • • • • • • • • • • • • •			* 41· · · · · · · · · · · · · · · ·	
2050	2,35						2,1

Financial Internal Rate of Return (FIRR) -9.40%

Namangan -2 (2) Cash Flow of Economic Costs and Benefits

(US\$ thousand)

		Economic Co	ets	£	Net Financial		
Year	Base Case	Project Case	Increment Cost	Base Case	Project Case	Increment Revenue	Benefits
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	22,601	20,254	1,076	1,076	ó	-20,254
2005	2,350	33,801	31,451	1,136	1,136	ŏ	-31,451
2006	2,350	6,680	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	3,7 30	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	
2011	2,350	6,080	3,730	1,431	19,238	17,807	13,147
2012	2,350	6,080	3,730			}	14,077
2013	2,350	:	• • • • • • • • • • • • • • • • • • •	1,484	20,221	18,737	15,007
2014		6,080	3,730	1,537	21,205	19,668	15,938
2015	2,350	6,080	3,730	1,590	22,188	20,598	16,868
	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	22,571	18,847
2017	2,350	6,080	3,7 30	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	28,813	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	
2037	2,350	· · · · · · · · · · · · · · · · · · ·	3,730	2,076	31,956	29,880	26,150
2038	2,350		16	2,076			26,150
2039	2,350	· · · · · · · · · · · · · · · · · · ·	3,730	2,076	31,956	[] · · · · · · · · · · · · · · · . [26,150
2040	1					29,880	26,130
			3,730	2,076	31,956	29,880	26,150
2011	2,350	6,030	3,730	2,076	31,956	29,880	26,150
2042	2,350		3,730	2,076	31,956	29,880	26,150
2043	2,350	4	3,730	2,076	31,956	29,880	26,150
2044	2,350	·	3,730	2,076	31,956	29,880	26,150
2045	2,350	i	3,730	2,076	31,956	29,880	26,150
2046	2,350		3,730	2,076	31,956	29,880	26,15
2047	2,350	·}· · · · · · · · · · · · · · ·	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)